

Appendix C3

**Lower Don Bridge and
Don Yard Early Works
Consultation and
Correspondence Record**

Public Feedback

- **Public Email
Correspondence Table**
- **Public Email
Correspondence Record**

| Date of Correspondence | Summary of Public Correspondence | Date of Response | Summary of Metrolinx Response |
|------------------------|--|-------------------|---|
| January 21, 2021 | <ul style="list-style-type: none">Requested clarification regarding the location of the Ontario Line's crossing point at the south end of the Don River | January 26, 2021 | <ul style="list-style-type: none">Metrolinx confirmed the Ontario Line will cross the Don River and Don Valley Parkway near Eastern Avenue, just southwest of Corktown Commons Park, and connect to a future GO/ Ontario Line station at East HarbourMetrolinx provided links to the Lower Don Bridge and Don Yard Early Works section of the Project webpage and to subscribe to the e-newsletter |
| February 17, 2021 | <ul style="list-style-type: none">Noted their interest in the new proposed bridge for the Ontario Line and requested information on the procurement process and inclusion of the Lower Don Bridge and other potential bridges as part of the early works packages | February 17, 2021 | <ul style="list-style-type: none">Metrolinx confirmed that expansion of the existing rail bridge over the Don River will take place as part of the Lower Don Bridge and Don Yard early works activitiesMetrolinx advised that the Lower Don Bridge and Don Yard Early Works Report will be released in mid-2021Metrolinx confirmed that procurement for the Lower Don Bridge and Don Yard Early Works will begin in the second half of 2021 and construction is expected to start in 2022Metrolinx confirmed that all three early works segments associated with the Ontario Line Project will involve upgrading existing bridges and/or building new bridgesMetrolinx provided information regarding the Exhibition Station and Lakeshore East Joint Corridor early works activities and plans, links to the Early Works section of the Project webpage and to subscribe to the e-newsletter |
| February 18, 2021 | <ul style="list-style-type: none">Requested clarification on the procurement process related to the Lower Don Bridge and Don Yard early works | February 19, 2021 | <ul style="list-style-type: none">Metrolinx advised that information regarding procurement for all early works segments will be made available in summer 2021 and provided a link to the Metrolinx procurement webpage (MERX portal) for updates |
| March 18, 2021 | <ul style="list-style-type: none">Requested to be kept up to date on the design of the Lower Don Bridge, specifically regarding bending and fabrication as they are interested in the opportunity to supply materials for the new bridgeProvided links to previously completed work performed by the organization and contact information for reference | March 19, 2021 | <ul style="list-style-type: none">Metrolinx advised that procurement for the Lower Don Bridge and Don Yard Early Works Project is expected to take place in the second half of 2021Metrolinx provided links to the Metrolinx procurement webpage (MERX portal) and to subscribe to the e-newsletter for updates |
| March 19, 2021 | <ul style="list-style-type: none">Requested further clarification on how to get involved in the procurement process for the Lower Don Bridge and Don Yard early works | March 23, 2021 | <ul style="list-style-type: none">Metrolinx provided a link to the Tender submission webpage for more information |

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Attachments: [REDACTED]

Hi [REDACTED]

You can find more information [here](#).

Hope this helps,

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



From: [REDACTED]
Sent: March 19, 2021 10:10 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Contact Ontario Line Submission

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Daryl-

I appreciate the response. To be involved in the procurement process do we need to submit or fill out any type of supplier questionnaire information? Can that be found at the portal?

Thanks

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

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From: Ontario Line <ontarioline@metrolinx.com>

Sent: Friday, March 19, 2021 8:59 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thank you for your interest in the Ontario Line, and the Lower Don Bridges.

As you may know, we expect to begin the procurement for the Lower Don Bridges as part of the 'Lower Don Bridges Early Works' in the second half of 2021. There will be more information posted on our [MERX portal](#) later on this summer when procurement begins.

If you have not yet, consider signing up for our [e-newsletter](#) to receive all the latest updates, including when procurement for the bridges begins.

Have a good day,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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

Sent: March 18, 2021 10:23 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, March 18, 2021 - 10:23

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Lower Don Bridges

Message:

Good Morning, I wanted to reach out to you with regards to the Lower Don Bridges. I would like to stay in the loop on the design of the bridges and the possibility of providing bending and fabrication on them. We are an [REDACTED] supplier of advanced steel bridges with induction bending capabilities and the bridge design for the Lower Don Bridges would be a good fit. You can see the last bridge we worked on at the following link: [REDACTED]
[REDACTED]

With our background, I believe we would help with planning and engineering if the designer has material or bending questions.

Please feel free to contact me at [REDACTED]

Thanks

[REDACTED]

[REDACTED]

[REDACTED]



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[REDACTED] [REDACTED] Lin [REDACTED]

From: Ontario Line
Sent: February 19, 2021 12:16 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thank you for your follow-up question.

When it comes to each of the Early Works projects associated with the Ontario Line, we expect to post more information on our [MERX portal](#) later on this summer when procurement begins.

Have a good day,

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



From: [REDACTED]
Sent: February 18, 2021 1:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Contact Ontario Line Submission

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Hi Daryl,

Thank you for responding to my questions. Can you expand on the procurement? Are you referring to the procurement of the design or construction with the dates that you have provided. I would like to understand how and when the design is being procured and whether this is conventional design-bid-build, design build or has the design already been completed.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: February 17, 2021 12:55 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

[REDACTED]

Thank you for leaving a voicemail and reaching out via email as well.

The expansion of the existing rail bridge over the Don River will take place as part of the Lower Don Bridges Early Works project. Happy to respond to some of the questions you have asked:

- Before procurement or construction of any Early Works, we will release an Early Works report that will detail the project's scope, impacts and detail the mitigation measures Metrolinx will deploy. For the Lower Don Bridges Early Works, we expect to release this report in mid-2021.
- We expect to begin the procurement for the Lower Don Bridges Early Works in the second half of 2021. This will follow a traditional procurement process.
- Construction for the Lower Don Bridges Early Works is expected to start in 2022.

All three Early Works projects associated with the Ontario Line (Exhibition, Lower Don Bridges and Lakeshore East Joint Corridor) will involve upgrading existing bridges and/or building new bridges.

- As part of Exhibition Early Works, there will be a temporary pedestrian bridge built to facilitate north-south access. More information can be found in the [Early Works report](#) which has already been released on our online engagement hub. Exhibition Early Works procurement is set to begin in mid-2021.
- Design of the Lakeshore East Joint Corridor Early Works is still ongoing. We expect to release the Lakeshore East Joint Corridor Early Works Report in the second half of 2021 and start procurement in early 2022.

If you have not already, consider signing up for our [e-newsletter](#) to remain updated on the project.

Feel free to reach out should you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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

Sent: February 17, 2021 10:32 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Wednesday, February 17, 2021 - 10:32

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Don River Bridges

Message: I am interested in the two proposed bridges for the Ontario Line that will cross over the Don River on either side of the existing rail bridge. When and how will these bridges be procured? Will they be part of one of the Early Works packages? Also what other bridges will be procured (if any) during the Early Works?

[REDACTED]

[REDACTED]



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[REDACTED]

From: Ontario Line
Sent: January 26, 2021 9:18 AM
To: [REDACTED]
Subject: RE: Query

Hello [REDACTED]

Thank you for your email and interest in the Ontario Line.

The Ontario Line will cross the Don River and Don Valley Parkway near Eastern Avenue, just southwest of Corktown Commons Park and connect to a future GO/Ontario Line station at East Harbour:

More details about this rail bridge expansion can be found in the [East Neighbourhood Update](#) on Metrolinx Engage by selecting 'Lower Don Bridges' from the drop down list.

To stay up to date with the latest information, I hope you will consider signing up for the Ontario Line [online newsletter](#) if you are not already subscribed.

Feel free to reach out should you have any further questions.

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

[REDACTED]

From: [REDACTED]
Sent: January 21, 2021 4:42 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Query

Where is the line crossing the Don River at the south end?
Thank-you.

[REDACTED]

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Community Stakeholders and Groups

- **Lakeshore East Community Advisory Committee**
- **West Don Lands Committee**

Community Stakeholder and Groups

- **Lakeshore East Community
Advisory Committee**



Re: Ontario Line engagement update1 message

Mon, Jul 20, 2020 at 10:04 AM

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

Cc: [REDACTED]
[REDACTED]
[REDACTED]

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

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

Sincerely,
[REDACTED]

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

Hi [REDACTED]

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

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

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

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

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

The balance of what you said is correct.

Thanks for following up. I hope this helps.

Josh

From: [REDACTED]
Sent: Friday, July 17, 2020 9:26 AM
To: Josh Vandezande
Cc: [REDACTED]
Subject: Re: Ontario Line engagement update

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

Q 1: Is the updated Noise and Vibration Report included in the Environmental Impact Assessment Report??

Q 2: If not, when will this studies be released?

Q 3: At our last meeting in May, there were to be specific community presentations on this N&V report, this summer, is this still planned?

Do I have your information correct?

1. In a few weeks from now we will be getting from Metrolinx the following information, and we will be able to give feedback and ask questions on the Mx Engage website/Mx email/ phone line:

- More details about the alignment, or route, of the line
- Stations locations and some initial design concepts
- A report on existing environmental conditions
- Procurement activities and anticipated construction timelines.

2. September, the EA Reports are released and we have 30 days to give feedback on them - not sure at this point where to give feedback or how?

3. Most feedback questions will be answered by Metrolinx and the project teams will take it into consideration with other factors.

4. Public engagement will continue through the Fall. No date for the Mx Community Offices opening.

Is this basically correct?

Thank you.

██████████

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

Hi ██████████, 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

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

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

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

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

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

- Email: ontarioline@metrolinx.com
- Phone: 416-212-5100
- Community Offices (opening once public health conditions allow and renovations are complete).

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

[Let me know if you have any questions.](#)

Josh

From: [REDACTED]
Sent: Wednesday, July 15, 2020 3:46 PM
To: Josh Vandezande
Cc: [REDACTED]
Subject: Re: Ontario Line engagement update

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

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

3. Can a person give feedback more than once and on different topics?

4. Will the community's questions be given answers from Mx?

3. How will feedback be used by Metrolinx?

A. Will feedback change design plans?

4. Will Metrolinx be sharing the feedback with the community?

Many thanks!

[REDACTED]

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

Hi [REDACTED]

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

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

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

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

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

- Email: ontarioline@metrolinx.com
- Phone: 416-212-5100

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

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

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

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

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From: [Josh Vandezande](#)
To: [REDACTED]
Cc: [Nicole Panchal](#); [Carmen Rapati](#)
Subject: an Ontario Line update
Attachments: [REDACTED]

Hi [REDACTED]

Thanks for your patience as we continue to refine our plans for the next round of engagement which has unfortunately been delayed a bit due to the challenges of COVID-19.

We are working towards sharing further information about the Ontario Line with the public in late July. As previously noted, engagement will be virtual with a variety of ways for people to learn about what's new and ask questions. We will be promoting this opportunity on social and mainstream media and will be collecting feedback throughout August so people will have lots of time to participate.

In advance of the public engagement, we will be providing update briefings to elected officials and key community groups, including the LSE CAC. I should be able to get back to you after July 6 with a couple proposed dates for the meeting. I have copied Carmen and Nicole as they are working towards an OnCorridor/GO Expansion update for you along the same timelines.

You asked about the environmental work for the Ontario Line. Current plans anticipate us releasing the Environmental Conditions Report - a description of existing environmental conditions, a preliminary description of potential impacts the Project may have on the environment and a description of studies that will be carried out as part of the Environmental Impact Assessment Report/Early Works Report - for the entire line in late July. I should have confirmation of timelines for the Early Works Environmental Report in the next couple weeks.

More information on the process can be found in the proposed [Ontario Line Environmental Assessment \(EA\) Regulation](#).

Finally, I have attached a notice about some further geotechnical work that started in your area today. Copies were delivered to nearby residents on Wednesday and we worked with the owner of Saulter Street Brewery to coordinate this work. There is also some drilling work planned within the corridor starting late next week and I will send you the notice for that on Monday.

I'm in meetings until 4:30 but happy to give you a call after that or Monday if you would like to chat.

Sincerely,
Josh

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



**LAKESHORE EAST
COMMUNITY ADVISORY COMMITTEE**
Via Teleconference
Wednesday, May 13, 2020- 6:30 to 8:00 p.m.

Committee Members Present

Metrolinx

Siricius Augustin
Houtan Moravej
Andre Marois
Nima Nouri
Malcolm McKay
James Francis
Carrie Sheaffer
Mirjana Osojnicki
Leila Sotoudeh
Franca Di Giovanni
Nicole Panchal
Josh Vandezande
Carmen Rapati

Community Representatives

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

Elected Officials & Staff

MPP Peter Tabuns
Councillor Paula Fletcher
Councillor Brad Bradford
Paul Biekse, Administrative & Constituency Relations, Councillor Brad Bradford's Office
Daryl Finlayson, Policy Advisor, Councillor Paula Fletcher's Office
Nicolas Valverde, Constituency Assistant, Councillor Paula Fletcher's Office

██████████ - (invited and accepted, but did not attend)

1.0 SAFETY MOMENT

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

2.0 WELCOME AND INTRODUCTIONS

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

Josh Vandezande invited elected officials to share some opening comments. MPP Peter Tabuns also noted the construction happening without notification as an issue for the community. Councillor Paula Fletcher noted that her constituents do not want tracks operating at a level above their houses, there are concerns about safety of the Ontario Line and the six tracks, and there is a need for a clear protocol for construction notification. Councillor Brad Bradford had the same sentiments as already noted. ██████████ 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. [REDACTED], CAC asked about the possibility of a 24 hour community hotline to be able to respond to middle of the night concerns.

Action: Metrolinx is working to establish a community hotline for the main project phase. During the interim, our team has regional email addresses, torontoeast@metrolinx.com or ontarioline@metrolinx.com, that we monitor. Please get in touch.

3.0 GO EXPANSION

Nicole introduced the scope of work / delivery packages for the GO Expansion projects. What we used to call RER is now called OnCorridor and OnCorridor includes network wide electrification. All of this is part of our GO Expansion program. OnCorridor includes preparatory work: the LSE West project which includes longer term components such as bridge widenings. Generally, the preparatory work is completed before the main network wide electrification phase. [REDACTED], CAC asked if LSE West includes Woodbine Bridge and Smalls Creek culvert work. Houtan Moravej, confirmed this. *CAC would like to note that calling this LSE West project phase is very confusing with projects occurring on the LSW..

[REDACTED], CAC asked for clarification regarding phases 1, 2, 3 and electrification. Mirjana Osojnicki and Nima Nouri explained that the first step or phase 1 for GO Expansion is the early works which is the grading and civil infrastructure work. Phase 2 is the off corridor works such as parking, stations, etc. Phase 3 is the main project, electrification, signaling, On Corr. The OnCorr RFP is in market and will close end of this year. This includes construction for electrification. Construction is to start end of 2021 to beginning of 2022 after the environmental assessment work is complete.

Nicole Panchal stated that for GO Expansion preparatory works, adding a 4th track between Don River and Pape, was part of LSE West package, but now it is part of the Ontario Line Joint Corridor package. We will share more information as it becomes available.

Councillor Paula Fletcher asked for clarification regarding the Environmental Assessments for both GO Expansion and Ontario Line. Mirjana Osojnicki explained that for GO Expansion there were two Environmental Assessments completed: Don Valley to Scarborough TPAP and the Network Wide Electrification TPAP. For the Joint Corridor, there is the two previously mentioned TPAPs, but no further EA for the Joint Corridor. Additional EA work is being done for the Ontario Line. James Francis explained that the EA work for the Ontario Line is currently underway and will be completed prior to construction start.

Nicole Panchal presented the OnCorridor scope of work as described. OnCorridor RFP is in market and will close end of this year. [REDACTED] explained that she was informed by Nicole in February, there would be no RFP for LSE West, the four bidders were not moving forward and LSE West will be broken into smaller projects. Nicole clarified that she misspoke. That LSE West is moving ahead with the Joint Corridor scope of work, track grading and vegetation removal, now removed from LSE West project.

██████████, CAC stated that LSE West will take 3 years. So OnCorr cannot start until after the 3 years of work is completed and the tracks left bare? Nima Nouri explained that OnCorr is for all five corridors – a network-wide project. Some stretches of the network will be ready for OnCorr to start earlier.

Councillor Paula Fletcher explained that the CAC has an interest in all work from the DVP to Scarborough. For this section, there is the EA for the approved fourth track project. But there is no approved EA for the Ontario Line work. Will the current CAC cover the Ontario Line? Members explained that the CAC has representation from a broad area. The CAC terms of reference is not attached to only one project but any project on the LSE corridor. Metrolinx committed to a future discussion regarding the terms of reference.

*CAC would like to note that now that the RER project has merged into the Ontario Line and become one “Joint Corridor” project together - they cannot and should not be separated and treated as such within one community area. The CAC has been representing the interests of our communities by working with Metrolinx for over two years on the RER Project. The LSE CAC gave notice to Metrolinx it would also be representing our community for the Ontario Line in August of 2019, shortly after the project was announced. The LSE CAC welcomes all community participation and community groups to share concerns and participate with us in our meetings with Metrolinx.

4.0 ONTARIO LINE

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

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

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

are minimizing the width of the corridor, and will use construction methods that will minimize impacts.

██████████, CAC comments that the IBC had a couple to proposed solutions; are we talking about at grade? Malcolm McKay says yes, a widening of the corridor; sections may be elevated at Science Centre.

██████████, CAC, stated that Jimmy Simpson Centre is very close to the corridor. Will the corridor impact the Centre? Malcolm McKay explained that it is anticipated that the project will pass the Centre without impacting it. And we are working to minimize property impacts along the corridor.

██████████, CAC asked what is going to happen to the bridges? How much work will be done on the bridges along the Joint Corridor? Malcolm McKay explained that there is a separate body of work for the six bridges. More information will be available on this in late spring. We are looking at the heritage significance of the bridges, their conditions, if there is a need to rehabilitate the bridges. The new tracks will straddle the current GO tracks.

Ontario Line Q&A:

██████████, CAC asks: When will you be sharing this information with our community? Will we be able to give feedback? Malcolm McKay explains we will come out June/July with the next round of info; yes to feedback.

██████████, CAC asks: So you are not exploring options to put it underground in Riverside? Malcolm McKay explained: Correct, we are not.

Nicholas Valverde (Paula F): Looking for information about how much work will be required on bridges. Will that info be out in that late spring period as well (and the effects it will have on community)? Malcolm McKay: Yes

██████████, CAC: Will bridges remain? Will you be analyzing heritage bridges? Malcolm McKay: Looking at heritage, current condition, structure, etc, this is all part of study currently underway, and we will be able to communicate results of those studies in that late Spring.

██████████, CAC: Is it too early to get info about whether the tracks will be twinned? Malcolm McKay: looks like we'll be straddling the existing Go Train 4-track corridor; this will continue from lake to Gerrard.

██████████, CAC: Will Metrolinx be erecting sound barriers on bridges? Malcolm McKay: There is a very good chance that there will be sound barriers erected along the entire Ontario Line

██████████, CAC: How will this community feedback be used by Metrolinx? How will it impact the OL? What formats will be used? Facebook? Twitter etc.? Will there be a live online Q&A with the community? Josh Vandezande: Slide 12; We need community

feedback; trying to figure out how to do this virtually if need be (due to social distancing); community office in Riverside delayed, but will open as soon as can be done. Will share this as soon as we have details in June.

██████████, CAC: Will there be community engagement for RER as well as OL? Josh: Yes, this will be the approach for all of our projects Nicole: yes, we would like to continue to engage with elected officials; Mx folks are new for the most part, so we would like to pick up on dialogue from past and continue those conversations.

C. Brad Bradford: We have had detailed conversations about baselines and noise mitigation, impact of RER and increased frequency; we should set up a conversation.

C. Paula Fletcher: Are there any sections (of RER) between Pape and Scarborough Junction without sound barrier or noise mitigation? Marianna: We are currently updating the noise and vibration study for the entire network, so we'll know better by later this summer. ██████████, CAC: The last maps we saw seemed arbitrary about where noise walls would be (sections without it).

C. Paula Fletcher: But EA should have been improved . . . next question for Malcolm, are you still putting a station for OL at Degrassi? Malcolm I: Yes

C. Paula Fletcher: What's the timing between that station and East Harbour? (Is it worth a stop?) Malcolm McKay: Importance of Leslieville station is the interchange with the streetcar and TTC has indicated benefits to ridership (not written, not requested) . . . Paula Fletcher: Are you saying the TTC has approved this already? Malcolm McKay: No.

C. Paula Fletcher: but why so close to Queen/Carlaw? Will the EA look at that? Malcolm I: yes, it's very close; EA will look into it.

██████████, CAC: If the community doesn't want a station at Queen/Degrassi, will you move it? Malcolm McKay: We will certainly consider it, but there may be a portion of the community that wants it. ██████████ CAC: All indication has been against it — you keep seeking feedback, but don't seem to be applying it to the plans.

██████████, CAC: Everyone wants it underground, and you're not even considering that option. So what is the value of collecting community input? Will stakeholders' feedback be considered? Malcolm I: we have to report back what the community interests are and weigh it against the overall program we're trying to deliver to find the solution that satisfies as many stakeholders as possible.

██████████, CAC: What about Pape Avenue PS? Will you be assessing the impact on them? Will it be shared with the school? Malcolm I: Yes and yes, the schoolboard has already been in touch with us.

██████████, and ██████████, CAC: How are we to make a complaint if not given notification? Nicole: We want to inform you in advance so this doesn't happen again.

██████████, CAC: We have been dealing with Metrolinx since 2018 around issues of noise mitigations for overnight track work, like dampers, removing beepers, working with

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

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

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

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

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

5.0 ENVIRONMENTAL PROGRAMS: JOINT CORRIDOR

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

6.0 WRAP UP AND NEXT MEETING

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

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

Action:

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

ACTION LIST

Action Item 1 – Metrolinx is working to establish a community hotline for the main project phase. Our team has a regional email addresses, torontoeast@metrolinx.com 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 take 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

- **West Don Lands Committee**
 - **Correspondence**
 - **Meeting Materials**

From: Ontario Line

Sent: March 11, 2021 2:10 PM

To: 'wilkeycj@gmail.com' <wilkeycj@gmail.com>; 'johnwilson338@gmail.com' <johnwilson338@gmail.com>

Subject: Ontario Line Update

Hello Cindy and John,

I hope you are doing well and enjoying the warmer weather.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress made and what communities can expect this year. In the near future, we expect to provide an update with concept renderings and proposed station entrance locations of Moss Park and Corktown and what this all means for the First Parliament site.

In our latest web update, you will also see that we now expect to release the draft Early Works Report for the Lower Don Bridges this summer. I'll reach out later this spring with a more specific timeline so we can set a date for me to bring the Ontario Line Environment team to a virtual meeting with the WDLC to review the draft report.

While health and safety restrictions continue to be in place, we will be hosting a round of virtual open houses this spring so residents can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

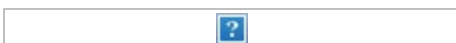
Here are some helpful links:

- Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.
- Click [here](#) for different ways to contact us either by phone, email or set up a meeting.
- The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

Daryl Gonsalves

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



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: February 17, 2021 12:58 PM

To: West Don Lands Committee - [REDACTED]

Cc: West Don Lands Committee - [REDACTED] Josh Vandezande
<Josh.Vandezande@metrolinx.com>

Subject: RE: Metrolinx update to WDLC - Ontario Line September 28th

Hi [REDACTED],

Hope you had a great weekend. Happy to respond on behalf of Josh.

In advance of your meeting next week, we can share some updated timelines for early works and environmental assessment in the West Don Lands area. The draft Early Works report for the Lower Don Bridges and Don Yard is anticipated to be available for public consultation in Summer 2021 with no construction expected before Spring 2022. We are taking some additional time for detailed design in this area given the multiple overlapping projects.

I want to reaffirm Metrolinx' commitment to paying tribute to the legacy of the First Parliament site. As we mentioned in our previous community update to the WDLC, while the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, Metrolinx will be working with experts to minimize impacts on cultural and heritage aspects of the site. Metrolinx will ensure any archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about. We also published a [blog post](#) about our commitment to commemorate the First Parliament Site's importance to Toronto, and the country. This will be the first of many updates as we prioritize keeping the community informed.

Since we last met with the West Don Lands Committee on September 28, there are a few updates about the Ontario Line we want to make sure your members are aware of:

- As we shared via email with the WDLC on December 1, 2020, we released the [Ontario Line Final Environmental Conditions Report](#) which incorporates community feedback we heard during the engagement period. The Environmental Conditions Report will be followed by public consultation on the Ontario Line Environmental Impact Assessment Report in late 2021/early 2022 that will provide a complete understanding of impacts and mitigation strategies.
- Late last year, we released the [Preliminary Design Business Case](#) which builds on the initial

business case we released in 2019. Thanks to feedback from the community, this report outlines the latest in Ontario Line benefits.

We have reached out to our colleagues who are responsible for the East Harbour development for any updates and will pass along anything we receive.

As always, we are here to answer any questions that come out of your Monday evening WDLC meeting. Feel free to reach out.

Have a great day,

Daryl Gonsalves

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



From: [REDACTED]
Sent: February 15, 2021 8:37 PM
To: [REDACTED]
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Metrolinx update to WDLC - Ontario Line September 28th

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.

Hello Josh,

The February meeting of the West Don Lands Committee is approaching on Monday evening, February 22. I am reaching out to determine if there is any update on matters on interest to our Committee.

We have noted with interest the conceptual schematics for the East Harbour station. With greater interest, we have noted the moves to begin the expropriation process at the First Parliament site. We, as well as the executive of our constituent groups, have weighed in with concern to the EBR posting on that matter.

This is to determine how and when you are prepared to engage with our communities on the updated plans for the Ontario Line between East Harbour and the downtown.

We look forward to that engagement.

[REDACTED]
Co-Chair, West Don Lands Committee
[REDACTED]


~~~ ><((((+> ><((((=> ><((((<sup>9</sup>> ~~~

On Sun, Sep 27, 2020 at 2:30 PM [REDACTED] wrote:

Hi Josh,

I am the WDLC Co-chair along with [REDACTED]. We are looking forward to having Metrolinx bring us up to date on the Ontario Line work.

Two points in preparation for tomorrow:

1) I wanted to give you a heads up about a question that we hope your team can address.

Over many years the WDLC has been directly involved in the TRCA's EA studies dealing with flood protection of the Don River flood plan. Below is an image from the Broadview Eastern Floodplain EA that raises the question.

The image shows flood modelling done by the TRCA for the purpose of demonstrating the impact of the EA preferred alternative. The residual spill zone after the flood protection intervention includes the triangular area between the main tracks and Bala line. This is the area where the north-side Ontario Line portal is expected to be located. We are very interested in understanding how the design for this portal will deal with the flood risk in this area and whether that will have any potential effect on the existing flood protection for the WDL.

2) [REDACTED] will be chairing tomorrow night's meeting. My role will be managing the logistics of a virtual meeting.

- The platform we are using is Zoom. The link was in the meeting notice, but here it is again for the benefit of your team:

[REDACTED]

Passcode: [REDACTED]

- screen sharing will be enabled so your team members can present materials
- I will manage the speakers during the Q&A.
  - We will likely ask people to wait until the end of the Metrolinx presentation to ask questions - at which point I may ask your team to stop screen sharing so I can see who has a hand up. (Participants are still getting used to the virtual environment and actual hands up, versus virtual signals, seems to be working best so far)

Please let me know if you or any members of your team have any questions. I am available

tomorrow, if there is any need for a dry run.

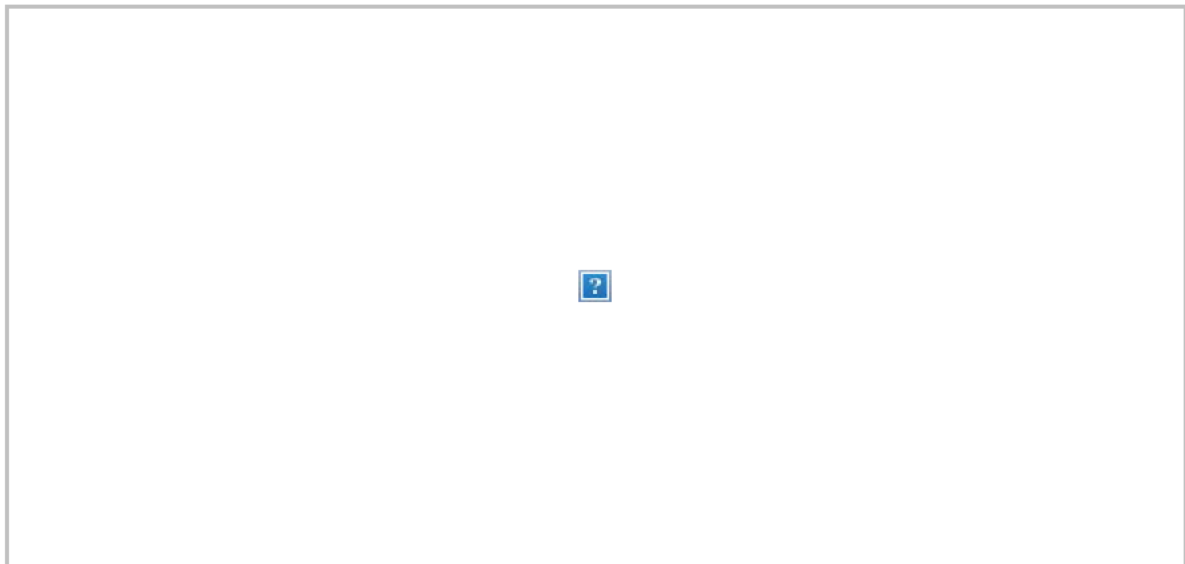
Thanks very much and looking forward to meeting your team.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]



From Broadview and Eastern Flood Protection EA - PIC#2 May 2019:





On Sep 17, 2020, at 5:08 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks Susan!

██████, I've heard great things about your group and we would be happy to attend your meeting. I'll get a few people from Metrolinx lined up to walk through materials and answer questions. Due to the timelines for some of this information being released to the public, we may not be able to share all the materials in advance but we can present them during the meeting.

How long of a timeslot are you thinking?

We look forward to providing an update on the Ontario Line. Let me know if you have any questions in the meantime.

Josh

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

<image002.png>

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**From:** Susan Walsh  
**Sent:** Thursday, September 17, 2020 4:15 PM  
**To:** ██████████; Josh Vandezande  
**Cc:** ██████████  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28?

██████

Thanks for your note. Since we last met, we've been lucky enough to add Josh Vandezande to our team as Senior Manager, Community and Stakeholder Relations for the Ontario Line. I've copied Josh here because he is your best contact for all things Ontario Line.

I have changed positions and now look after community relations for outside of Toronto so, as you can see, you are in better hands with Josh.

Thanks again,

Susan

**SUSAN WALSH**  
Director, Community-Stakeholder Relations (905, 705, 519)  
Capital Projects Group | Metrolinx

T: 416.202.7063 C: 647.927.9534

<image003.png>

**Everyone Home Safe, Every Day.**

**From:** [REDACTED]  
**Sent:** September-17-20 4:05 PM  
**To:** Susan Walsh  
**Cc:** [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28?

Hello Susan,

It has been 10 months since you first joined us as guests at a West Don Lands Committee meeting. I'd like to invite you to update our committee on Ontario Line plans on Monday, September 28, 7 pm. The meeting will be virtual on Zoom. Tyler Mayhew and Duncan Law or other Metrolinx representatives would also be welcome and encouraged to join us.

We have seen some new information released about the South section, which is our main interest, and we understand from Councillor Cressy that you have a degree of more detailed information on the CNE to Don section. We would very much appreciate a presentation that would focus on any more detailed information you can share on the South Section (also including whatever plans can be shared east to Gerrard). With the South section directly impacting and serving our community from East Harbour to King/Parliament and Moss Park we remain very interested in construction and service plans.

Looking forward to hearing from you.

[REDACTED]  
Co-chair, West Don Lands Committee  
[REDACTED]

On Sun, Nov 24, 2019 at 4:16 PM Susan Walsh <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],  
The Power Point is just being finalized. Presenting for Metrolinx will be:

Duncan Law, Head Sponsor, Subways Program;

Tyler Mayhew, Director, Subways Communications and Public Affairs; and,

Susan Walsh, Director, Community and Stakeholder Relations

I look forward to meeting you tomorrow evening.

**SUSAN WALSH**

Director, Community-Stakeholder Relations (A)  
Communications | Metrolinx  
T: 416.202.7063 C: 647.927.9534

<image003.png>

**From:** [REDACTED]  
**Sent:** November-21-19 9:44 PM  
**To:** Susan Walsh  
**Subject:** Re: Metrolinx update to WDLC

Great. A PowerPoint presentation will be easy to run. You may either bring a data stick or your own laptop.

I mentioned the time slot - 7:45-8:30 (more or less, including Q&A). If you could provide the name(s) of who will be speaking, I would include that in the agenda I circulate.

I will be chairing the meeting, which runs from 7-9. A presentation from the developer of an indigenous hub in the precinct will precede you. You may come for as much, or little, of the balance of the meeting as you wish.

[REDACTED]

On Thu, Nov 21, 2019, 8:56 PM Susan Walsh, <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],

Thanks for getting back to me so quickly. We'd be happy to come to your meeting Monday evening. We will share with you the information we have to date and hopefully start an ongoing two way discussion going forward where we can share more information as it is developed.

Thanks for the invitation. We'll have a PowerPoint presentation if that works for your set up. Please let me know.

Thanks,

**Susan Walsh**  
Director, Community Relations (A)  
METROLINX  
T: 416-202-7063 C 647-927-9534

On Nov 21, 2019, at 2:52 PM, [REDACTED] wrote:

Hello Susan,

I letting Tom off this thread until we work out our details.

I would like to invite Metrolinx to come to the West Don Lands Committee meeting on Monday evening to update us on the current state of work on the Ontario Line, the appropriate avenues for addressing future community questions and input, and any more detailed information on the proposed routing of the Ontario Line through the West Don Lands area. Our meeting is held at the YMCA at Cherry and Front Streets. The timing would be 7:45-8:30. Usually the attendance is around 20, including representatives of our member groups.

The West Don Lands Committee is a coalition of residents', business and civil society organizations in, or nearby, the West Don Lands -- an area defined in the Central Waterfront Plan, but generally between Parliament Street, Eastern Ave., the Don River and the Lakeshore GO tracks. As such, we are very interested in how the Ontario Line is proposed to bridge the Don River, how it will be routed through our community (both above and below ground), and any ideas as to timelines.

If you can manage to have representative(s) of Metrolinx attend our meeting to update us on these matters, we would be very appreciative. Our meetings are once a month, but we break in December, so would not otherwise be able to welcome you until the new year.

Thank you for considering this request.



~~~ ><(((+> ><(((=> ><(((^> ~~~

On Thu, Nov 21, 2019 at 2:37 PM Tom Davidson

<Tom.Davidson4@toronto.ca> wrote:

Hi [REDACTED],

I am introducing you to Susan Walsh, Acting Director of Community Relations for Metrolinx, She has kindly arranged for an update to the West Don Lands Committee on the Ontario Line. I am putting this process in your hands to arrange the details, and look forward to seeing you there.

Best,
Tom

Director, Waterfront Initiatives
Office of Councillor Joe Cressy
Ward 10 Spadina-Fort York
416 338-3344
joecressy.com

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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 Region Conservation Authority**
- **Other Technical Stakeholders**
 - **Canadian National Railway**
 - **George Brown College**

Technical Stakeholders

- **Other Technical Stakeholders**
 - **Hydro One Networks Incorporated**
 - **La Cité**
 - **Ontario College of Art and Design University**

Federal

- **Fisheries and Oceans Canada**

From: [Ontario Line](#)
To: FisheriesProtection@dfo-mpo.gc.ca
Cc: [James Francis](#); [Laura Witherow](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Kuru Satkunanathan](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Attachments: 

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: [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: 

Greetings,

Thank you for your correspondence.

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

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; **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



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Technical Stakeholders

- **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 Environment, Conservation and Parks**

Technical Stakeholders

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

Technical Stakeholders

- **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

CO_DWSP_Walkerton_Logo_E_H_CMYK_600dpi



From: Ontario Line [<mailto:ontarioline@metrolinx.com>]
Sent: Tuesday, June 02, 2020 3:22 PM
To: Leslie Rich
Cc: James Francis; Maria Zintchenko; Rodney Yee; Laura Witherow; Merlin Yuen; Crystal Ho; Kuru Satkunanathan
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

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

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

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

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

Sincerely,


Kuru Satkunanathan

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

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Technical Stakeholders

- **Provincial**
 - **Infrastructure Ontario**

From: [Ontario Line](#)
To: ["ainsley.davidson@infrastructureontario.ca"](mailto:ainsley.davidson@infrastructureontario.ca)
Cc: [James Francis](#); ["Maria Zintchenko"](#); [Laura Witherow](#); [Rodney Yee](#); [Merlin Yuen](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#); ["noticeview@infrastructureontario.ca"](mailto:noticeview@infrastructureontario.ca)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:06:00 PM
Attachments: 

Good Afternoon,

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

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


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

Sincerely,

Crystal Ho

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



From: [Ontario Line](#)
To: ["joanna.brown@infrastructureontario.ca"](mailto:joanna.brown@infrastructureontario.ca)
Cc: [James Francis](#); ["Maria Zintchenko"](#); [Merlin Yuen](#); [Rodney Yee](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:07:00 PM
Attachments: 

Good Afternoon,

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

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


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

Sincerely,

Crystal Ho

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



From: [Ontario Line](#)
To: ["ramsen.yousif@infrastructureontario.ca"](mailto:ramsen.yousif@infrastructureontario.ca)
Cc: ["noticereview@infrastructureontario.ca"](mailto: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: 

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 Economic Development, Job Creation and Trade**

From: [Merlin Yuen](#)
To: michael.helfinger@ontario.ca
Cc: [Mohammed, Shireen \(MEDJCT\)](#); [Ontario Line](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Monday, July 20, 2020 1:53:57 PM
Attachments: 

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) <Michael.Falconi@ontario.ca>; James Francis <James.Francis@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

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

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

Hi Michael,

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

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

Regards,

Crystal Ho

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



From: Ontario Line

Sent: Monday, June 08, 2020 10:06 AM

To: 'Helfinger, Michael (MEDJCT)'

Cc: Mohammed, Shireen (MEDJCT); 'michael.falconi@ontario.ca'; James Francis; Kuru Satkunanathan; Merlin Yuen; Laura Witherow; Maria Zintchenko; Crystal Ho; Rodney Yee

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

Good morning Michael,

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

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

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

Regards,

Crystal Ho

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



From: Helfinger, Michael (MEDJCT) [<mailto:Michael.Helfinger@ontario.ca>]
Sent: Sunday, June 07, 2020 7:37 PM
To: Ontario Line
Cc: Mohammed, Shireen (MEDJCT)
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

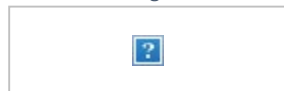
Hi Crystal:

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

Thank you,

Michael Helfinger

| Senior Policy Advisor | Corporate Policy Unit |
Ministry of Economic Development, Job Creation and Trade
Phone/Text: |416.434.4799| | Personal Mobile 416.722.6229|
michael.helfinger@ontario.ca |



From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 2, 2020 3:39 PM
To: Helfinger, Michael (MEDJCT) <Michael.Helfinger@ontario.ca>
Cc: James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura

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

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

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Good Afternoon,

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

Sincerely,

Crystal Ho

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




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Technical Stakeholders

- **Provincial**
 - **Ministry of Education**

From: [Ontario Line](#)
To: ["paul.bloye@ontario.ca"](mailto:paul.bloye@ontario.ca)
Cc: ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:35:00 PM
Attachments: 

Good Afternoon,

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

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

Sincerely,


Crystal Ho

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



Technical Stakeholders

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

From: [Merlin Yuen](#)
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
Date: Monday, June 21, 2021 9:23:08 AM
Attachments: 

Good morning MHSTCI team – hope everyone had a great weekend.


Ahead of the draft publication of the Lower Don Bridge and Don Yard Early Works Report, we're confirming that the MHSTCI's comments first circulated on July 3, 2020 on the draft Early Works Report (which had all early works consolidated in a single report) have been addressed in the Draft Lower Don Bridge and Don Yard Early Works Report. The team looks forward to the MHSTCI's review and comments on this report anticipated to be published and shared with the MHSTCI in the coming days.

Regards,

MERLIN YUEN

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





From: Merlin Yuen
Sent: 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



Review Comments Spreadsheet Work Plan

* Actions:

1 = Will comply

2 = Discuss, clarification required

3 = Not applicable because

Project Name:

**Ontario Line Subway Project - Early Works
Cultural Heritage Report: Existing Conditions and Preliminary Impact
Assessment (AECOM) June 2020
MHSTCI Comment**

Project No:

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) | <ol style="list-style-type: none"> 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: <ul style="list-style-type: none"> Report layout Section headings Content e.g. agree-upon language Project Name: Ontario Line <u>Subway</u> 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 <i>Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</i> 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 | <ol style="list-style-type: none"> 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 |

Review Comments Spreadsheet

Work Plan

* Actions:

1 = Will comply

2 = Discuss, clarification required

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

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 | <p>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)</p> <ol style="list-style-type: none"> 1. Introduction <ol style="list-style-type: none"> 1.1 Project Context 1.2 Early Works Study Areas and Description of Construction Activities <ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> 3.1 Background and Historical Research <ol style="list-style-type: none"> 3.1.1 York 3.1.2 City. . . 3.2 Exhibition Station Study Area <p>Neighbourhood History(s)</p> <ol style="list-style-type: none"> 3.2.1 Liberty Village 3.2.2 Exhibition Place 3.2.3 Current Land Use- Exhibition Station Study Area <p>Images – see comment # below e.g. overview of streetscape, view from X etc.</p> <ol style="list-style-type: none"> 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). |

Review Comments Spreadsheet Work Plan

* Actions:

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3 = Not applicable because

Project Name:

**Ontario Line Subway Project - Early Works
Cultural Heritage Report: Existing Conditions and Preliminary Impact
Assessment (AECOM) June 2020
MHSTCI Comment**

Project No:

Draft Environmental Reports

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|----------|---------------------------------|-------------|--|--|--|
| | | | | <p>Potential BHR/CHLs - Exhibition Station Study Area</p> <p>Table #: -summary table inserted</p> <p>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)</p> <p>3.3 Lower Don Crossing Study Area Subsections as above</p> <p>3.4 East Harbour Subsections as above</p> <p>3.5 Lakeshore East Joint Corridor Subsections as above</p> <p>4. Identification of Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures</p> <p>5. Community Engagement</p> <p>6. Summary and Next Steps</p> <p>Appendices: Maps (Historic) References</p> <p>Project Personnel and Qualifications (vs authors)</p> | |
| 3 | MHSTCI - Heritage Planning Unit | | 1. Introduction Page 5 | <p>See comment #2 above</p> <ul style="list-style-type: none"> “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 from the overall Ontario Line report (as edited per MHSTCI June 22, 2020 email), | <ol style="list-style-type: none"> 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 |

Review Comments Spreadsheet Work Plan

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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 |
|----------|---------------|-------------|--|--|--|
| | | | | <ul style="list-style-type: none"> 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- | <ul style="list-style-type: none"> 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. | <ol style="list-style-type: none"> 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 . . . [for . . . access 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 |

Review Comments Spreadsheet Work Plan

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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

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|----------|---------------|-------------|--|---|--|
| | | | | 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 | <p>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.</p> <p>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: <ul style="list-style-type: none"> replace “Ontario Line CHR” with “Ontario Line Cultural Heritage Report” </p> | Thank you for the detailed comments; revisions have been made accordingly to the HDDR. |

Review Comments Spreadsheet Work Plan

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**Ontario Line Subway Project - Early Works
Cultural Heritage Report: Existing Conditions and Preliminary Impact
Assessment (AECOM) June 2020
MHSTCI Comment**

Project No:

Draft Environmental Reports

| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Revised Response |
|----------|---------------|-------------|---|--|---|
| | | | | <ul style="list-style-type: none"> 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’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. <p>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.</p> <ul style="list-style-type: none"> 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 <u>known, previously identified</u> and potential BHR/CHLs <p>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.</p> | |
| 10 | | | 3 Existing Conditions 3.2 Early Works Neighbourhood | See comment #2 above re organization and section/sub-sections. Please include all 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). | Information relevant to Exhibition Station and Lower Don Bridges contained in HDDR. |

**Review Comments
Spreadsheet
Work Plan**

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Project Name:

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Cultural Heritage Report: Existing Conditions and Preliminary Impact
Assessment (AECOM) June 2020
MHSTCI Comment**

Project No:

Draft Environmental Reports

| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Revised Response |
|----------|---------------|-------------|---|--|--|
| | | | Histories Page 16 | | |
| 11 | | | Images 1 to 7 Pages 21-25 | See comments #2 above re organization Consistent with our comment #XX these images should be placed within the corresponding Study Area section. We would also suggest including a sentence of two to explain their purpose in the report and what they are intended to illustrate e.g. overview of streetscape, view from X etc. | This has been reflected in HDDR. |
| 12 | | | Table 2 Summary of Existing Conditions | See comment # above. Please separate the table entries according to each of the four study areas, to present all the material for each study area together. | Revisions have been made accordingly to the HDDR |
| 13 | | | Exhibition Station Study Area | Please include an entry for OLWXX Exhibition Place (Cultural Heritage Landscape)- as per MHSTCI comments of June 12, 2020 for Ontario Line West. | Revisions have been made accordingly to the HDDR |

Review Comments Spreadsheet Work Plan

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**Ontario Line Subway Project - Early Works
Cultural Heritage Report: Existing Conditions and Preliminary Impact
Assessment (AECOM) June 2020
MHSTCI Comment**

Project No:

Draft Environmental Reports

| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Revised Response |
|----------|---------------|-------------|--|---|---|
| 14 | | | Lakeshore East Joint Corridor Study Area | <p>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.</p> <p>Leslieville:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 <p>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 <u>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.</u></p> <p>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.</p> | Revisions will be made to the Lakeshore East Joint Corridor Early Works Report. |
| 15 | | | 5. Community Engagement Page 46 | <p>Please see MHSTCI comments of June 22, 2020 for the "Remaining Sections" of the Ontario Line:</p> <ul style="list-style-type: none"> 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 Spreadsheet Work Plan

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Assessment (AECOM) June 2020
MHSTCI Comment**

Project No:

Draft Environmental Reports

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|----------|---------------|-------------|--|--|--|
| | | | | <p>and how community input was undertaken and describe the results of the community engagement:</p> <ul style="list-style-type: none"> ○ 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. <ul style="list-style-type: none"> ● 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 | <p>Please see MHSTCI comments of June 22, 2020 for the “Remaining Sections” of the Ontario Line:</p> <ul style="list-style-type: none"> ● 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
Spreadsheet
Work Plan**

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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 |
|----------|---------------|-------------|--|--|------------------|
| | | | | <p>need to be demonstrate that demolitions is the last resort having considered all other alternatives.</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> HDDR – This recommendation applies to all study areas. Be clear who will prepare the report as per MOU. | |

| Review Comments Spreadsheet | | | | <div>* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because</div> | |
|-----------------------------|---------------------------------|-------------|--|---|---|
| Work Plan | | | | | |
| 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 |
| 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 Page 11 | 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. |
| 3 | MHSTCI - Heritage Planning Unit | | 1.3.4 Lakeshore East Joint Corridor 1.3.4.2 Early Works Footprint Page 6 | The report states: “This footprint is <u>generally confined to the existing Lakeshore East rail corridor</u> , as shown in Figure 1-5. ” The corridor is being expanded as a result of this project. Therefore, this statement may need clarification. | Clarification will be provided in the Lakeshore East Joint Corridor Early Works report. |

Review Comments Spreadsheet

Work Plan

- * Actions:
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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 |
|----------|---------------------------------|-------------|---|---|--|
| 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 Planning Unit | | Table 4-31 Exhibition Station Page 101 | Based on our comments on the Ontario Line and the Early Works Cultural Heritage Reports, Exhibition Place as a cultural heritage landscape should be included | Per comment response #6, all content will be updated based on edits to the EW Cultural Heritage Report, including the addition of Exhibition Place as a CHL. |
| 8 | MHSTCI - Heritage Planning Unit | | Table 4-33 Lakeshore East Joint Corridor Page 108-116 | See MHSCTI comment #14 for the Early Works Cultural Heritage Report. The following properties should be added: <ul style="list-style-type: none">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:<ul style="list-style-type: none">6, 8 and 10 Paisley Avenue (AECOM 2017) meets O.Reg. 9/0660 and 62 McGee Street (AECOM 2017) meets O.Reg. 9/06 | Refer to comment responses #6 and #7; latest revisions to reports include the properties listed. |

Review Comments Spreadsheet

Work Plan

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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 |
|----------|---------------------------------|-------------|--|--|--|
| | | | | <div> <div>○</div> <div>15-17 Tiverton (AECOM 2017) meets O.Reg. 9/06</div> </div> | |
| 9 | MHSTCI - Heritage Planning Unit | | 4.7 Archaeology (page 117) | <div> <div>•</div> <div>Please rename this section “Archaeological Resources”.</div> </div> <div> <div>•</div> <div>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.</div> </div> <div> <div>•</div> <div>This information is typically summarized in the Executive Summary of the Stage 1AA report and should be cut/pasted into this report.</div> </div> | Section has been renamed. Additional detail has been added to the EWR to address the Ministry’s comments. |
| 10 | MHSTCI - Heritage Planning Unit | | 5.4 Noise and Vibration Figure 5-1 page 195 | 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. Please clarify. | 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 | <div>The first entry of this table reads:</div> <div>Environmental Component: Property Potential Effect: Property acquisition – permanent and temporary</div> <div>Mitigation Measures:</div> <div> <div>▪</div> <div>Specific property requirements will be confirmed during detailed design. Where access to property is required, ongoing consultation with affected landowners will help identify appropriate site-specific mitigation measures.</div> </div> | Specific property requirements will be confirmed during detailed design but may include a combination of permanent and temporary acquisitions. |

Review Comments Spreadsheet

Work Plan

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3 = Not applicable because

Ontario Line Draft

Draft Early Works Report:

Ontario Line Subway Project

(AECOM July 2020)

MHSTCI Comments

Project Name:

Project No:

Draft Environmental Reports

| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response |
|----------|---------------------------------|-------------|--|--|---|
| | | | | <div> <div> <div>▪ Select staging/laydown areas in accordance with Metrolinx procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors.</div> <div>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”.</div> </div> </div> | |
| 12 | MHSTCI - Heritage Planning Unit | | 5.7 Archaeology Page 230 | <div> <div>• See comment #4 above: Please rename section to read “Archaeological Resources”. [Table 6-1 already reads: Archaeological Resources]</div> <div>• 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.</div> <div>• The meaning of the last sentence of the first paragraph reads: The type of impact planned <u>could also remove the requirement for certain types of Stage 2 archaeological</u> assessment.</div> </div> | 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 | <div>As a general comment, commitment for future work should be detailed and specific and clearly articulate: <u>what</u> will be done e.g. action, further report, <u>who</u> is responsible for doing it and <u>when</u> it will be completed.</div> <div>Many of the commitments use generic language. We offer some specific comments and edits below added in red.</div> | |

 Comment noted – commitments for future work have been revised per the Ministry’s comments below where appropriate. |

| | | | | | |
|------------------------------------|----------------------|--------------------|---|---|-----------------|
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| Work Plan | | | | | |
| 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 |
| | | | Requirements. | | |
| 15 | | | 7. Consultation Process | Placeholder in report. We may have further comments Please ensure the text reflects our comments on Cultural Heritage Report. | Comment Noted. |

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 See 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) MHSTCI 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




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Technical Stakeholders

- **Provincial**
 - **Ministry of Municipal Affairs and Housing**

From: [Ontario Line](#)
To: ["Collens, Michael \(MMA\)"; "Taye, Eleni \(MMA\)"](#)
Cc: [James Francis](#); [Merlin Yuen](#); [Rodney Yee](#); [Maria Zintchenko](#); [Laura Witherow](#); ["Chisholm, Stewart \(MMA\)"; Crystal Ho](#)
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: July 2, 2020 12:45:00 PM
Attachments: 

Good afternoon Michael and Eleni,

This is just a friendly reminder that we are looking for comments be provided for the following draft Ontario Line Early Works and Environmental Conditions Reports by end of day today, July 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:

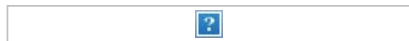
- Early Works Report; and
- Cultural Heritage Early Works Report.

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:

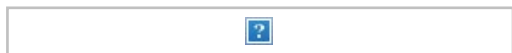
| Draft Environmental Conditions Report | Date Comments Requested by |
|--|------------------------------|
| <ul style="list-style-type: none">Air Quality ReportTraffic and Transportation Report | July 10 th , 2020 |
| <ul style="list-style-type: none">Soil & Groundwater Chapter | July 21 st , 2020 |

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



From: Ontario Line
Sent: Friday, June 05, 2020 4:37 PM
To: 'Collens, Michael (MMA)'; Taye, Eleni (MMA)
Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Chisholm, Stewart (MMA); Crystal Ho
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Michael and Eleni,

I have also circulated the following draft Ontario Line Early Works reports today via EATS for your review:

- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

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

Thanks,

Crystal Ho

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

cid:image001.png@01D383BB.69256DE0



From: Collens, Michael (MMA) [<mailto:Michael.Collens@ontario.ca>]
Sent: Friday, June 05, 2020 10:52 AM
To: Ontario Line; Taye, Eleni (MMA)
Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Chisholm, Stewart (MMA)
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Crystal,

Thank you for sharing the reports. I confirm we have them through EATS.

Best,

Michael Collens

Senior Associate (A), Growth Planning, Data & Analysis
Growth Management Program Policy, Planning, Analysis & Delivery
Ontario Growth Secretariat
Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304
Toronto ON M7A 2J3
Tel: 416-325-7269
Fax: 416-325-7403

From: Ontario Line <ontarioline@metrolinx.com>

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@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; 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, Eleni (MMA)

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

Hi Crystal,

Thank you for reaching out. MMAH would like the opportunity to review the documents.

Also, please add me and Eleni Taye (eleni.taye@ontario.ca) to your notification list, and remove Jeff Thompson, as we are the contact points in the Ontario Growth Secretariat.

Best,

Michael Collens

Senior Associate (A), Growth Planning, Data & Analysis
Growth Management Program Policy, Planning, Analysis & Delivery
Ontario Growth Secretariat
Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304
Toronto ON M7A 2J3
Tel: 416-325-7269
Fax: 416-325-7403

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 2, 2020 3:20 PM

To: Thompson, Jeff (MMA) <Jeff.Thompson@ontario.ca>

Cc: James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

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

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Good Afternoon,

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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From: [Ingraldi, Aldo \(MMAH\)](#)
To: [Ontario Line](#)
Cc: [Watt, Heather \(MMAH\)](#); [Harris, Maya \(MMAH\)](#)
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 4:13:00 PM
Attachments: [REDACTED]

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

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Good Afternoon,

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

the Ontario Science Centre in the City of Toronto.

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

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

Sincerely,

Crystal Ho


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



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Technical Stakeholders

- **Provincial**
 - **Ministry of Natural Resources and Forestry**

From: [Ontario Line](#)
To: ["ruth.lindenburger@ontario.ca"](mailto:ruth.lindenburger@ontario.ca)
Cc: ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:26:00 PM
Attachments: 

Good Afternoon,

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

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


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

Sincerely,

Crystal Ho

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



From: [Ontario Line](#)
To: ["steven.strong@ontario.ca"](mailto:steven.strong@ontario.ca)
Cc: ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:30:00 PM
Attachments: 

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](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)
Subject: RE: Ontario Line EW Reports - AQ/N&V MECP Comments
Date: Monday, June 21, 2021 11:31:51 AM
Attachments: [REDACTED]

Good morning Cindy,

Ahead of the draft publication of the draft Lower Don Bridge and Don Yard (LDB-DY) Early Works Report, please see attached a revised comment response sheet to the Ministry's comments (dated July 3, 2020) on the previously circulated draft early works report with applicable responses to the LDB-DY study area revised. The team looks forward to the MECP's review and comments on this report anticipated to be published and shared with the MECP in the coming days.

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 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | | | |
| Ontario Line - MECP Early Works Comments | | | | Document Name: Ontario Line - EW - AQ Memo - MECP Comment Sheet | | Revised By: | | Name, Acronym | |
| Review Code: | | | | Contract Name: | | Date In: | | | |
| Location: | | | | Contract No: | | Date Out: | | | |
| % Completion: | | | | | | | | | |
| 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 | Lower Don Bridge and Don Yard 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. | | C | | |
| 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. | | C | | |
| 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 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 | Updates will be incorporated into Tables 2-1 and 2-4 as suggested. | | C | | |
| 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 calculate 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. | | C | | |
| 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. | | C | | |
| 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. | | C | | |
| 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. | | 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. | Plan(s) to manage air quality associated with the Lower Don Bridge and Don yard early works construction will be completed prior to construction when additional information is available. |
| 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. | | O | 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: Ontario Air Standards for Sulphur Dioxide" (2018) as recommended by the MECP commentary on both the Early Works and Existing Conditions reports for Ontario Line. The comparable standards for Sulphur dioxide within the May 2020 AAQC are listed in ppb, rather than ug/m3 with a 20oC 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. | This edit has been carried forward into the Lower Don Bridge and Don Yard Early Works Report and the most recent AAQC levels have been referenced. |

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| 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. | | ○ | 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. | Plan(s) to manage air quality associated with early works construction will be completed prior to construction when additional project information is available. The edits in referencing the 2017 90th percentile values has been carried forward to the Lower Don Bridge and Don Yard Early Works Report. |
| 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. | | ○ | 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. | Plan(s) to manage air quality will be completed prior to construction when additional information is available. 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. |
| 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. | | ○ | 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. | As noted in the previous response, air quality management plan(s) will be completed prior to construction when additional information is available. Mitigation including on-site meteorological monitoring in conjunction with real-time particulate monitoring representative of receptor impacts is included in the mitigation table within the Air Quality Report. |
| 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. | | ○ | 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. | As noted in the previous response, air quality management plans will be completed prior to construction when additional design 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. | | ○ | 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 siting monitors both upwind and downwind of construction activities will be completed, where possible. | As noted in the previous response, air quality management plans will be completed prior to construction when additional design details are available. However, in the mitigation table of the revised Air Quality Report, monitoring activities have been included which note that siting 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. | | ○ | 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 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. | Air quality management plans will be completed prior to construction when additional design details are available. |
| 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. | | ○ | 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, silica sampling will be included into the mitigation measures table of the revised Air Quality Report. | Air quality management plans will be completed prior to construction when additional design details are available. However, silica sampling will be included into the mitigation measures table of the revised Lower Don Bridge and Don Yard 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. | 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. | | ○ | 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 mitigation table in the revised Air Quality Report clarifies that air quality monitoring will occur throughout the construction duration. | Air quality management plans will be completed prior to construction when additional design details are available. However, monitoring throughout the project duration refers to during the construction phase and not throughout project operations. The mitigation 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. | | ○ | 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. | Air quality management plans will be completed prior to construction when additional design 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. | | ○ | 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 QA/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. | Air quality management plans will be completed prior to construction when additional design details are available. However it is noted that laboratory work is to be carried out by independent subcontracted analytical facilities that have QA/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. | | ○ | 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. | Air quality management plans will be completed prior to construction when additional design details are available. This mitigation measure has been added to Table 4-1 of the revised Lower Don Bridge and Don Yard Early Works Air Quality Report. |

| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | | |
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| Ontario Line - MECP Early Works Comments | | | | | |  | | |
| Project Name: Ontario Line Draft Early Works Report (EWR) | | | | Revised By: | | | | |
| Project No: | | | | Date In: | | | | |
| Draft Environmental Reports | | | | Date Out: | | | | |
| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status O / P / C** (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. | | C | |
| 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. | | C | |
| 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. | | 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. | | C | |
| 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 documenting the consideration of early works alternatives will be included in the early works reports. |
| 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. | | C | |
| 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. | | C | |

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|----------|---------------|-------------|--|---|--|-----------------------------|-------------------------------|----------------------------|
| 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. | | C | |
| 15 | C. Batista | Draft EWR | Surface Water | <p>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.</p> <p>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.</p> | <p>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.</p> | | C | |
| 16 | C. Batista | Draft EWR | Hydrogeology | <p>along the proposed alignment of the proposed Ontario Subway Line. It is recommended that the following be addressed:</p> <p>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.</p> <p>Possible ground settlement from dewatering will also need to be addressed.</p> <p>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).</p> <p>City of Toronto Archives can also be consulted to locate areas of past industrial activities.</p> <p>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.</p> <p>Characterization of groundwater along the alignment will be required.</p> <p>4. The ministry's new excess soil will need to be incorporated into the project's soil management.</p> <p>a. Handling excess soil https://www.ontario.ca/page/handling-excess-soil ,</p> <p>b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation https://www.ontario.ca/laws/regulation/r19406 , and</p> <p>c. Management of Excess Soil - A Guide for Best Management Practices https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices .</p> <p>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!"</p> | <p>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.</p> <p>It is acknowledged that discharge from construction dewatering into the natural environment or stormsewers may require an ECA.</p> <p>A description and characterization of groundwater has been included in Section 5.2.</p> | | C | |

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| Ontario Line - MECP Early Works Comments | | | | | | | |
| 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: | | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) |
| 1 | Miroslav Ubovic | N&V | Section 1.1 | The project length of 16-kilometre is inconsistent with Existing Environmental Condition report which states 15.5-kilometre. | This has been updated in the revised report to be consistent with the Existing Conditions Report. | 1 | C |
| 2 | Miroslav Ubovic | N&V | Section 1.4 | The Station's Initial Preferred Design (IPD) that was described in Appendix A of the New SmartTrack Stations Environmental Project Report (EPR) Volume V (Metrolinx, 2018) should be included as the appendix to this report for the consistency of the review. Also, any changes in either of reference reports should be appropriately updated. | Project design has progressed since the SmartTrack Stations EPR and the most recent design will be captured within the Exhibition GO Early Works Report. All reference reports will be appropriately referenced in the revied report. | 3 | C |
| 3 | Miroslav Ubovic | N&V | Section 2 | Noise and Vibration Environmental Conditions Report (AECOM, 2020) should be included as appendix for consistency of the review. Also, any changes in either of reference reports should be appropriately updated. | The Environmental Conditions Noise and Vibration Report is available on the Project website for review. | 1 | C |
| 4 | Miroslav Ubovic | N&V | Section 2 | If vibration activities from constriction occur at the same time as vibration from existing rail line, it may be beneficial to determine the base line. | This report takes the conservative approach of disregarding existing vibration levels as the report uses absolute limits, which do not change based on existing vibration levels. | 3 | C |
| 5 | Miroslav Ubovic | N&V | Section 3.1.3 | Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that one-hour equivalent sound level, Leq is used for layovers, stationary sources and construction. Similarly, Lmax and L10 parameters are used for construction phase of the project. MECP noise levels are based on 1-hour LEQ. Further, Metrolinx's Environmental Guide for Noise and Vibration Impact Assessment indicates that construction noise criteria is based on 15h/9h Leq, 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, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | C |
| 6 | Miroslav Ubovic | N&V | Section 3.23 | Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that vibration level of 0.1 mm/s RMS is applicable for Metrolinx projects. | This report followed applicable criteria from the City of Toronto, and the Ministry of the Environment, Conservation and Parks (MECP). For construction vibration, the report followed NPC-119 and NPC-207 criteria, and are documented in Section 2. | 3 | C |

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| 7 | Miroslav Ubovic | N&V | Table 4.3 | Noise data acoustical usage factor in percentage was used. The ministry assess the noise impact based on worst-case scenario which may be all equipment (physically possible) operate at full capacity at the same time. | Calculation based upon all equipment operating at their max noise levels would generate an instantaneous peak. This would not be appropriate to assess against the time averaged noise level limits. Equipment is not capable of sustained operation in this manner. Assessment was based upon all equipment operating over the course of the assessment period, corrected for normal operations (adjustement to peak/max level). | 3 | C |
| 8 | Miroslav Ubovic | N&V | Table 4.4 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | C |
| 9 | Miroslav Ubovic | N&V | Table 4.5 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | C |
| 10 | Miroslav Ubovic | N&V | Table 4.6 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | C |
| 11 | Miroslav Ubovic | N&V | Table 4.7 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | C |
| 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 | C |
| 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 | C |
| 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 | C |
| 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 | C |



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




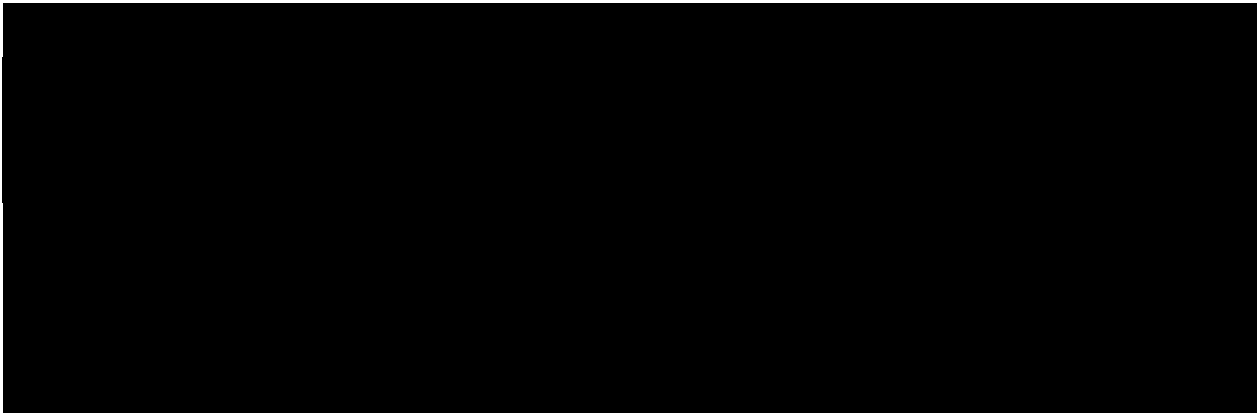
| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | | | |
|--|---------------|--|--|---|--|-----------------------------|-------------------------------|--|
| Ontario Line - MECP Early Works Comments | | | | | | | | |
| Review Code: | | Document Name Ontario Line - EW - AQ Memo - MECP Comment Sheet | | | Revised By: | | Name, Acronym | |
| Location: | | Contract Name: | | | Date In: | | | |
| % Completion: | | Contract No: | | | Date Out: | | | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) | |
| 1 | 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. | | | |
| 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. | | | |
| 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 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 | Updates will be incorporated into Tables 2-1 and 2-4 as suggested. | | | |
| 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 calculate 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. | | | |
| 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. | | | |
| 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. | | | |
| 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. | | | |
| 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. | | | |
| 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. | | | |
| 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. | | | |
| 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. | | | |

| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | |
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| Ontario Line - MECP Early Works Comments | | | | | | | |
| Review Code: | | Document Name Ontario Line - EW - AQ Memo - MECP Comment Sheet | | | | Revised By: Name, Acronym | |
| Location: | | Contract Name: | | | | Date In: | |
| % Completion: | | Contract No: | | | | Date Out: | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) |
| 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. | | |

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| Ontario Line - MECP Early Works Comments | | | | | | | | |
| 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: | | | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) | |
| 1 | Miroslav Ubovic | N&V | Section 1.1 | The project length of 16-kilometre is inconsistent with Existing Environmental Condition report which states 15.5-kilometre. | This has been updated in the revised report to be consistent with the Existing Conditions Report. | 1 | | |
| 2 | Miroslav Ubovic | N&V | Section 1.4 | The Station's Initial Preferred Design (IPD) that was described in Appendix A of the New SmartTrack Stations Environmental Project Report (EPR) Volume V (Metrolinx, 2018) should be included as the appendix to this report for the consistency of the review. Also, any changes in either of reference reports should be appropriately updated. | Project design has progressed since the SmartTrack Stations EPR and the most recent design will be captured within the Exhibition GO Early Works Report. All reference reports will be appropriately referenced in the revied report. | 3 | | |
| 3 | Miroslav Ubovic | N&V | Section 2 | Noise and Vibration Environmental Conditions Report (AECOM, 2020) should be included as appendix for consistency of the review. Also, any changes in either of reference reports should be appropriately updated. | The Environmental Conditions Noise and Vibration Report is available on the Project website for review. | 1 | | |
| 4 | Miroslav Ubovic | N&V | Section 2 | If vibration activities from constriction occur at the same time as vibration from existing rail line, it may be beneficial to determine the base line. | This report takes the conservative approach of disregarding existing vibration levels as the report uses absolute limits, which do not change based on existing vibration levels. | 3 | | |
| 5 | Miroslav Ubovic | N&V | Section 3.1.3 | Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that one-hour equivalent sound level, Leq is used for layovers, stationary sources and construction. Similarly, Lmax and L10 parameters are used for construction phase of the project. MECP noise levels are based on 1-hour LEQ. Further, Metrolinx's Environmental Guide for Noise and Vibration Impact Assessment indicates that construction noise criteria is based on 15h/9h Leq, 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, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | | |
| 6 | Miroslav Ubovic | N&V | Section 3.23 | Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that vibration level of 0.1 mm/s RMS is applicable for Metrolinx projects. | This report followed applicable criteria from the City of Toronto, and the Ministry of the Environment, Conservation and Parks (MECP). For construction vibration, the report followed NPC-119 and NPC-207 criteria, and are documented in Section 2. | 3 | | |
| 7 | Miroslav Ubovic | N&V | Table 4.3 | Noise data acoustical usage factor in percentage was used. The ministry assess the noise impact based on worst-case scenario which may be all equipment (physically possible) operate at full capacity at the same time. | Calculation based upon all equipment operating at their max noise levels would generate an instantaneous peak. This would not be appropriate to assess against the time averaged noise level limits. Equipment is not capable of sustained operation in this manner. Assessment was based upon all equipment operating over the course of the assessment period, corrected for normal operations (adjustment to peak/max level). | 3 | | |
| 8 | Miroslav Ubovic | N&V | Table 4.4 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | | |
| 9 | Miroslav Ubovic | N&V | Table 4.5 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | | |
| 10 | Miroslav Ubovic | N&V | Table 4.6 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | | |
| 11 | Miroslav Ubovic | N&V | Table 4.7 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | This report followed applicable criteria from the City of Toronto, the Ministry of the Environment, Conservation and Parks (MECP), and Federal Transit Administration (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. | 3 | | |

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| Ontario Line - MECP Early Works Comments | | | | | | | | | |
| 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: | | | |
| 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 | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | | |
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| Ontario Line - MECP Early Works Comments | | | |  METROLINX An agency of the Government of Ontario Une agence du gouvernement de l'Ontario | | | |
| Project Name: Ontario Line Draft Early Works Report (EWR) | | | | Revised By: | | | |
| Project No: | | | | Date In: | | | |
| Draft Environmental Reports | | | | Date Out: | | | |
| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status 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. | This will be updated in all revised reports to refer to the Ontario 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. | | |
| 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. | | |
| 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 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. | | |
| 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. | | |
| 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. | | |
| 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 Exhibition 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. | | |
| 16 | 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 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!" | 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. | | |



From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
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

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
environnementales

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Télec. : 416 314-8452

July 17, 2020

MEMORANDUM

TO: Mr. James Francis
Manager, Environmental Programs and Assessment
Metrolinx

FROM: Mrs. Cindy Batista
Special Project Officer
Environmental Assessment Services Section

RE: **Draft Early Works Report for Ontario Line Project**

The Ministry of the Environment, Conservation and Parks (the ministry) has completed its review of Metrolinx's draft Early Works Report (report) for the Ontario Line Project. The review was carried out to determine whether the draft report meets the requirements set forth in Ontario Regulation 341/20, Ontario Line Project.

Below are general comments and specific comments, relating to the identified sections of the draft report, are in the attached table. The ministry's comments are being provided to Metrolinx for consideration when finalizing the Early Works Report.

General Comments

The draft report submitted for ministry review was incomplete. Several sections are missing, such as the executive summary, issue resolution process, and consultation sections, and therefore, the ministry was unable to complete its review at this time. It is the ministry's understanding that another draft report will be submitted for public review at a later time. The ministry will complete its review when the publicly available draft is posted on the Metrolinx's website.

Climate Change

Climate change considerations for the Ontario Line Project appears to be missing in the report, as well as, how Metrolinx will design the early works activities/infrastructure to address extreme weather events. Please clarify and make appropriate changes as part of the final submission.

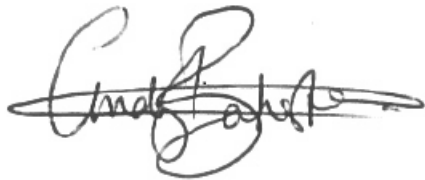
Concluding Remarks

In addition to the comments above, and the attached table, Metrolinx has already received comments from the ministry's Central Region Office Technical Support Section including the Air Quality Analyst, Surface Water Reviewer, and Hydrogeologist, as well as comments from the Approval Services Section's Noise Engineer.

Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.

In closing, please feel free to reach out to me to arrange a meeting with ministry staff to discuss the comments on the draft report and the next steps. Should you have any questions or concerns, or to set up a meeting, please feel free to contact me by e-mail at cindy.batista@ontario.ca.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Cindy Batista', with a horizontal line extending from the end of the signature.

Cindy Batista
Special Project Officer
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
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.

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 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 | Ê416-314-8452 | *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 substitués, veuillez me le faire savoir.

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From: [James Francis](#)
To: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: FW: Ontario Line - Early Works Report
Date: July 13, 2020 2:54:54 PM
Attachments: [REDACTED]

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 Coordinator, 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

| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | |
|-----------------------------|-----------------|----------------|--|---|---------------------------------|--|-------------------------------|
| Ontario Line | | | | 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: | | | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) |
| 1 | Miroslav Ubovic | N&V | Section 1.1 | The project length of 16-kilometre is inconsistent with Existing Environmental Condition report which states 15.5-kilometre. | | | |
| 2 | Miroslav Ubovic | N&V | Section 1.4 | The Station's Initial Preferred Design (IPD) that was described in Appendix A of the New SmartTrack Stations Environmental Project Report (EPR) Volume V (Metrolinx, 2018) should be included as the appendix to this report for the consistency of the review. Also, any changes in either of reference reports should be appropriately updated. | | | |
| 3 | Miroslav Ubovic | N&V | Section 2 | Noise and Vibration Environmental Conditions Report (AECOM, 2020) should be included as appendix for consistency of the review. Also, any changes in either of reference reports should be appropriately updated. | | | |
| 4 | Miroslav Ubovic | N&V | Section 2 | If vibration activities from constriction occur at the same time as vibration from existing rail line, it may be beneficial to determine the base line. | | | |
| 5 | Miroslav Ubovic | N&V | Section 3.1.3 | Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that one-hour equivalent sound level, Leq is used for layovers, stationary sources and construction. Similarly, Lmax and L10 parameters are used for construction phase of the project. MECP noise levels are based on 1-hour LEQ. Further, Metrolinx's Environmental Guide for Noise and Vibration Impact Assessment indicates that construction noise criteria is based on 15h/9h Leq, 15 min Leq, and Lmax. It is recommended that the baseline nose levels determined in the Existing Environmental Condition report are considered. | | | |
| 6 | Miroslav Ubovic | N&V | Section 3.23 | Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that vibration level of 0.1 mm/s RMS is applicable for Metrolinx projects. | | | |
| 7 | Miroslav Ubovic | N&V | Table 4.3 | Noise data acoustical usage factor in percentage was used. The ministry assess the noise impact based on worst-case scenario which may be all equipment (physically possible) operate at full capacity at the same time. | | | |
| 8 | Miroslav Ubovic | N&V | Table 4.4 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | | | |
| 9 | Miroslav Ubovic | N&V | Table 4.5 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | | | |
| 10 | Miroslav Ubovic | N&V | Table 4.6 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | | | |
| 11 | Miroslav Ubovic | N&V | Table 4.7 | As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment uses different sound level criteria. | | | |
| 12 | Miroslav Ubovic | N&V | Section 4.6.2 | Applicable vibration limits for heritage properties should be include in the report. | | | |
| 13 | Miroslav Ubovic | N&V | Section 5.2.2 | Other applicable vibration limits that may apply should be referenced in the report. | | | |
| 14 | Miroslav Ubovic | N&V | Section 5.5.2 | Applicable vibration limits for heritage properties should be include in the report. | | | |
| 15 | Miroslav Ubovic | N&V | General | The sample calculations and all modeling files should be included in the submission to the MECP. | | | |

From: [Merlin Yuen](#)
To: [Batista, Cindy \(MECP\)](#)
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: [REDACTED]
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
To: 'Batista, Cindy (MECP)'
Cc: Maria Zintchenko; Crystal Ho; Ontario Line
Subject: RE: Ontario Line

Good afternoon Cindy,

Not a problem – I can definitely understand that there are more than a few files circulated to the Ministry. Please see the below table which outlines reports for each Ontario Line component and when we're looking for the Ministry's comments.

| Ontario Line Component and Report | Date Circulated to MECP | Comments Requested By |
|---|-------------------------|-----------------------|
| OL Existing Conditions: <ul style="list-style-type: none">• Noise and Vibration Report | May 28, 2020 | June 26, 2020 |
| OL Early Works: <ul style="list-style-type: none">• Air Quality Impact Assessment Memo• Noise and Vibration Impact Assessment Report | June 4, 2020 | July 2, 2020 |
| OL Early Works: <ul style="list-style-type: none">• Draft Early Works Report | June 5, 2020 | July 3, 2020 |
| OL Existing Conditions: <ul style="list-style-type: none">• Draft Environmental Conditions Report | June 16, 2020 | July 10, 2020 |

Please let me know if you need any additional information or need us to resend any of the files.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: June-17-20 12:21 PM
To: Merlin Yuen
Cc: Batista, Cindy (MECP)
Subject: Ontario Line

Hello Merlin,

Can you please send me a list of all the reports that you have submitted to the ministry for review and when Metrolinx is requesting comments back.

Getting a little confused and I want to make sure that I am on top of it all and when we need to report back to Metrolinx.

Can you kindly send this to me today?

Please and thank you,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
(416-314-7225 | 1-800-387-5652 | *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: [Merlin Yuen](#)
To: [Antunes, Marinha \(MECP\)](#); "[paul.d.martin@ontario.ca](#)"
Cc: "[cindy.batista@ontario.ca](#)"
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**

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<http://attachmail.ontario.ca/>

Secured by [Accellion](#)

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

Sent: June 5, 2020 5:54 PM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Ubovic, Miroslav (MECP) <Miroslav.Ubovic@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

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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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: [REDACTED]

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



Technical Stakeholders

- **Provincial**
 - **Ministry of the Solicitor General**

From: [Ontario Line](#)
To: ["robert.greene@ontario.ca"](mailto:robert.greene@ontario.ca)
Cc: ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:32:00 PM
Attachments: 

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 Transportation**

From: [Ontario Line](#)
To: ["jason.white@ontario.ca"](mailto:jason.white@ontario.ca)
Cc: [James Francis](#); ["Maria Zintchenko"](#); [Rodney Yee](#); [Merlin Yuen](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#); [Laura Witherow](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:12:00 PM
Attachments: 

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**
 - **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: [REDACTED]

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

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Good Afternoon,

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

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

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

Sincerely,

Crystal Ho
Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5
T: 416-202-7109 C: 437-225-6548




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Technical Stakeholders

- **Provincial**
 - **Ontario Provincial Police**

From: [Ontario Line](#)
To: Jennifer.Davey@opp.ca
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Attachments: 

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 Jennifer.davey@opp.ca

Thank you,

Gillian

From: Ontario Line [mailto:ontarioline@metrolinx.com]
Sent: 2-Jun-20 3:13 PM
To: Lee, Gillian (OPP) <Gillian.Lee@opp.ca>
Cc: James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review

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"](mailto: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: 

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

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Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

Technical Stakeholders

- **Municipal**
 - **City of Toronto**
 - **Toronto Catholic District School Board**
 - **Toronto District School Board**

Technical Stakeholders

- **Municipal**
 - **City of Toronto**

From: [Crystal Ho](#)
To: [Julia Murnaghan](#)
Cc: [Maria Zintchenko](#); [Richard Borbridge](#); [Junaid Farooq](#); [Merlin Yuen](#)
Subject: RE: OL - EWR and Discipline Reports - Comment Responses
Attachments: [REDACTED]

Good afternoon Julia,

Ahead of the publication of the Draft Lower Don Bridge and Don Yard (LDB-DY) Early Works Report, please see attached a revised comment response sheet to the City's comments (dated January 5, 2021) on the previously circulated draft early works report with applicable responses to the LDB-DY study area revised. The team looks forward to the City's review and comments on this report anticipated to be published and shared with the City in the coming days.

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: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
Sent: January 29, 2021 8:16 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.Farooq@toronto.ca>
Subject: RE: OL - EWR and Discipline Reports - Comment Responses

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Merlin,

Thank you for the Mx responses to our follow-up comments.

Based on my initial review, it appears that a number of comments are still outstanding, requiring further discussions, pending review of the final EW report or deferred until detailed design. It would therefore be premature to close this set of comments without a conversation about how these outstanding concerns are to be addressed.

Please let me know if you would like to arrange a phone call or meeting to discuss further.

Regards,

Julia Murnaghan

| <div>Review Comments Spreadsheet</div> <div>Ontario Line - City of Toronto Early Works Report Comments</div> | | | | | | | | | |
|---|---------------|---------------------------------------|--|--|---|---|--|--|--|
| <div><div>* Actions:</div><div>1 = Will comply</div><div>2 = Discuss, clarification required</div><div>3 = Not applicable because</div></div> | | | | | <div><div>** Status:</div><div>O = Open, not resolved</div><div>P = Pending incorporation in design</div><div>C = Closed, implementation complete</div></div> | | | | |
| <div>Project Name: Ontario Line</div> | | | | | <div>Revised By:</div> | | | | |
| <div>Project No:</div> | | | | | <div>Date In:</div> | | | | |
| | | | | | <div>Date Out: January 5, 2021</div> | | | | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Status O / P / C / D** (Reviewer) | Follow-up Comments (Reviewer) | Response & Details (Authors -) | Revised Response & Details for the Lower Don Bridge and Don Yard Early Works Report (Authors -) |
| 1 | City Planning | Draft Traffic and Transportation Memo | General | 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 limited to describing the physical conditions of the transportation system. Provide vehicular, transit, pedestrian and cyclist volumes using each transportation link described in the report, particularly at locations that may be disrupted during construction and/or permanently altered as a result of the project. Provide transportation analysis demonstrating the baseline performance of the transportation network. Without this 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. | The Early Works Memo focuses on construction impacts at the Early Works project footprints expected to result from the Early Works activities. Metrolinx proceeded with available existing conditions information while considering project schedule, limited raw data received from the City, and COVID-19 restrictions. As project planning progresses, further quantitative assessment will be completed related to the Early Works areas, to be shared with the City | O | To City Planning's knowledge, Transportation Services completed the data request submitted by Metrolinx with respect to turning movement counts for vehicular traffic, pedestrian, and cycling volumes for road links and intersections available in the City's database. | Comment noted. It's acknowledged that the City had provided the traffic data requested for the development of the Existing Conditions Report. Given the limited information regarding Exhibition Station early works available at the time of the Early Works Report preparation, a qualitative construction impacts analysis was completed. As noted in the previous response, further quantitative assessment will be completed, to be shared with the City as detailed design progresses. | It's acknowledged that the City had provided the traffic data requested for the development of the Existing Conditions Report. Given the limited information regarding Lower Don Bridge and Don Yard early works available at the time of the Early Works Report preparation, a qualitative construction impacts analysis was completed. As stated in the report, a quantitative assessment will be completed, as required, to be shared with the City as project planning progresses. |
| 2 | City Planning | Draft Traffic and Transportation Memo | General | Confirm service headways for all transit routes and ensure that they reflect normal planned operating conditions. The peak period service headways stated in the report for transit routes appear to reflect the reduced level of service being provided during the COVID-19 pandemic. This will result in understated impacts to transit riders if not corrected. For example, the 504 King streetcar route normally operates at 2 minute headways in the peak period. | The service headways during the AM and PM peak hours were obtained from the TTC website (For example, for the 504 King Streetcar: http://www.ttc.ca/Routes/504/Eastbound.jsp). These reflect the current service headways which, as mentioned, might be impacted by the COVID-19 pandemic. The current TTC website does not have 'regular' headways, which are not impacted by COVID-19. Metrolinx would appreciate any information the City can provide with regards to this data. | O | Service headways found on TTC's website during 2020 should not be relied upon for a planning analysis as they reflect reduced level of service provided during the COVID-19 pandemic. Recommend that Metrolinx request from the TTC the most recent service summary (likely from fall 2019), and the planned service summary for 2021 which reflects post-pandemic operating plan. | Comment noted. At this time, it is not anticipated that TTC service will be affected by early works construction activities. | Comment noted. At this time, it is not anticipated that TTC service will be affected by early works construction activities. |
| 3 | City Planning | Draft Traffic and Transportation Memo | General | Correct references to unposted speed limits through the report, which currently indicates in several places that the assumed speed limit of unsigned streets is 50 km/h. Note that the City of Toronto has reduced the general speed limit on many arterial roads 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 in the Municipal Code here: https://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf | The legal speed limits were checked online using the same suggested reference (https://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf) in preparing the memorandum. The unsigned streets namely, Carlaw Avenue and Logan Avenue, are not part of the roadways that had their speed limits reduced from 50 km/h to 40 km/h as part of Vision Zero in 2019. The following source was used in identifying the roads that witnessed a speed limit reduction: https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-measures-and-mapping/ | O | Vision Zero speed reductions appear to be referenced in the report in general discussion and where appropriate for specific streets. | Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. | |
| 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. | O | References to missing roads added to Section 3.1. | Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report and has been addressed in the Exhibition Station Early Works Report. |
| 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. | P | 511 Bathurst routing corrected. 509 Harbourfront route number corrected in map. New error: 504B King streetcar route serving Dufferin Street to Dufferin Loop no longer shown on the map and no longer shown in Table 3-1. | 504B King was removed from Table 3-1 and Figure 3-3. This route does not serve the Exhibition Station Traffic and Transportation Study Area identified in the EWR. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. |
| 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 | P | References to missing pedestrian link added in Figure 3-1. | Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. |

| | | | | | | | | | |
|----|---------------|---------------------------------------|--|---|--|---|--|--|--|
| 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. | P | Do not understand the comment response; a map of the existing cycling network should show on-street bike lanes. | Figure 3-2 of the Traffic and Transportation Memo shows the existing cycling network within the Exhibition Station Traffic and Transportation Study Area and Project Footprint. As such, on-street cycling facilities along Dufferin Street, Saskatchewan Road, and Princess Boulevard are not included as they are outside of the Exhibition Station Traffic and Transportation Study Area and Project Footprint. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. |
| 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. | P | 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. | GO bus service on the Don Valley Parkway is included in the report. |
| 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. | P | 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. | The referenced trail has been included into revised mapping for the Lower Don Bridge and Don Yard Early Works Report. |
| 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 | P | 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. |
| 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, 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. | O | 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. | 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. Ontario Line early works are 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. | P | 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. | Temporary lane closures to the Don Valley Parkway may be required during construction and have been included into Table 6-9. |
| 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. | C | | | 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. |
| 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. | | The proposed design at the Lower Don Bridges-Don Yard Early Works area does not include any infrastructure that will be placed within the Don River (i.e. piers or columns into the river). |
| 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 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. | D | Assumed to be addressed in Lakeshore East Joint Corridor Early Works Natural Environment Memo, to be reviewed when received. | | The design concept for the Ontario Line crossing over the Lower Don River has been revised from two bridges, one on each side of the existing Lakeshore East rail bridge to one bridge on the north side of the rail bridge. The Lower Don Bridge will be a clear span bridge. |
| 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 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). | 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 met 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. | | 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 project-specific noise and vibration limits, and noise and vibration levels will be monitored during construction. Potential mitigation measures are outlined in the report and do include consideration of limiting the construction duration. Noise and vibration associated with the Ontario Line operations will be addressed in the forthcoming Environmental Assessment Report. |

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| 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 | C | 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. | | Land-use for each representative receptor has been included in Table 5-1 of Appendix A-3. |
| 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 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. | Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment. 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. | | As part of the Draft Corktown Station Noise & Vibration Early Works Report preparation, a noise screening was conducted to identify noise sensitive receivers located within the study area. The study area was determined by identifying the area where the daytime and nighttime noise assessment criteria are predicted to be met during construction, using a conservative approach. Representative noise sensitive receptors were selected based on their location in the study area and their proximity to the Corktown Station Early Works Project Footprint, and are those closest to the Project Footprint. |
| 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. | C | | | 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. There will, however, be project-specific construction air quality limits in place for the contractor to adhere to. |
| 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. | C | 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 Ordinance 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. | C | Conforms to most recent known project footprint. | | |
| 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. | C | 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. | C | 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. | | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. |
| 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. | | Lower Don Bridge and Don Yard early works report does not include alterations to the Richmond Hill GO rail corridor. |
| 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. | | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. East Harbour will be addressed under separate cover. |
| 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 of the rail corridor are developed, and access to the station should be integrated with the streets and blocks plan of the development. | 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. | | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. East Harbour will be addressed under separate cover. |
| 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. | O | 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. | This reference has been corrected in the Lower Don Bridge and Don Yard Early Works Report. |
| 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 otherwise 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. | C | Updated as requested. | | |

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| 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 Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received. | | A description of the public realm conditions has been added to Section 5.6 of the Lower Don Bridge and Don Yard Early Works Report. |
| 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. | | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. East Harbour will be addressed under separate cover. |
| 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. | | The Lower Don Bridge and Don Yard Early Works Report takes its recommendations from the Ontario Line South Stage 1 Archaeological Assessment (AECOM 2020). |
| 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. | C | 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 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. | C | 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. | C | 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 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. | C | 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. | | The cycling connection between Bayview Avenue and Old Mill Street, and the Don Trail through Corktown Common has been added to Figure 5-20. |
| 38 | 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). | 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. | | Vegetation removal and compensation will follow the requirements of the Metrolinx Vegetation Guideline (2020). |
| 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. | O | Sensitive receptors described 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). | A list of receptors can be found in Section 5.1 and Table 5-1 of Appendix A3 of the Lower Don Bridge and Don Yard Early Works Report. |
| 40 | City Planning, Transit Implementation | Draft Early Works Report | Page 207-211, Table 5-14 | Provide an opinion whether the mitigation measures proposed can be expected to bring noise and vibration levels within acceptable limits. Confirm that a method of constructing the project exists that can bring noise and vibration levels within acceptable limits. Confirm number of buildings/homes 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 mitigation measures are implemented. Mitigation 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. | P | Cannot locate mention in report of including noise and vibration limits in contract documents as a mitigation 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 mitigation. | The Lower Don Bridge and Don Yard Early Works Report includes mitigation within Table 6-1 which states that project-specific construction noise and vibration limits will be established. |
| 41 | City Planning, Transit Implementation | Draft Early Works Report | Page 213-215, Table 5-15 | Include social equity 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 collector/arterial routes are not closed at the same time, and transit diversions do not affect two parallel transit routes at the same time. | Mitigation 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 equity lens are not typically included within provincial environmental assessment processes. Ontario Line impacts are being assessed in accordance with O. Reg. 341/20 under the Environmental Assessment Act. The applicable impact assessment framework does not have a requirement for transit project evaluation through an equity and gender lens. | C | Further discussion on social equity impacts for provincial projects are being taken up in alternate venues. | | |
| 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. Metrolinx 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. | O | 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 as such, financial incentives to be included into the project agreement are not standard practice. | 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. Ontario Line early works are 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. |

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| 43 | City Planning, Transit Implementation | Draft Early Works Report | Page 216-217, 5.5.1.2, Page 231, 5.8.1.1 | Include financial incentives in the construction contract to minimize the duration of road/lane closures (e.g. lane rental system with sufficiently high lane occupancy fees). | Financial incentives are not typically included as mitigation measures in environmental assessment documents, and as such, have not been included. Metrolinx 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. | O | 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 as such, financial incentives to be included into the project agreement are not standard practice. | 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. Ontario Line early works are 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. |
| 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. | Public realm impacts such as construction activities potentially disturbing streetscape materials, furniture, and landscaping have been added to the revised report. Public realm impacts suggested such as designing for congruence between architectural styles of existing infrastructure are not typically included as impacts/mitigation however, Metrolinx will work with architectural design specialists to ensure the materials and design of the proposed bridge at the Lower Don Bridges early works complements surrounding infrastructure. | D | Public realm impacts should be restored to the current City standard, not to existing conditions. | | Language has been revised in Table 6-6 to note that wherever feasible, lands impacted by construction will be restored to the current City of Toronto standard following construction completion. |
| 45 | City Planning, Transit Implementation | Draft Early Works Report | Page 217, 218, 5.5.2 | Include 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. | | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. Lakeshore East Joint Corridor Report is being advanced under separate cover. |
| 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. | | Comment noted - Metrolinx will continue to coordinate with the City of Toronto regarding interfacing adjacent projects such as the Cherry streetcar extension plans. |
| 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. | | Lower Don Bridge and Don Yard early works are now under a stand-alone report. |
| 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 Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received. | | A comprehensive flood modelling exercise is being undertaken in support of the Ontario Line infrastructure, and Metrolinx will continue to consult with the City of Toronto, TRCA, and Waterfront Toronto. |
| 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-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properties may warrant a CHER being undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect. It should also be acknowledges that CHERs will be provided for properties identified as potential built heritage resources identified during field review. | No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet Metrolinx obligations under the Ontario Heritage Act. The Ontario Line Cultural Heritage Report (currently available on our website (https://www.metrolinxengage.com/sites/default/files/rpt_2020-09-03_ol_ec_cultural_heritage_60611173_optimized_locked.pdf) documents sufficient detail for the purposes of documenting cultural heritage value or interest for any 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). | O | 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 HIAs of individual properties." Properties that are identified as built heritage resources warrant Heritage Impact Assessments if they are to be altered 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 potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. | O | 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. | |

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| 51 | Heritage Planning | Early Works Cultural Heritage Report: Existing Conditions and Preliminary 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 built heritage resources not classified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed. The Impact Tables in this Report should be revised once the preferred alignment has been identified and subject to further consultation with the City of Toronto Heritage Planning. | Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. 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. | O | 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. | |
| 52 | Heritage Planning | Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment | 4.2 Potential Impacts | Summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts (type and description of anticipated impact) to understand the overall impacts the alignment will have on built heritage resources, due to the complexity and size of the Impact Tables. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered. | O | 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 mitigation measure should be revised to include completion of a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted. | O | 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. | |
| 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 Detailed Design. | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City. | C | 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 Metrolinx are not exempt from Municipal process and legislation under the Ontario 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 may obtain associated permits and approvals. Consultation with the City of Toronto Heritage Preservation Services has been included in the report for all impacted heritage properties. | O | 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 be completed prior to the draft of this report due to the on-going COVID-10 global pandemic and lack of remote access to property databases for City staff. | Comment noted. | C | | | |
| 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 municipally/locally significant cultural heritage resources, in addition to any as yet unidentified resources. This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. | Public engagement is currently underway for the broader Ontario Line Environmental Conditions Report including all properties that are documented in the Draft Early Works HDDR. Further, the Draft HDDR will be released for public review and any comments received during the Draft OL ECR and Draft Early Works HDDR will be reviewed. Any updates required in either report will be made and reissued for final OL ECR and Early Works HDDR. | P | 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. | The Lower Don Bridge and Don Yard Early Works Report references cultural heritage documentation developed as part of the Ontario Line Existing Conditions Report, which included consultation with the local community. The Draft Lower Don Bridge and Don Yard Early Works Report will also be made public for review, and any comments on cultural heritage will be included as part of the consultation record. |
| 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 properties will be subject to a Heritage Detailed Design Report. These reports are to be shared with MHSTCI for its records. These reports should also be shared with the City of Toronto Heritage Planning unit. | 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. | C | request list of specific 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. | C | | | |

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| 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 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 Atlantic Avenue) rather than saying there is no impact; it is odd to ignore this knowing that the early works are directly linked 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. | O | 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. | Not applicable to the Lower Don Bridge and Don Yard early works |
| ADDITIONAL COMMENTS (DECEMBER 2020) | | | | | | | | | |
| 1 | City Planning | Draft Exhibition Station Early Works Report | Table 3-1 | Confirm whether the demolition plan for 1 Atlantic Avenue includes 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. | The chimney and accessory buildings at 1 Atlantic Avenue will not be affected by the Exhibition Station early works. | | | | |
| 2 | City Planning | Draft Exhibition Station Early Works Report | Section 2.2.3.2 | Recommend describing the conceptual alignment for the 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. | | | | |
| 4 | City Planning | Draft Exhibition Station Early Works Report | Table 6-9 | Active transportation - Confirm whether pedestrian impacts are still anticipated to the existing tunnel for transit passengers or through users, and if so what mitigation measures are in place to maintain accessible pedestrian routes to and through the station during construction. | No impacts to pedestrian access via the existing tunnel are anticipated. This will be clarified in the Final EWR. | | | | |

| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete , or D = Deferred to future phase |
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| Work Plan | | | | | |
| Project Name: | | | | Ontario Line | |
| Project No: | | | | 2020-11-30-ol_ex_ewr_a5_traffic_draft_optimized_locked | |
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| | | | | 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 | <p><i>"Temporary Pedestrian Bridge will not be fully accessible"</i></p> <p>Please elaborate this text. Discuss why this will not be fully accessible. What are the restrictions?</p> | 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 | <p><i>"Atlantic Avenue is a north-south collector road with a two-lane cross-section."</i></p> <p>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.</p> | 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 | <p><i>"Between the south end of Atlantic Avenue and Liberty Street, Atlantic Avenue has a posted speed of 30 km/h and on-street parking is prohibited on the west side of the street."</i></p> <p>Edit to: "Between the south end of Atlantic Avenue and Liberty Street, Atlantic Avenue is a local road and has a posted speed of 30 km/h. On-street parking is prohibited on the west side of the street."</p> | Comment noted. In the Final EWR, language will be revised to note that between 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 | <p><i>"Jefferson Avenue is a north-south collector road with a two-lane cross-section."</i></p> <p>Edit to:"Jefferson Avenue is a north-south local road with a two-lane cross-section."</p> | 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. |
| 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 | <p><i>"Manitoba Drive is an east-west collector road"</i></p> <p>- Manitoba Drive is a Park road. Please update this</p> | 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. |

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| 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 | <ul style="list-style-type: none"> - 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 required. If applicable, off peak service will be 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 | <p><i>"painted crosswalks are provided across all legs of the signalized intersections located within the Exhibition Station Study Area"</i></p> <ul style="list-style-type: none"> - 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 | <p>Please confirm and coordinate if there will be any other construction projects in the vicinity of Ontario Line Exhibition Station work. Are all other planned projects nearby with construction timelines that potentially overlap with the Exhibition Station early works considered in this traffic assessment report? Please clarify.</p> | 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. |
| 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 | <p>Please discuss affect on existing parking lots on both sides of Atlantic Ave.</p> <ul style="list-style-type: none"> - 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 Jefferson 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. |
| 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 | <p><i>"Traffic Control Management Plan(s)"</i></p> <p>Edit to: "Transit and Traffic Management Plans (TTMP)"</p> <ul style="list-style-type: none"> - Please conduct package wide search and replace. | Comment noted. References to the Traffic Control Management Plan will be revised to be the Transit and Traffic Management Plans. |
| 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 | <p>Please include in the mitigation measure(s) for Transportation Network - Road.</p> <p>"A detailed traffic analysis will be conducted to consider the vehicular traffic congestion around the Station."</p> | Comment noted, revision will be made in the Final Traffic and Transportation Report Table 4-1. |

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| 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 | <p>Please include following in mitigation measures for Transportation Network - Road.</p> <p>"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."</p> | Comment noted, revision will be made in the Final Traffic and Transportation Report Table 4-1. |
| 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 | <p>- Please include potential affect on Atlantic Ave on-street parking and paid parking (parking machines).</p> <p>- Please indicate in mitigation measures if this requires removal/relocation of on-street paid parking.</p> <p>- Please be advised that Council approval will be required for changes to bylaw, and</p> <p>- TPA will also need to be consulted.</p> | Comment noted. There may be potential temporary impacts to the on-street parking on the east side of Atlantic Avenue for purposes of facilitating demolition of the building at 1 Atlantic Avenue. Mitigation includes ongoing engagement and consultation with the City to determine any requirements to be included in to the Transit and Traffic Management Plan. Revisions have been made in the Traffic and Transportation Report Table 4-1 accordingly. |
| 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 | <p><i>"Exhibition Station early works may result in the removal/relocation of the existing bicycle parking racks and the Bike Share Toronto station on Atlantic Avenue"</i></p> <p>- For future Bike Share Toronto Stations, locations should be identified and protected on the north and south station areas. The NACTO Bike Share Station Siting Guide can be consulted for location and design considerations.</p> <p>NACTO Bike Share Station Siting Guide https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide_FINAL.pdf</p> | 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. |

| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design , or D = Deferred to future phase C = Closed, implementation complete | | | | |
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| Ontario Line - City of Toronto Early Works Report Comments | | | | | | | | | | |
| Project Name: Ontario Line | | | | Revised By: | | | | | | |
| 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 -) | Revised Response & Details for LDB-DY EWR (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. | ? | C | We note Mx response and will continue to comment as the project progresses. | | Potential impacts to the natural environment are documented in Section 6.1 and public realm in Section 6.6 of the Lower Don Bridge and Don Yard Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress. |
| 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 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. | ? | C | Closed | | Not applicable to the Lower Don Bridge and Don Yard Early Works Report |
| 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. | ? | C | Closed | | Potential impacts to the natural environment as a result of the Lower Don Bridge and Don yard early works are outlined in the report. |
| 4 | RNFP | Draft NER | Natural Environment Early Works - 4.2 | 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. | ? | C | Closed | | Metrolinx's Vegetation Guideline (2020) will be followed and permits for any removals on City or private land will be obtained from the City in advance of any such removals, as required. |
| 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 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. | ? | C | Closed | | 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. |
| 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. | ? | O | 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 Gerrard to Lower Don Bridges both interim and permanent in order for Parks to undertake 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report and will be addressed in the Lakeshore East Joint Corridor Early Works Report |
| 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. | ? | 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. | 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. |
| 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). | ? | C | | | |
| 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). | ? | C | | | |
| 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). | ? | C | | | |
| 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. | ? | C | | | |
| 12 | RNFP | Draft EWR | Draft Early Works Report, 6.1.4 | Submit Voluntary Process Review Letter | Metrolinx will cohtinue to engage TRCA through the VPR process. | ? | P | 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. | |

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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. | ? | C | | | |
| 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. | ? | C | | | |
| 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. | ? | C | | | |
| 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. | ? | C | | | |
| 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. | ? | O | 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, natural environment reports will be circulated to the City for review, which document potential temporary and permanent impacts to City parks, and mitigation and compensation approach. | Potential impacts to the natural environment are documented in Section 6.1 and public realm in Section 6.6 of the Lower Don Bridge and Don Yard Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress. |
| 18 | LAU | Draft EWR | 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. | ? | O | 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 discussed 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. | Potential impacts to the natural environment are documented in Section 6.1 and public realm in Section 6.6 of the Lower Don Bridge and Don Yard Early Works Report. No permanent parkland loss is anticipated as a result of these early works. Metrolinx will continue to engage with the City as project planning and design progress. |
| 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 footprint...Corktown 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. | ? | O | 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. | In the Lower Don Bridge and Don Yard Early Works Report, it is acknowledged that there are various active transportation facilities present within the study area and a map is provided. Potential impacts to these are also outlined, in addition to mitigation and monitoring. |
| 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. | ? | O | 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. | In the revised Lower Don Bridge and Don Yard Early Works Report, documentation has been added to include community groups and resources within the study area. |
| 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, Sautter 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. | ? | O | 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report and will be addressed in the Lakeshore East Joint Corridor Early Works Report. |
| 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. | ? | O | 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report and will be addressed in the Lakeshore East Joint Corridor Early Works Report. |
| 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. | ? | O | 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report and will be addressed in the Lakeshore East Joint Corridor Early Works Report. |
| 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 subsequent 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. | ? | O | We acknowledge no proposed park impacts for Exhibition Station EW, however the original 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. | The Lower Don Bridge and Don Yard Heritage Detailed Design Report (HDDR) screened and evaluated both built heritage resources and cultural heritage landscapes within the Project study area. Findings can be found in Table 6-7 of the early works report and details are found in the HDDR. |
| 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 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. | ? | O | We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered. PFR 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months. |

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| 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months. |
| 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. | ? | O | 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. The Lakeshore East Joint Corridor Early Works Report is currently under development 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 lands within the Ontario Line Study Area and subsequent Early Works footprint have been screened for known, previously 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 retain heritage value. | ? | C | | | |
| 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? | 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 heritage plaques and it contributes to the De Grassi Streetscape. Further detail on parks within the study area (from an ecological perspective) are documented in the Natural Environment Report. | ? | P | 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, specifically as OLS-063. The Moss Park community centre has also been documented within the CHR as OLS-049, located on Page 173 of the CHR. Corresponding mapping for both of these entries can be found in Appendix D-07 in the CHR. | The Lower Don Bridge and Don Yard Heritage Detailed Design Report (HDDR) screened and evaluated both built heritage resources and cultural heritage landscapes within the Project study area. Findings can be found in Table 6-7 of the early works report and details are found in the HDDR. |
| 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. | ? | C | | | |
| 31 | LAU | Draft CHR | Pg 30, 43-45 | 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. This comment will be taken into account as environmental assessment reporting advances along the Lakeshore East joint corridor. | ? | O | PFR 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. | Not applicable to the Lower Don Bridge and Don Yard Early Works Report. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months. |
| ADDITIONAL 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 Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete <div></div> , or D = Deferred to future phase | | | |
|---|-----------------------|--------------------|--|---|--|--|-----------------------------------|-------------------------------|--|
| Ontario Line - City of Toronto Early Works Report Comments | | | | Project Name: Ontario Line | | Revised By: | | | |
| 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) | Metrolinx Response & Details (Lower Don Bridge and Don Yard) (Authors -) |
| 1 | Toronto Fire Services | Draft Traffic Memo | 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. | ? | D | | Language has been added to the Lower Don Bridge and Don Yard Early Works Report to note that a transit and traffic management plan(s) will also address specific emergency services requirements in consultation with the City of Toronto. |
| 2 | Toronto Fire Services | Draft EPR | Section 5.5 | General: Traffic Control and Management Plan(s) are to be sent to Toronto Fire Services prior to any road closures to ensure that TFS personnel can review the affected area(s) and adjust their responses (as applicable). | 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 | | Metrolinx will be providing design submissions to the City for review and these plans will highlight any hydrant relocations if required. |

| Review Comments Spreadsheet Ontario Line - City of Toronto Early Works Report Comments | | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | , or D = Deferred to future phase | | | |
|---|--|---|---|--|--|---|-----------------------------------|---|---|--|
| Project Name: Ontario Line | | | | | Revised By: | | | | | |
| 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 -) | Metrolinx Response & Details (Lower Don Bridge and Don Yard) (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 Lall et. al, "Estimation of historical annual PM2.5 exposures for health effects assessment", Atmospheric Environment 38 (2004). | ? | O | 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 Exhibition Station early works, there is no comparable hourly sampled data for the course fraction of fine particulates (PM10) which is directly comparable to the fine particulate hourly sampling data (PM2.5). The ratio from Lall et al. was referenced to provide an estimate based on scientific research for the course particulate fraction based on hourly monitored data of PM2.5. This ratio and methodology has been accepted by the MECP for similar projects submitted for EA approval in the past. | As noted previously, there is no comparable hourly sampled data for the course fraction of fine particulates (PM10) which is directly comparable to the fine particulate hourly sampling data (PM2.5). The ratio from Lall et al. was referenced to provide an estimate based on scientific research for the course particulate fraction based on hourly monitored data of PM2.5. 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. | ? | C | | | |
| 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 a minimum discuss construction emissions estimates based upon construction equipment likely to be used, general timeline, 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 management plans. | ? | C | 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. | | Air quality management plan(s) will be developed for the Lower Don Bridge and Don Yard early works when more information is available, and prior to construction commencement, as documented in Table 6-4 of the Early Works Report. |
| 4 | Transportation Expansion Office in consultation with LeighFisher | Noise Impacts - Lower Don River Crossing | Draft EWR, 5.4.1.2.1, Noise, p.200 | Report notes, <i>"for the future 191 Mill Street location, noise levels are predicted to be near the daytime noise level limit for the corridor works, nearest to 191 Mill Street."</i> 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. | ? | P | 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. | Lower Don Bridge and Don Yard report includes discussion of potential impacts and mitigation measures notes potnetial exceedances of noise criteria at 90 Distillery Lane (night), future 125/131 Mill Street, 170 Mill Street (night), future 180-190 Mill Street, future 495 Front Street East, 502 Front Street East (night) 170 Bayview Avenue (night), and 77 East Don Roadway (night) and consideration of limiting construction duration as well as other mitigation measures in vicinity of those locations. |
| 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 daytime 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. | ? | P | 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. | Potential exceedances of construction noise criteria for both day- and night-time are discussed in the Lower Don Bridge and Don Yard early works report. |
| 6 | Transportation Expansion Office in consultation with LeighFisher | Vibration Impacts | Draft EWR, 5.1.4.1.2, Vibration, p.202 | Report states: <i>"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."</i> 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 | ? | O | 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 Draft Early Works Report - Ontario Line Exhibition Station Early Works report does not have an Appendix B4. Appendix A3 - Exhibition Station Early Works - Draft 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. | Mapping for the noise and vibration screening for the Lower Don Bridge and Don Yard Early Works Report can be found in Figure 5-1 and 5-2 of Appendix A3. |

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| 7 | Transportation Expansion Office in consultation with LeighFisher | Construction Vibration Mitigation, General | Draft EWR, 5.4.2.1, General Mitigation, p. 204 | <p>Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as:</p> <p>*routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites;</p> <p>*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;</p> <p>*employing alternative construction methods.</p> <p>Relevant locations where this would apply would be refined during the design phase.</p> | Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate. | ? | P | <p>Pending review of the reports prepared for the remaining three Early Works sites.</p> <p>It is noted the suggested text, as appropriate, was added to Section 6.1(Mitigation Measures - General Recommendations) of Appendix A3 - Exhibition Station Early Works - Draft 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.</p> | Comment noted. The text mentioned will also be added to the Exhibition Station Early Works Report for consistency. | General recommendations with respect to mitigating construction vibration are outlined in Table 6-1 of Appendix A3 of the Lower Don Bridge and Don Yard early works report. |
| 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 Mitigating 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. | ? | C | | | |
| 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. | ? | C | | | |
| 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. | ? | C | 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 land use where it is reasonably expected that high-risk populations spend extended periods of time in these locations (i.e. schools, day cares, hospitals, nursing or long-term 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. | ? | C | | | |
| 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 overlap 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. | ? | C | 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 AQMP. If required, the AQEW Memorandum can be referenced for a full background summary. | ? | P | 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 AQMP 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. | Air quality management plan(s) will be developed for the Lower Don Bridge and Don Yard early works when more information is available, and prior to construction commencement, as documented in Table 6-4 of the Early Works Report. |
| 14 | Transportation Expansion Office in consultation with LeighFisher | Mitigation Measures | Draft AQ Memo, Attachment 1, Sec 2.1.1 | Are the mitigation 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 mitigation activities which should be employed in the event of a monitored exceedance 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 mitigation measures will be required to be employed, as specified by the designated air quality specialist. | ? | O | The mitigation measures provided appear comprehensive, however, please confirm mitigation 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 stockpiles height from the air emission perspective. So, as described these should be minimized as possible. | ? | C | | | |
| 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. | ? | C | | | |

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| 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. | Meteorological monitoring will not be required as part of the mitigation as air quality impacts from construction are not anticipated to affect local meteorological conditions. | ? | C | | | |
| 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. | ? | P | 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. | ? | C | | | |
| 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. | ? | C | | | |
| 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. | ? | C | | | |
| 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. | ? | P | 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 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. | ? | C | | | |
| 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 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" | 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. | ? | P | Pending review of the Lakeshore East Early Works report, once available. | Comment noted. | |
| 25 | Transportation Expansion Office in consultation with LeighFisher | Vibration Impacts | Draft N&V Report, 4.6.2, Vibration Impacts | 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. | 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. | ? | O | Please clarify where updated mapping can be found. Figure 5-3 and Figure 5-6 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 <i>Appendix B4 - Noise and Vibration Early Works Report</i> (dated June 2020). The Exhibition Station Vibration Assessment Map previously provided in this referenced Appendix (Appendix D) is absent from the updated Exhibition Station Early Works report and the associated Noise and Vibration appendix. | Please refer to Figure 5-11 and of the EWR, and Figures 5-1 and 5-2 of Appendix A3. | Mapping for the noise and vibration screening for the Lower Don Bridge and Don Yard Early Works Report can be found in Figure 5-1 and 5-2 of Appendix A3. |

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| 26 | Transportation Expansion Office in consultation with LeighFisher | General Construction Vibration Mitigation Measures | Draft N&V Report, 5.1.2, Construction Vibration | <p>Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as:</p> <p>*routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites;</p> <p>*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;</p> <p>*employing alternative construction methods.</p> <p>Relevant location for the application of these measures can be refined during the design phase.</p> | Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate. | ? | P | 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. | Best practice construction vibration mitigation measures are documented in Table 6-1 of Appendix A-3 of the Lower Don Bridge and Don Yard Early Works Report. |
| ADDITIONAL COMMENTS (DECEMBER 2020) | | | | | | | | | | |
| 27 | Transportation Expansion Office | General | General | <p>Please note the Status (Column H) and the Follow Up Comments (Column) provided in this log are based solely on the review of the Exhibition Station Early Works Report and are subject to change upon receipt and review of the Early Works reports for the remaining three sites (Lower Don River Crossing, East Harbour Station, and Lakeshore East Joint Corridor).</p> | 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. | | | | | |

From: [Merlin Yuen](#)
To: [Julia Murnaghan](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#); [Richard Borbridge](#); [Junaid Farooq](#)
Subject: RE: OL - EWR and Discipline Reports - Comment Responses
Date: Friday, January 29, 2021 1:28:25 PM
Attachments: [REDACTED]

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

[REDACTED]

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.Farooq@toronto.ca>
Subject: RE: OL - EWR and Discipline Reports - Comment Responses

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 <Crystal.Ho@metrolinx.com>; Junaid Farooq <Junaid.Farooq@toronto.ca>
Subject: RE: OL - EWR and Discipline Reports - Comment Responses

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 <Malcolm.MacKay1@metrolinx.com>; Daniel Cicero <Daniel.Cicero@metrolinx.com>; Richard Borbridge <Richard.Borbridge@toronto.ca>; Junaid Farooq <Junaid.Farooq@toronto.ca>
Subject: RE: OL - EWR and Discipline Reports - Comment Responses

Merlin,

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: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete , or D = Deferred to future phase | | | | |
|--|---------------|---------------------------------------|--|--|---|--------------------------------|-----------------------------------|--|--|
| Ontario Line - City of Toronto Early Works Report Comments | | | | | | | | | |
| Project Name: | | | | Ontario Line | Revised By: | | | | |
| 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 | City Planning | Draft Traffic and Transportation Memo | General | 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 limited to describing the physical conditions of the transportation system. Provide vehicular, transit, pedestrian and cyclist volumes using each transportation link described in the report, particularly at locations that may be disrupted during construction and/or permanently altered as a result of the project. Provide transportation analysis demonstrating the baseline performance of the transportation network. Without this 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. | The Early Works Memo focuses on construction impacts at the Early Works project footprints expected to result from the Early Works activities. Metrolinx proceeded with available existing conditions information while considering project schedule, limited raw data received from the City, and COVID-19 restrictions. As project planning progresses, further quantitative assessment will be completed related to the Early Works areas, to be shared with the City | ? | O | To City Planning's knowledge, Transportation Services completed the data request submitted by Metrolinx with respect to turning movement counts for vehicular traffic, pedestrian, and cycling volumes for road links and intersections available in the City's database. | Comment noted. It's acknowledged that the City had provided the traffic data requested for the development of the Existing Conditions Report. Given the limited information regarding Exhibition Station early works available at the time of the Early Works Report preparation, a qualitative construction impacts analysis was completed. As noted in the previous response, further quantitative assessment will be completed, to be shared with the City as detailed design progresses. |
| 2 | City Planning | Draft Traffic and Transportation Memo | General | Confirm service headways for all transit routes and ensure that they reflect normal planned operating conditions. The peak period service headways stated in the report for transit routes appear to reflect the reduced level of service being provided during the COVID-19 pandemic. This will result in understated impacts to transit riders if not corrected. For example, the 504 King streetcar route normally operates at 2 minute headways in the peak period. | The service headways during the AM and PM peak hours were obtained from the TTC website (For example, for the 504 King Streetcar: http://www.ttc.ca/Routes/504/Eastbound.jsp). These reflect the current service headways which, as mentioned, might be impacted by the COVID-19 pandemic. The current TTC website does not have regular headways, which are not impacted by COVID-19. Metrolinx would appreciate any information the City can provide with regards to this data. | ? | O | Service headways found on TTC's website during 2020 should not be relied upon for a planning analysis as they reflect reduced level of service provided during the COVID-19 pandemic. Recommend that Metrolinx request from the TTC the most recent service summary (likely from fall 2019), and the planned service summary for 2021 which reflects post-pandemic operating plan. | Comment noted. At this time, it is not anticipated that TTC service will be affected by early works construction activities. |
| 3 | City Planning | Draft Traffic and Transportation Memo | General | Correct references to unposted speed limits throughout the report, which currently indicates in several places that the assumed speed limit of unsigned streets is 50 km/h. Note that the City of Toronto has reduced the general speed limit on many arterial roads 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 in the Municipal Code here: https://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf | The legal speed limits were checked online using the same suggested reference (https://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf) in preparing the memorandum. The unsigned streets namely, Carlaw Avenue and Logan Avenue, are not part of the roadways that had their speed limits reduced from 50 km/h to 40 km/h as part of Vision Zero in 2019. The following source was used in identifying the roads that witnessed a speed limit reduction: https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-measures-and-mapping/ | ? | O | Vision Zero speed reductions appear to be referenced in the report in general discussion and where appropriate for specific streets. | Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. |
| 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 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. | ? | O | References to missing roads added to Section 3.1. | Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. |
| 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. | ? | P | 511 Bathurst routing corrected. 509 Harbourfront route number corrected in map. New error: 504B King streetcar route serving Dufferin Street to Dufferin Loop no longer shown on the map and no longer shown in Table 3-1. | 504B King was removed from Table 3-1 and Figure 3-3. This route does not serve the Exhibition Station Traffic and Transportation Study Area identified in the EWR. |
| 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 | ? | P | References to missing pedestrian link added in Figure 3-1. | Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. |
| 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. | ? | P | Do not understand the comment response; a map of the existing cycling network should show on-street bike lanes. | Figure 3-2 of the Traffic and Transportation Memo shows the existing cycling network within the Exhibition Station Traffic and Transportation Study Area and Project Footprint. As such, on-street cycling facilities along Dufferin Street, Saskatchewan Road, and Princess Boulevard are not included as they are outside of the Exhibition Station Traffic and Transportation Study Area and Project Footprint. |
| 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. | ? | P | 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. |
| 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. | ? | P | 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 | ? | P | 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. |

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| 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, 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. | ? | O | 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. | ? | P | 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. | ? | C | | |
| 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 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. | ? | 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 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). | 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 met 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 | ? | C | 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 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. | Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment. 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. | ? | C | | |
| 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. | ? | C | 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 Ordinance 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. | ? | C | Conforms to most recent known project footprint. | |
| 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 | ? | C | Updated as requested. | |

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| 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. | ? | C | Updated as requested. | |
| 24 | City Planning, Transit Implementation | Draft Early Works Report | Page 16, 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 of the rail corridor are developed, and access to the station should be integrated with the streets and blocks plan of the development. | 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. | |
| 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. | ? | O | 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 otherwise 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. | ? | C | 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 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 Station. 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. | ? | C | Updated as requested. | |
| 34 | City Planning, Transit Implementation | Draft Early Works Report | 4.8.1.3 | Should the report be expanded to include the Ordinance 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. | Ordinance Park is outside the study area of the Exhibition Station early work and as such, has not been included within the report. | ? | C | 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. | ? | C | 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 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. | ? | C | 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 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). | ? | 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. | ? | O | Sensitive receptors described 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 mitigation measures proposed can be expected to bring noise and vibration levels within acceptable limits. Confirm that a method of constructing the project exists that can bring noise and vibration levels within acceptable limits. Confirm number of buildings/homes 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 mitigation measures are implemented. Mitigation 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. | ? | P | Cannot locate mention in report of including noise and vibration limits in contract documents as a mitigation 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 mitigation. |

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| 41 | City Planning, Transit Implementation | Draft Early Works Report | Page 213-215, Table 5-15 | Include social equity 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 collector/arterial routes are not closed at the same time, and transit diversions do not affect two parallel transit routes at the same time. | Mitigation 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 equity lens are not typically included within provincial environmental assessment processes. Ontario Line impacts are being assessed in accordance with O. Reg. 341/20 under the Environmental Assessment Act. The applicable impact assessment framework does not have a requirement for transit project evaluation through an equity and gender lens. | ? | C | Further discussion on social equity impacts for provincial projects are being taken up in alternate venues. | |
| 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. Metrolinx 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. | ? | O | 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 included into the project agreement are not standard practice. |
| 43 | City Planning, Transit Implementation | Draft Early Works Report | Page 216-217, 5.5.1.2, Page 231, 5.8.1.1 | Include financial incentives in the construction contract to minimize the duration of road/lane closures (e.g. lane rental system with sufficiently high lane occupancy fees). | Financial incentives are not typically included as mitigation measures in environmental assessment documents, and as such, have not been included. Metrolinx 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. | ? | O | 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 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. | Public realm impacts such as construction activities potentially disturbing streetscape materials, furniture, and landscaping have been added to the revised report. Public realm impacts suggested such as designing for congruence between architectural styles of existing infrastructure are not typically included as impacts/mitigation however, Metrolinx will work with architectural design specialists to ensure the materials and design of the proposed bridge at the Lower Don Bridges early works complements surrounding infrastructure. | ? | 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 | Include 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 Station. 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-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properties may warrant a CHER being undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect. It should also be acknowledges that CHERs will be provided for properties identified as potential built heritage resources identified during field review. | No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet Metrolinx obligations under the Ontario Heritage Act. The Ontario Line Cultural Heritage Report (currently available on our website (https://www.metrolinxengage.com/sites/default/files/rpt_2020-09-03_ol_ec_cultural_heritage_60611173_optimized_locked.pdf)) documents sufficient detail for the purposes of documenting cultural heritage value or interest for any 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). | ? | O | 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 HIAs of individual properties." Properties that are identified as built heritage resources warrant Heritage Impact Assessments if they are to be altered 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 potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. | ? | O | 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. |

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| 51 | Heritage Planning | Early Works Cultural Heritage Report: Existing Conditions and Preliminary 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 built heritage resources not classified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed. The Impact Tables in this Report should be revised once the preferred alignment has been identified and subject to further consultation with the City of Toronto Heritage Planning. | Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. 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. | ? | O | 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. |
| 52 | Heritage Planning | Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment | 4.2 Potential Impacts | Summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts (type and description of anticipated impact) to understand the overall impacts the alignment will have on built heritage resources, due to the complexity and size of the Impact Tables. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered. | ? | O | 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 mitigation measure should be revised to include completion of a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted. | ? | O | 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. |
| 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 Detailed Design. | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City. | ? | C | 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 Metrolinx are not exempt from Municipal process and legislation under the Ontario 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 may obtain associated permits and approvals. Consultation with the City of Toronto Heritage Preservation Services has been included in the report for all impacted heritage properties. | ? | O | 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 be completed prior to the draft of this report due to the on-going COVID-19 global pandemic and lack of remote access to property databases for City staff. | Comment noted. | ? | C | | |
| 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 municipally/locally significant cultural heritage resources, in addition to any as yet unidentified resources. This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. | Public engagement is currently underway for the broader Ontario Line Environmental Conditions Report including all properties that are documented in the Draft Early Works HDDR. Further, the Draft HDDR will be released for public review and any comments received during the Draft OL ECR and Draft Early Works HDDR will be reviewed. Any updates required in either report will be made and reissued for final OL ECR and Early Works HDDR. | ? | P | 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 properties will be subject to a Heritage Detailed Design Report. These reports are to be shared with MHSTCI for its records. These reports should also be shared with the City of Toronto Heritage Planning unit. | 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. | ? | C | request list of specific 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. | ? | C | | |
| 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 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 Atlantic Avenue) rather than saying there is no impact; it is odd to ignore this knowing that the early works are directly linked 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. | ? | O | 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. |
| ADDITIONAL COMMENTS (DECEMBER 2020) | | | | | | | | | |
| 1 | City Planning | Draft Exhibition Station Early Works Report | Table 3-1 | Confirm whether the demolition plan for 1 Atlantic Avenue includes 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. | The chimney and accessory buildings at 1 Atlantic Avenue will not be affected by the Exhibition Station early works. | | | | |

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| 2 | City Planning | Draft Exhibition Station Early Works Report | Section 2.2.3.2 | Recommend describing the conceptual alignment for the 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. | | | | |
| 4 | City Planning | Draft Exhibition Station Early Works Report | Table 6-9 | Active transportation - Confirm whether pedestrian impacts are still anticipated to the existing tunnel for transit passengers or through users, and if so what mitigation measures are in place to maintain accessible pedestrian routes to and through the station during construction. | No impacts to pedestrian access via the existing tunnel are anticipated. This will be clarified in the Final EWR. | | | | |

| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete <div>or D = Deferred to future phase</div> |
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| Work Plan | | | | | |
| Project Name: | | | Ontario Line | | Revised By: |
| Project No: | | | 2020-11-30-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 | <i>"Temporary Pedestrian Bridge will not be fully accessible"</i> Please elaborate this text. Discuss why this will not be fully accessible. What are the restrictions? | 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 | <i>"Atlantic Avenue is a north-south collector road with a two-lane cross-section."</i> 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 | <i>"Between the south end of Atlantic Avenue and Liberty Street, Atlantic Avenue has a posted speed of 30 km/h and on-street parking is prohibited on the west side of the street."</i> Edit to: "Between the south end of Atlantic Avenue and Liberty Street, Atlantic Avenue is a local road and has a posted speed of 30 km/h. On-street parking is prohibited on the west side of the street." | Comment noted. In the Final EWR, language will be revised to note that between the south end of Atlantic and Liberty Street, Atlantic Avenue is a local road and has a posted speed limit of 30 km/h, and that on-street 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 | <i>"Jefferson Avenue is a north-south collector road with a two-lane cross-section."</i> 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. |
| 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 | <i>"Manitoba Drive is an east-west collector road"</i> - 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 required. If applicable, off peak service will be 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 | <i>"painted crosswalks are provided across all legs of the signalized intersections located within the Exhibition Station Study Area"</i> - 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." |

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| 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 planned 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. | |
| 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 Jefferson 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. | |
| 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 | "Traffic Control Management Plan(s)" Edit to: "Transit and Traffic Management Plans (TTMP)" - Please conduct package wide search and replace. | Comment noted. References to the Traffic Control Management Plan will be revised to be the Transit and Traffic Management Plans. | |
| 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. | |
| 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. | Comment noted. There may be potential temporary impacts to the on-street parking on the east side of Atlantic Avenue for purposes of facilitating demolition of the building at 1 Atlantic Avenue. Mitigation includes ongoing engagement and consultation with the City to determine any requirements to be included in to the Transit and Traffic Management Plan. Revisions have been made in the Traffic and Transportation Report Table 4-1 accordingly. | |

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| 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 | <p><i>"Exhibition Station early works may result in the removal/relocation of the existing bicycle parking racks and the Bike Share Toronto station on Atlantic Avenue"</i></p> <p>- For future Bike Share Toronto Stations, locations should be identified and protected on the north and south station areas. The NACTO Bike Share Station Siting Guide can be consulted for location and design considerations.</p> <p>NACTO Bike Share Station Siting Guide https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide_FINAL.pdf</p> | 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. | |

| Review Comments Spreadsheet | | | | | | | | | |
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| Ontario Line - City of Toronto Early Works Report Comments | | | | | | | | | |
| Project Name: Ontario Line Project No: | | | | | | Revised By: Date In: Date Out: January 5, 2021 | | | |
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| 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. | ? | C | 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 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. | ? | C | 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. | ? | C | 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/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. | ? | C | 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 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. | ? | C | 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. | ? | O | 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 Gerrard to Lower Don Bridges both interim and permanent in order for Parks to undertake 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 LEJ | 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. | ? | 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. |
| 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). | ? | C | | |
| 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). | ? | C | | |
| 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). | ? | C | | |

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| 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. | ? | C | | |
| 12 | RNFP | Draft EWR | Draft Early Works Report, 6.1.4 | Submit Voluntary Process Review Letter | Metrolinx will continue to engage TRCA through the VPR process. | ? | P | 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. |
| 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. | ? | C | | |
| 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. | ? | C | | |
| 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. | ? | C | | |
| 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. | ? | C | | |
| 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. | ? | O | 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, natural environment reports will be circulated to the City for review, which document potential temporary and permanent impacts to City parks, and mitigation and compensation approach. |
| 18 | LAU | Draft EWR | 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. | ? | O | 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 discussed 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 footprint... Corktown Common Park, MLUs 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. | ? | O | 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. | ? | O | 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, Sauter 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. | ? | O | 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. | ? | O | 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. | ? | O | 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 subsequent 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. | ? | O | We acknowledge no proposed park impacts for Exhibition Station EW, however the original 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 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. | ? | O | We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered. PFR 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. | ? | O | 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. |

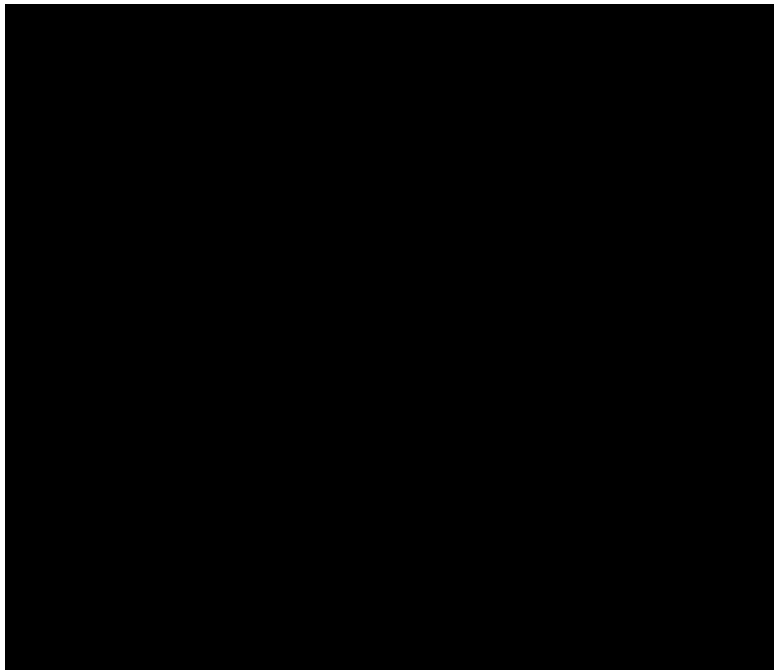
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| 28 | LAU | Draft CHR | General | Has a Cultural Heritage Assessment been completed for park lands that are proposed to be impacted? | All lands within the Ontario Line Study Area and subsequent Early Works footprint have been screened for known, previously 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 retain heritage value. | ? | C | | |
| 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? | 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 heritage plaques and it contributes to the De Grassi Streetscape. Further detail on parks within the study area (from an ecological perspective) are documented in the Natural Environment Report. | ? | P | We note Bruce Mackay was mentioned in the report however Moss Park 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 162 of the CHR, specifically as OLS-063. The Moss Park community centre has also been documented within the CHR as OLS-049, located on Page 173 of the CHR. Corresponding mapping for both of these entries can be found in Appendix D-07 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 Figure 6-4 | 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. | ? | C | | |
| 31 | LAU | Draft CHR | Pg 30, 43-45 | 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. This comment will be taken into account as environmental assessment reporting advances along the Lakeshore East joint corridor. | ? | O | PFR 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. |
| ADDITIONAL 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 Spreadsheet | | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | | | | |
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| Ontario Line - City of Toronto Early Works Report Comments | | | | | , or D = Deferred to future phase | | | | | |
| Project Name: | | | | | Reviewed By: | | | | | |
| Project No: | | | | | Date In: | | | | | |
| | | | | | Date Out: January 5, 2021 | | | | | |
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| 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 35-32) | 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. | ? | D | | | |
| 2 | Toronto Fire Services | Draft EPR | Section 5.5 | General: Traffic Control and Management Plan(s) are to be sent to Toronto Fire Services prior to any road closures to ensure that TFS personnel can review the affected area(s) and adjust their responses (as applicable). | 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: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | , or D = Deferred to future phase | | | |
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| Ontario Line - City of Toronto Early Works Report Comments | | | | | | | | | |
| Project Name: Ontario Line | | | | Revised By: | | | | | |
| 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 | 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 µg/m3 PM10 per 0.54 µg/m3 of PM2.5 as per Lall et. al, "Estimation of historical annual PM2.5 exposures for health effects assessment", Atmospheric Environment 38 (2004). | ? | O | 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 Exhibition Station early works, there is no comparable hourly sampled data for the coarse fraction of fine particulates (PM10) which is directly comparable to the fine particulate hourly sampling data (PM2.5). The ratio from Lall et al. was referenced to provide an estimate based on scientific research for the coarse particulate fraction based on hourly monitored data of PM2.5. 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. | ? | C | | |
| 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 a minimum discuss construction emissions estimates based upon construction equipment likely to be used, general timeline, 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 management plans. | ? | C | 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 | 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 daytime 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. | ? | P | 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 daytime 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. | ? | P | 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 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 | ? | O | 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 Draft Early Works Report - Ontario Line Exhibition Station Early Works report does not have an Appendix B4. Appendix A3 - Exhibition Station Early Works - Draft 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 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. | ? | P | Pending review of the reports prepared for the remaining three Early Works sites. It is noted the suggested text, as appropriate, was added to Section 6.1(Mitigation Measures - General Recommendations) of Appendix A3 - Exhibition Station Early Works - Draft 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 Mitigating 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. | ? | C | | |

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| 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 CAACS counterpart 27 ug/m3 for a 24-hour averaging period, after 2020. | ? | C | | |
| 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. | ? | C | 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 land use where it is reasonably expected that high-risk populations spend extended periods of time in these locations (i.e. schools, day cares, hospitals, nursing or long-term 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. | ? | C | | |
| 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 overlap 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. | ? | C | 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 AQMP. If required, the AQEW Memorandum can be referenced for a full background summary. | ? | P | 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 AQMP 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 mitigation 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 mitigation activities which should be employed in the event of a monitored exceedance 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 mitigation measures will be required to be employed, as specified by the designated air quality specialist. | ? | O | The mitigation measures provided appear comprehensive, however, please confirm mitigation 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 stockpiles height from the air emission perspective. So, as described these should be minimized as possible. | ? | C | | |
| 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. | ? | C | | |
| 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. | Meteorological monitoring will not be required as part of the mitigation as air quality impacts from construction are not anticipated to affect local meteorological conditions. | ? | C | | |
| 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. | ? | P | 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. | ? | C | | |
| 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. | ? | C | | |
| 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 EPC Contractor's organization. If so, please clarify cross-organization responsibilities and reporting lines. | These details will be confirmed as Project planning and design progress. | ? | C | | |
| 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. | ? | P | 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 Leq 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 Leq1hr criteria that has been used on previous Metrolinx projects. Note that a screening map will be added to the reporting. | ? | C | | |

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| 24 | Transportation Expansion Office in consultation with LeighFisher | Lakeshore East Joint Corridor Noise | Draft N&V Report, 4.6.1, and Table 4-7 | <p>Table 4-7 appears to indicate night time noise level criteria will be exceeded along the project footprint.</p> <p>Please revise below statement from the report to reflect nighttime noise level limit exceedance, in addition to daytime noise level limit exceedance.</p> <p><i>"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"</i></p> | 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. | ? | P | Pending review of the Lakeshore East Early Works report, once available. | Comment noted. |
| 25 | Transportation Expansion Office in consultation with LeighFisher | Vibration Impacts | Draft N&V Report, 4.6.2, Vibration Impacts | <p>Report states:</p> <p><i>"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."</i></p> <p>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.</p> <p>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.</p> | 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 5-8. | ? | O | <p>Please clarify where updated mapping can be found. Figure 5-3 and Figure 5-6 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.</p> <p>Note: the reference in Column E should be to Appendix D of the previously reviewed report titled Appendix B4 - Noise and Vibration Early Works Report (dated June 2020). The Exhibition Station Vibration Assessment Map previously provided in this referenced Appendix (Appendix D) is absent from the updated Exhibition Station Early Works report and the associated Noise and Vibration appendix.</p> | 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 | <p>Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as:</p> <p>*routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites;</p> <p>*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;</p> <p>*employing alternative construction methods.</p> <p>Relevant location for the application of these measures can be refined during the design phase.</p> | Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate. | ? | P | 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. |
| ADDITIONAL COMMENTS (DECEMBER 2020) | | | | | | | | | |
| 27 | Transportation Expansion Office | General | General | <p>Please note the Status (Column H) and the Follow Up Comments (Column) provided in this log are based solely on the review of the Exhibition Station Early Works Report and are subject to change upon receipt and review of the Early Works reports for the remaining three sites (Lower Don River Crossing, East Harbour Station, and Lakeshore East Joint Corridor).</p> | 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. | | | | |



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 Responses

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 Draft 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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| Review Comments Spreadsheet | | | | * Actions: | | ** Status: | |
| | | | | 1 = Will comply | | O = Open, not resolved | |
| City of Toronto HDDR Comments | | | | 2 = Discuss, clarification required | | P = Pending incorporation in design | |
| | | | | 3 = Not applicable because | | C = Closed, implementation complete | |
| | | | | Project Name: | | Revised By: | |
| | | | | Project No: | | Date In: | |
| | | | | Ontario Line | | Date Out: | |
| | | | | Ontario Line - Early Works HDDR | | | |
| Item No. | Reviewer Name | Description (Ref# to letter) | 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 Atlantic Avenue) rather than saying there is no impact; it is odd to ignore this knowing that the early works are directly linked 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. | | |

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| Ontario Line - City of Toronto Early Works Report Comments | | | | | |
| | | Project Name: | | Ontario Line | Revised By: |
| | | Project No: | | | Date In: |
| | | Draft Traffic 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 Traffic and Transportation Memo | General | 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 limited to describing the physical conditions of the transportation system. Provide vehicular, transit, pedestrian and cyclist volumes using each transportation link described in the report, particularly at locations that may be disrupted during construction and/or permanently altered as a result of the project. Provide transportation analysis demonstrating the baseline performance of the transportation network. Without this 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. | The Early Works Memo focuses on construction impacts at the Early Works project footprints expected to result from the Early Works activities. Metrolinx proceeded with available existing conditions information while considering project schedule, limited raw data received from the City, and COVID-19 restrictions. As project planning progresses, further quantitative assessment will be completed related to the Early Works areas, to be shared with the City |
| 2 | City Planning | Draft Traffic and Transportation Memo | General | Confirm service headways for all transit routes and ensure that they reflect normal planned operating conditions. The peak period service headways stated in the report for transit routes appear to reflect the reduced level of service being provided during the COVID-19 pandemic. This will result in understated impacts to transit riders if not corrected. For example, the 504 King streetcar route normally operates at 2 minute headways in the peak period. | The service headways during the AM and PM peak hours were obtained from the TTC website (For example, for the 504 King Streetcar: http://www.ttc.ca/Routes/504/Eastbound.jsp). These reflect the current service headways which, as mentioned, might be impacted by the COVID-19 pandemic. The current TTC website does not have 'regular' headways, which are not impacted by COVID-19, Metrolinx would appreciate any information the City can provide with regards to this data. |
| 3 | City Planning | Draft Traffic and Transportation Memo | General | Correct references to unposted speed limits throughout the report, which currently indicates in several places that the assumed speed limit of unsigned streets is 50 km/h. Note that the City of Toronto has reduced the general speed limit on many arterial roads 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 in the Municipal Code here: https://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf | The legal speed limits were checked online using the same suggested reference (https://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf) in preparing the memorandum. The unsigned streets namely, Carlaw Avenue and Logan Avenue, are not part of the roadways that had their speed limits reduced from 50 km/h to 40 km/h as part of Vision Zero in 2019. The following source was used in identifying the roads that witnessed a speed limit reduction: https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-measures-and-mapping/ |

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| Ontario Line - City of Toronto Early Works Report Comments | | | | | |
| | | Project Name: | | Ontario Line | Revised By: |
| | | Project No: | | | Date In: |
| | | | | Draft Traffic Memo (Early Works) | Date Out: |
| 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 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. |

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| Review Comments Spreadsheet Ontario Line - City of Toronto Early Works Report Comments | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete |
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| | | | | Draft Traffic Memo (Early Works) | |
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| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) |
| 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 |
| 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, 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 | 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. |

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| Project Name: | | | | Ontario Line | Revised By: |
| Project No: | | | | | Date In: |
| Draft Traffic Memo (Early Works) | | | | | Date Out: |
| 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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| Draft Traffic Memo (Early Works) | | | | | Date Out: |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) |
| 1 | LAU | | 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. |

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| Project Name: | | | | Ontario Line | Revised By: |
| Project No: | | | | | Date In: |
| Draft Traffic Memo (Early Works) | | | | | Date Out: |
| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subject, page, DWG# | Review Comment | Response & Details (Authors -) |
| 1 | ENG-STR | aiuhas-1 | Early Works at Exhibition St. | It is not clear in the document whether early works at Exhibition station will affect TTC's Exhibition loop station or will not. Paragraph 1.3.1 and corresponding figure 1-2 shows the footprint of work not affecting the TTC Exhibition loop, however, in section 5.8.1 there is mention of the TTC service being disrupted, station relocated. Please describe the planned impact on TTC services in this area. | This has been clarified in Section 4.1.1. It is not anticipated that the construction activities will impact Exhibition Loop or any transit operations in the Exhibition Station Study. |
| 2 | ENG-STR | aiuhas-2 | Traffic Memo | Streetcar stop at Exhibition Loop is end of the line stop and loop of streetcar tracks. Stop cannot just be simply relocated as noted in the documents. Please clarify what is the impact on the streetcar track loop essential to the functioning of the streetcar service. | This has been clarified in Section 4.1.1. It is not anticipated that the construction activities will impact Exhibition Loop or any transit operations in the Exhibition Station Study. |
| 3 | S&CE-STR & SRVC PLN | mhagg-1 | Draft Traffic Memo - Transit Stop Accessibility | In addition to meeting AODA requirements for temporary pedestrian facilities, ensure that any temporary or relocated TTC transit stops meet TTC accessibility standards in terms of hard surfaced wheelchair accessible stop pads that are connected with an accessible route to sidewalks and/or curb ramps, minimum size for the stop pads, curb/sidewalk height, and maximum slopes. | Comment noted. Any temporary pedestrian facilities including temporary or relocated TTC transit stops will be designed to meet TTC accessibility standards. Language has been added to Section 4 as a potential impact to the active transportation/transit network. |
| 4 | S&CE-STR & SRVC PLN | tpitman-1 | Early Works Report Table 4-34 and Table 4-35 | The 504 King Streetcar operates to Dundas West Station (not Dundas Station). | This will be updated in the revised report. |
| 5 | S&CE-STR & SRVC PLN | tpitman-2 | Early Works Report Table 4-34 | The 511 Bathurst route should be included because service to Exhibition should resume when the Bathurst Bridge construction finishes, which is scheduled for December 2020. | 511 Bathurst has been added to Table 3-1 and Figure 3-3. |
| 6 | S&CE-STR & SRVC PLN | tpitman-3 | Early Works Report 5.8.2.1 | This section is about the Lower Don, but the mitigation section is referring to Exhibition Station. | The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. |
| 7 | S&CE-STR & SRVC PLN | tpitman-4 | Early Works Report 5.8.2.2 | The transit impacts section only refers to streetcar stops not being in the footprint. If the previous section on auto traffic mentioning impacts at Cherry St and Lakeshore, impacts on the 72B and possibly the seasonal 121D bus routes should be considered and possible mitigation mentioned. | The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. |

| Review Comments Spreadsheet | | | | * Actions: | | ** Status: | |
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| | | | | 3 = Not applicable because | | C = Closed, implementation complete | |
| Project Name: | | | | Ontario Line | | Revised By: | |
| Project No: | | | | | | Date In: | |
| Draft Natural Environment Report (Early Works) | | | | | | Date Out: | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | | Response & Details (Authors -) | |
| 1 | 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. | |
| 2 | 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. | |
| 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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| Project No: | | | | Project No: | | Date In: | |
| Draft Natural Environment Report (Early Works) | | | | Date Out: | | | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | | Response & Details (Authors -) | |
| 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 | | Natural Environment Early Works - 4.2 | 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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| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | | Response & Details (Authors -) | |
| 1 | Toronto Fire Services | | | No comments at this time. | | Acknowledged. | |

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| Ontario Line - City of Toronto Early Works Repo | | | | | |
| Project Name: | | | | Ontario Line | Revised By: |
| Project No: | | | | | Date In: |
| Draft Noise & Vibration Report (Early Works) | | | | | Date Out: |
| 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). | <p>Note that this report only addresses construction noise and vibration, operational noise and vibration will be addressed under separate cover.</p> <p>The construction contract will have noise and vibration limits as per Metrolinx standards.</p> <p>The proponent will work with Metrolinx to ensure that mitigation measures and committed noise levels are met 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.</p> |
| 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. | <p>Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment.</p> <p>Residential receptors on Booth Avenue are represented conservatively by the assessment of 2 Paisley Ave and 14 Wardell St assessment locations, which are considered the worst-case scenarios for noise and vibration within this segment.</p> |

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| Ontario Line - City of Toronto Early Works Report Comments | | | | | |
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| 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 | <p>Clarification on methodology used for noise modelling required.</p> <p>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."</p> <p>Confirm if the above methodology was employed.</p> | <p>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.</p> <p>Note that a screening map will be added to the reporting.</p> |
| 3 | Transportation Expansion Office in consultation with LeighFisher | Lakeshore East Joint Corridor Noise | 4.6.1, and Table 4-7 | <p>Table 4-7 appears to indicate night time noise level criteria will be exceeded along the project footprint.</p> <p>Please revise below statement from the report to reflect nighttime noise level limit exceedance, in addition to daytime noise level limit exceedance.</p> <p><i>"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"</i></p> | 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. |

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| 4 | Transportation Expansion Office in consultation with LeighFisher | Vibration Impacts | 4.6.2, Vibration Impacts | <p>Report states:</p> <p><i>"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."</i></p> <p>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.</p> <p>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.</p> | 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. |
| 5 | Transportation Expansion Office in consultation with LeighFisher | General Construction Vibration Mitigation Measures | 5.1.2, Construction Vibration | <p>Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as:</p> <p>*routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites;</p> <p>*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;</p> <p>*employing alternative construction methods.</p> <p>Relevant location for the application of these measures can be refined during the design phase.</p> | Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate. |

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| 1 | Toronto Fire Services | | | No comments at this time. | Acknowledged. |

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| 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 nighttime 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 | As per Metrolinx standard contracts, the constructor will monitor noise where the Construction Noise Management Plan indicates that noise exposure limits may be exceeded. 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 communications protocol which includes the timely resolution of complaints. |

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| 1 | LAU | | 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. |
| 2 | LAU | | 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. |

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| 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 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. |

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| 1 | Transportation Expansion Office in consultation with LeighFisher | Methodology | 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 Mitigating 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. |
| 2 | Transportation Expansion Office in consultation with LeighFisher | AQ Guidelines | 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. |
| 3 | Transportation Expansion Office in consultation with LeighFisher | Background Traffic Data | 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. |
| 4 | Transportation Expansion Office in consultation with LeighFisher | Methodology | 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 land use where it is reasonably expected that high-risk populations spend extended periods of time in these locations (i.e. schools, day cares, hospitals, nursing or long-term 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. |
| 5 | Transportation Expansion Office in consultation with LeighFisher | Construction timeline | 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 overlap 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. |
| 6 | Transportation Expansion Office in consultation with LeighFisher | Air Quality Management Plan | 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 AQMP. If required, the AQEW Memorandum can be referenced for a full background summary. |

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| 7 | Transportation Expansion Office in consultation with LeighFisher | Mitigation Measures | Attachment 1, Sec 2.1.1 | Are the mitigation 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 mitigation activities which should be employed in the event of a monitored exceedance 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 mitigation measures will be required to be employed, as specified by the designated air quality specialist. |
| 9 | Transportation Expansion Office in consultation with LeighFisher | Mitigation Measures | 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 stockpiles height from the air emission perspective. So, as described these should be minimized as possible. |
| 10 | Transportation Expansion Office in consultation with LeighFisher | Mitigation Measures | 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. |
| 11 | Transportation Expansion Office in consultation with LeighFisher | Construction monitoring | 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. | Meteorological monitoring will not be required as part of the mitigation as air quality impacts from construction are not anticipated to affect local meteorological conditions. |
| 12 | Transportation Expansion Office in consultation with LeighFisher | Construction monitoring | 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. |
| 13 | Transportation Expansion Office in consultation with LeighFisher | Construction monitoring | 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. |
| 14 | Transportation Expansion Office in consultation with LeighFisher | Mitigation Measures | 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. |

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| 15 | Transportation Expansion Office in consultation with LeighFisher | Air Quality Management Plan | 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. |

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| 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. | <p>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.</p> <p>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.</p> | | |

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| 1 | TFS | | | No comments at this time. | Acknowledged. |

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| 1 | 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. |
| 2 | 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. |
| 3 | 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. |
| 4 | 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. |
| 5 | 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. |
| 6 | 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. |
| 7 | 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. |
| 8 | 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 of the rail corridor are developed, and access to the station should be integrated with the streets and blocks plan of the development. | 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. |
| 9 | 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. |
| 10 | 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 others 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. |

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| 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 Ordinance 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. | Ordinance 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. |

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| Ontario Line - City of Toronto Early Works Report Comments | | | | | |
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| 21 | City Planning, Transit Implementation | Draft Early Works Report | Page 207-211, Table 5-14 | Provide an opinion whether the mitigation measures proposed can be expected to bring noise and vibration levels within acceptable limits. Confirm that a method of constructing the project exists that can bring noise and vibration levels within acceptable limits. Confirm number of buildings/homes 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 mitigation measures are implemented. Mitigation 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. |
| 22 | City Planning, Transit Implementation | Draft Early Works Report | Page 213-215, Table 5-15 | Include social equity 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 collector/arterial routes are not closed at the same time, and transit diversions do not affect two parallel transit routes at the same time. | Mitigation 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 equity lens are not typically included within provincial environmental assessment processes. Ontario Line impacts are being assessed in accordance with O. Reg. 341/20 under the Environmental Assessment Act. The applicable impact assessment framework does not have a requirement for transit project evaluation through an equity and gender lens. |
| 23 | 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. Metrolinx 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. |
| 24 | City Planning, Transit Implementation | Draft Early Works Report | Page 216-217, 5.5.1.2, Page 231, 5.8.1.1 | Include financial incentives in the construction contract to minimize the duration of road/lane closures (e.g. lane rental system with sufficiently high lane occupancy fees). | Financial incentives are not typically included as mitigation measures in environmental assessment documents, and as such, have not been included. Metrolinx 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. |
| 25 | 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. | Public realm impacts such as construction activities potentially disturbing streetscape materials, furniture, and landscaping have been added to the revised report. Public realm impacts suggested such as designing for congruence between architectural styles of existing infrastructure are not typically included as impacts/mitigation however, Metrolinx will work with architectural design specialists to ensure the materials and design of the proposed bridge at the Lower Don Bridges early works complements surrounding infrastructure. |
| 26 | City Planning, Transit Implementation | Draft Early Works Report | Page 217, 218, 5.5.2 | Include 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. |
| 27 | 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. |
| 28 | 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. |

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| 29 | 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. | |


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| 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 continue 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 footprint...Corktown 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. |

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| 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 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. |
| 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? | <p>All lands within the Ontario Line Study Area, and subsequent Early Works footprint have been screened for known, previously assessed and potential BHR/CHLs.</p> <p>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.</p> |
| 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. |

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| 19 | LAU | | 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. | | |
| 20 | LAU | | 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. | | |

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| 1 | Transportation Expansion Office in consultation with LeighFisher | AQ Monitoring | 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 µg/m3 PM10 per 0.54 µg/m3 of PM2.5 as per Lall et. al, "Estimation of historical annual PM2.5 exposures for health effects assessment", Atmospheric Environment 38 (2004). |
| 2 | Transportation Expansion Office in consultation with LeighFisher | AQ Guidelines | 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. |
| 3 | Transportation Expansion Office in consultation with LeighFisher | Air Quality Impacts | Sec 5.3.1, p. 188 | The impacts discussion is qualitative and high-level. The report should at a minimum discuss construction emissions estimates based upon construction equipment likely to be used, general timeline, 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 management plans. |
| 4 | Transportation Expansion Office in consultation with LeighFisher | Noise Impacts - Lower Don River Crossing | 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 daytime 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. |
| 5 | Transportation Expansion Office in consultation with LeighFisher | Noise Impacts - Lakeshore East Joint Corridor | 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 daytime 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. |

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| 6 | Transportation Expansion Office in consultation with LeighFisher | Vibration Impacts | 5.1.4.1.2, Vibration, p.202 | <p>Report states:</p> <p><i>"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."</i></p> <p>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.</p> <p>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.</p> | <p>Confirmed, mapping in Appendix B4 will be updated with the approved project footprint.</p> <p>See appendix B4</p> |
| 7 | Transportation Expansion Office in consultation with LeighFisher | Construction Vibration Mitigation, General | 5.4.2.1, General Mitigation, p. 204 | <p>Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as:</p> <p>*routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites;</p> <p><i>*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;</i></p> <p>*employing alternative construction methods.</p> <p>Relevant locations where this would apply would be refined during the design phase.</p> | <p>Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate.</p> |

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| 1 | TFS | | Section 5.5 | General: Traffic Control and Management Plan(s) are to be sent to Toronto Fire Services prior to any road closures to ensure that TFS personnel can review the affected area(s) and adjust their responses (as applicable). | Noted. The Traffic Management Plan(s) will be circulated to the City including TFS during construction planning. |
| 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 progresses. |

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| 1 | Erin Smith - City of Toronto 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-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properties may warrant a CHER being undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect. It should also be acknowledges that CHERs will be provided for properties identified as potential built heritage resources identified during field review. | <p>No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet Metrolinx obligations under the Ontario Heritage Act.</p> <p>The Ontario Line Cultural Heritage Report (currently available on our website (https://www.metrolinxengage.com/sites/default/files/rpt_2020-09-03_ol_ec_cultural_heritage_60611173_optimized_locked.pdf) documents sufficient detail for the purposes of documenting cultural heritage value or interest for any 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).</p> |
| 2 | Erin Smith - City of Toronto 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 HIAs of individual properties." Properties that are identified as built heritage resources warrant Heritage Impact Assessments if they are to altered 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 potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. |
| 3 | Erin Smith - City of Toronto Heritage Planning | Early Works Cultural Heritage Report: Existing Conditions and Preliminary 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 built heritage resources not classified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed. The Impact Tables in this Report should be revised once the preferred alignment has been identified and subject to further consultation with the City of Toronto Heritage Planning. | <p>Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent.</p> <p>Further, the HDDR will document refined project-specific impacts to all heritage properties (not just 10/06) based on the preferred alignment/detailed design.</p> <p>Project-specific impacts will be refined during detailed design, using the Cultural Heritage Report and documented in the HDDR.</p> |

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| 4 | Erin Smith - City of Toronto Heritage Planning | Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment | 4.2 Potential Impacts | Summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts (type and description of anticipated impact) to understand the overall impacts the alignment will have on built heritage resources, due to the complexity and size of the Impact Tables. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered. |
| 5 | Erin Smith - City of Toronto 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 mitigation measure should be revised to include completion of a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted. |
| 6 | Erin Smith - City of Toronto 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 Detailed Design. | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City. |
| 7 | Erin Smith - City of Toronto 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 Metrolinx are not exempt from Municipal process and legislation under the Ontario 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 may obtain associated permits and approvals. Consultation with the City of Toronto Heritage Preservation Services has been included in the report for all impacted heritage properties. |
| 8 | Erin Smith - City of Toronto 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-going COVID-10 global pandemic and lack of remote access to property databases for City staff. | Comment noted. |
| 9 | Erin Smith - City of Toronto 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 municipally/locally significant cultural heritage resources, in addition to any as yet unidentified resources. This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. | Public engagement is currently underway for the broader Ontario Line Environmental Conditions Report including all properties that are documented in the Draft Early Works HDDR. Further, the Draft HDDR will be released for public review and any comments received during the Draft OL ECR and Draft Early Works HDDR will be reviewed. Any updates required in either report will be made and reissued for final OL ECR and Early Works HDDR. |

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: | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | |
| 10 | Erin Smith - City of Toronto 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 MHSTCI for its records. These reports should also be shared with the City of Toronto Heritage Planning unit. | The HDDR will document project-specific impacts and mitigation/next steps for known and potential cutlural heritage resources that are proposed to be impacted by the project footprint. | |

| Review Comments Spreadsheet | | | | * Actions: | ** Status: |
|--|---------------|-------------|--|--|---|
| Ontario Line - City of Toronto Early Works | | | | 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | O = Open, not resolved 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: |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) |
| 1 | LAU | | General | Has a Cultural Heritage Assessment been completed for park lands that are proposed to be impacted? | All lands within the Ontario Line Study Area and subsequent Early Works footprint have been screened for known, previously 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 retain heritage value. |
| 2 | LAU | | Pg 25 | There is mention of Cultural Heritage Landscapes however where is the mapping - specifically does any park lands fall into CHL? | 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 heritage plaques and it contributes to the De Grassi Streetscape. Further detail on parks within the study area (from an ecological perspective) are documented in the Natural Environment Report. |
| 3 | LAU | | 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. |
| 4 | LAU | | Pg 30, 43-45 | 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. This comment will be taken into account as environmental assessment reporting advances along the Lakeshore East joint corridor. |

From: [Julia Murnaghan](#)
To: [Merlin Yuen](#)
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: [REDACTED]

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 Riekkö

Sent: November 17, 2020 4:08 PM

To: Julia Murnaghan <Julia.Murnaghan@toronto.ca>

Cc: Richard Borbridge <Richard.Borbridge@toronto.ca>

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. Riecko, 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: Hans.Riecko@toronto.ca

-

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: [REDACTED]

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 (HDDR^s) 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 workshoping 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



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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: [REDACTED]

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 <Julia.Murnaghan@toronto.ca>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Wole Adetuberu <Wole.Adetuberu@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>
Subject: RE: OL - Draft Reports for CoT Review - 29May20

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 <Julia.Murnaghan@toronto.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

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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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,

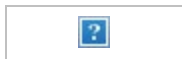
Wole Adetuberu

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 <Julia.Murnaghan@toronto.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Wole Adetuberu <Wole.Adetuberu@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>

Subject: RE: OL - Draft Reports for CoT Review - 29May20

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: [REDACTED]

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

Technical Stakeholders

- **Municipal**
 - **Toronto Catholic District School Board**

From: [Ontario Line](#)
To: ["tomasz.oltarzewski@tcdsb.org"](mailto:tomasz.oltarzewski@tcdsb.org)
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:38:00 PM
Attachments: 

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

Technical Stakeholders

- **Municipal**
 - **Toronto District School Board**

From: [Ontario Line](#)
To: [Cook, Anita](#)
Cc: [Sage, Daryl](#); [Bolger, Kevin](#); [Maria Zintchenko](#); [James Francis](#); [Puccetti, Maia](#); [Snider, Craig](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: RE: Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties
Date: Monday, June 21, 2021 9:16:02 AM
Attachments: 

Good morning Anita,

In preparation for the publication of the Ontario Line Draft Lower Don Bridge and Don Yard Early Works Report, we are recirculating comment responses to agencies who provided comments on the draft Early Works Report (shared in June 2020). The responses attached address comments specific to the Lower Don Bridge and Don Yard early works. Let me know if you have any questions or further comments.

Thanks,

Crystal Ho

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

| | | | | | |
|---|---------------|-------------|--|---|--|
| Review Comments Spreadsheet TDSB - Early Works Report Comments | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete |
| Project Name: | | | | Ontario Line | 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 | | N&V EW 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. | Tunnelling is not part of the Lower Don Bridge and Don Yard Early Works activities and will be discussed in 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. | No TDSB schools are located within the noise screening area for the Lower Don Bridge and Don Yard early works construction. Potential noise impacts at the TDSB schools in the general vicinity (Inglenook Community School is the closest to the early works site) are anticipated to be substantially lower than at the representative receptors located in closer proximity to the early works site. Further details of the assessment, including the noise screening, as well as the mitigation measures and monitoring activities are outlined in the Early Works Noise and Vibration Report (Appendix B3). Note that project-specific construction noise limits will be established and applied. |
| 3 | TDSB | | N&V EW Report | Impact on required student concentration eg. Exam time | As noted above, noise screening for sensitive receptors was completed for receptors within the study area however, the closest school to the project footprint is outside of the screening distance/area. |

| | | | | | |
|---|---------------|-------------|--|--|---|
| Review Comments Spreadsheet TDSB - Early Works Report Comments | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete |
| Project Name: | | | | Ontario Line | Revised By: |
| Project No: | | | | | Date In: |
| | | | | Natural Environmental EC and EW Report | Date Out: |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) |
| 1 | TDSB | | Natural Environmental EC and EW Report | Potential for significant environmental damages to the Don Valley Corridor and City parks/ravines in the Thorncliffe Park area. Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate Institute (135 Overlea Boulevard) will be directly impacted with changes to these sensitive land areas. (These areas also provide for educational opportunities for students.) | The Lower Don Bridge and Don Yard Early Works Project Footprint does not coincide with the Thorncliffe Park area. |
| 2 | TDSB | | Natural Environmental EC and EW Report | Potential drainage and water flow that may impact outdoor school sports fields and arenas. | No impacts to outdoor school sports field and arenas are anticipated as a result of the Lower Don Bridge and Don Yard early works. |
| 3 | TDSB | | Natural Environmental EC and EW Report | Dependent upon works, potential drainage or water flow, sewers, etc. at various sites. | No impacts to schools related to potential drainage, waterflow or sewers are anticipated as a result of the Lower Don Bridge and Don Yard early works. Closest school to the early works site is the Inglenook Community School, located approximately 450 m north of the western-most extent of the early works project footprint. |

| | | | | | | | |
|---|---------------|-------------|--|--|--|---|--|
| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | |
| TDSB - Early Works Report Comments | | | | | | | |
| 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. | | Congestion and travel time delays will be considered as part of the traffic impact assessment for the Lower Don Bridge and Don Yard Early Works, as project planning and design progress. A Traffic and Transit Management Plan will be developed to mitigate any traffic-related impacts as a result of the early works and TDSB be engaged as required. | |
| 2 | TDSB | | Traffic EW Report | Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion. | | See response above - a Traffic and Transit Management Plan will be developed to mitigate potential traffic-related impacts as a result of early works. | |

| | | | | | |
|---|----------------------|--------------------|---|--|---|
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| TDSB - Early Works Report Comments | | | | | |
| 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. | Construction impacts associated with the Lower Don Bridge and Don Yard early works will be temporary and will be addressed through a plan to manage air quality, to be developed as project planning progresses and prior to construction commencement. Air quality limits will be established and applied, and appropriate mitigation measures will be implemented to reduce the potential impacts. Air quality monitoring will be undertaken. Further details are provided in the Air Quality Early Works Report (Appendix B2). No TDSB schools have been identified as air quality critical receptors in the context of the Lower Don Bridge and Don Yard early works. |
| 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. | Comment noted - as described in the response above, plan(s) will be developed to manage air quality. To reduce potential impacts, appropriate mitigation measures will be implemented, and monitoring of air quality parameters conducted during construction. The Inglenook Communtiy School is located approximately 400-450 m northwest of the project footprint, outside of the predominant wind direction, and as such it is unlikely to have significant impacts as a result of project activities. |
| 3 | TDSB | | Air Quality EW Report | Inability to play during outdoor periods due to high level of pollution. | Comment noted - as described in the response to Comment 1 above, a plan will be developed to manage air quality. To reduce potential impacts, appropriate mitigation measures will be implemented, and monitoring of air quality parameters conducted during construction. The Inglenook Communtiy School is located approximately 400-450 m northwest of the project footprint, outside of the predominant wind direction, and as such it is unlikely to have significant impacts as a result of project activities. |

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 9:26:42 PM
Attachments: [REDACTED]

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

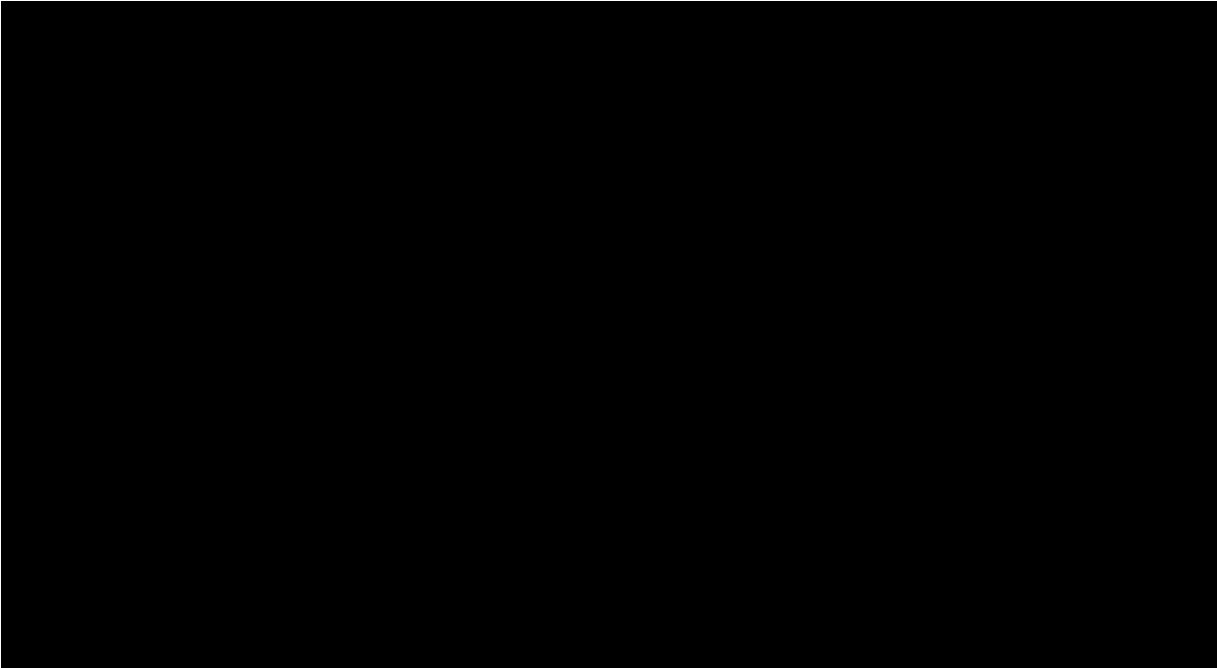
T: cell : 416-573-2716 | acook.tlc@tdsb.on.ca | www.torontolandscorp.com

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|---|---------------|-------------|--|---|---|
| Review Comments Spreadsheet TDSB - Early Works Report Comments | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete |
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| 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 | | N&V EW 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. | 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. | <p>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).</p> <p>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.</p> |
| 3 | TDSB | | N&V EW Report | Impact on required student concentration eg. Exam time | <p>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).</p> <p>Students within the school building would have quieter sound levels given that the building facade provides additional attenuation compared to outdoor noise levels.</p> |

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| Project No: | | | | | Date In: | |
| | | | Natural Environmental EC and EW Report | | Date Out: | |
| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | |
| 1 | TDSB | | Natural Environmental EC and EW Report | Potential for significant environmental damages to the Don Valley Corridor and City parks/ravines in the Thorncliffe Park area. Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate Institute (135 Overlea Boulevard) will be directly impacted with changes to these sensitive land areas. (These areas also provide for educational opportunities for students.) | 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 EC and EW Report | 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. | |

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| 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. | |

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| 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. | |



From: Merlin Yuen
Sent: November-27-20 10:04 PM
To: 'Cook, Anita'
Cc: Jackson, Carlene; Shaw, Steve; Sage, Daryl; Bolger, Kevin; Crystal Ho; Maria Zintchenko; James Francis
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



| Review Comments Spreadsheet | | | | * Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because | | ** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete | |
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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: [REDACTED]

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

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 Boulton Avenue | Student Capacity: 802 |

| | |
|--|--------------------------------|
| • East Alternative School of Toronto - 21 Boulton 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 pre-construction 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 archeology 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 [REDACTED].

- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

Please provide any comments on the above draft reports by end of day **July 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 [REDACTED] the following Ontario Line draft reports and memorandums, and corresponding comment tracking sheet for your review:

Ontario Line Existing Conditions (EC)

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

Ontario Line Early Works (EW)

- Air Quality Impact Assessment Memo
- Natural Environment Report

- Noise and Vibration Report
- Traffic Memo

If you could please provide your comments on the above draft reports and memorandums **by end of day July 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 <ACook.TLC@tdsb.on.ca>

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' <erica.pallotta@tdsb.on.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

Good Afternoon,

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

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

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

Sincerely,


Kuru Satkunanathan

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

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

Technical Stakeholders

- **Conservation Authorities**
 - **Toronto and Region
Conservation Authority**

From: [Merlin Yuen](#)
To: [Alannah Slattery](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)
Subject: RE: MX ON Line - Draft Early Works (EW) and NER EW Reports - TRCA Comments (CFN 62384)
Date: Monday, June 21, 2021 2:18:36 PM
Attachments: 

Good afternoon Alannah,

Ahead of the draft publication of the draft Lower Don Bridge and Don Yard (LDB-DY) Early Works Report, please see attached a revised comment response sheet to the TRCA's comments (dated July 6, 2020) on the previously circulated draft early works report with applicable responses to the LDB-DY study area revised. The team looks forward to the TRCA's review and comments on this report anticipated to be published and shared with the TRCA in the coming days.

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 | Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5925
E: margie.akers@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.





June 21, 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 Letter on the Draft Early Works Report Comments (July 6, 2020)

Dear Alannah Slattery,

Thank you for the Toronto Region Conservation Authority's (TRCA) letter dated July 6, 2020 outlining TRCA's feedback on the initial draft Early Works Report (EWR) for the Ontario Line Project. We appreciate the detailed review and feedback. Ahead of the publication of the Draft Lower Don Bridge and Don Yard Early Works Report, we have revisited the comments that TRCA provided on the draft Early Works Report. Our responses to the draft Early Works Report comments pertaining to the Lower Don Bridge and Don Yard early works are provided in **Attachment 1**.

Lower Don Bridge and Don Yard early works will include:

- construction of a new bridge north of the existing bridge over the Lower Don River that will carry the Ontario Line tracks;
- shift of the Union Station rail corridor GO tracks to accommodate Ontario Line infrastructure within the Union Station Rail Corridor and Don Yard;
- modifications to the existing Lakeshore East rail corridor bridge to accommodate future Lakeshore East GO track shifts to accommodate Ontario line infrastructure; and
- utility and signal infrastructure relocation or protection.

Further details regarding the Lower Don Bridge and Don Yard early works will be provided in the Draft Lower Don Bridge and Don Yard Early Works Report, anticipated to be published on June 22, 2021.

In the letter from TRCA dated July 6, 2020, a copy of TRCA's comments on the conceptual design from May 15, 2020 was also provided, with a note that those comments have yet to be addressed. Metrolinx notes that those comments were based on the previous Ontario Line design which has since been updated and shared with TRCA for review and feedback. Metrolinx confirms that comments from TRCA on the updated design have been received and is working on addressing those comments. Metrolinx is looking forward to continuing to work with TRCA as part of the ongoing Ontario Line planning and design development.

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

Regards,

A handwritten signature in dark ink, featuring a large, stylized 'M' and 'Z' that are interconnected, with a long, sweeping horizontal stroke extending to the right.

Maria Zintchenko
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Merlin Yuen, Metrolinx
Crystal Ho, Metrolinx

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) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--------------------------------------|--|---|--|--|
| 1. | Draft Early Works Report (July 2020) | <p>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.</p> <p>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.</p> | <p>Comment noted. TRCA feedback has been applied to the draft Early Works Reports where applicable.</p> <p>Metrolinx looks forward to continued engagement with TRCA as project planning progresses.</p> | <p>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.</p> <p>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.</p> | Comment noted |
| 2. | Draft Early Works Report (July 2020) | <p>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.</p> | <p>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.</p> | <p>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.</p> <p>TRCA staff note that we are receipt of the draft Exhibition Place Early Works review and will be providing comments under separate cover.</p> | Comment noted |
| 3. | Draft Early Works Report (July 2020) | <p>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</p> | <p>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</p> | <p>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</p> | <p>The Lower Don Bridges and Don Yard Early Works Report will acknowledge interface with other projects in the area and include a commitment to consultation with proponents and stakeholders including TRCA, City of Toronto and Waterfront Toronto. . Metrolinx has been and will continue</p> |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--------------------------------------|---|--|---|--|
| | | 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. | TRCA will be incorporated in updated draft reports. | Harbour Station will interface with the multiple projects being simultaneously designed in this area. | to hold and attend technical and coordination meetings and workshops with proponents of interfacing projects and other stakeholders as project planning and design progress. |
| 4. | Draft Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>We acknowledge that Metrolinx’s design team is in the process of setting up a series of meetings. TRCA staff look forward to future meetings, particularly one prior to the release of these reports to the public.</p> | <p>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.</p> <p>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.</p> | 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. | Comment noted |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--------------------------------------|--|--|--|--|
| 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. | Noted |
| 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. | Timing of the Lower Don Bridge and Don Yard early works construction will be shared with TRCA when available. As timelines have not been firmly established, discussion of timing of construction has not been included into the report. Metrolinx is advancing flood modeling in consultation with TRCA and will continue to engage and share results when they are available. |
| 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. | Comment noted. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--------------------------------------|--|---|---|---|
| 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. | Lower Don Bridge and Don Yard Early Works Report references the Don Mouth Naturalization and Port Lands Flood Protection Project, Lower Don River West Remedial Flood Protection Project, and Port Lands and South of Eastern Master Plan Class EA and other projects and commits to consulting and coordinating with TRCA, City of Toronto and Waterfront Toronto. Metrolinx has been and will continue to hold and attend technical and coordination meetings and workshops as project planning and design progress to ensure successful integration with the interfacing projects. |
| 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. | Comment noted |
| 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 there are no impacts to the West Don Flood Protection | 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. | Comment noted. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--------------------------------------|---|--|--|---|
| | | 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. | Comment noted |
| 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. | Comment noted |
| 13 | Draft Early Works Report (July 2020) | <p>The Lower Don River Crossing and East Harbour Station are located within the Lower Don Special Policy Area. As such:</p> <ul style="list-style-type: none">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. | <p>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.</p> <p>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.</p> | 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. | Comment noted |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|---|---|--|---|---|
| | | 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) | 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. | 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 effects on habitat connectivity. | 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. | Comment noted |
| 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. | Comment noted |
| 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. | Comment noted |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--------------------------------------|--|--|--|--|
| 17 | Draft Early Works Report (July 2020) | <p>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</p> <p>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.</p> <p>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.</p> | <p>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).</p> | <p>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.</p> <p>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.</p> | Comment noted |
| 18 | Draft Early Works Report (July 2020) | <p>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), 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.</p> | <p>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.</p> | <p>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.</p> | Comment noted |
| 19 | Draft Early Works Report (July 2020) | <p>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.</p> <p>a) Please confirm the widths of the proposed bridges, as well as the total width of the crossing once complete. We understand</p> | <p>The design details referenced are currently being advanced and will be shared with TRCA as they become available.</p> | <p>This comment remains outstanding. TRCA staff look forward to receiving the design details of the proposed bridges.</p> | <p>Comment noted</p> <p>Since the circulation of the Draft Early Works Report in July 2020, the design of the Lower Don Bridge has been revised such that there will be a single bridge spanning on the Lower Don River on the north side of the existing CN bridge, for the Ontario Line tracks. Design of the proposed bridge is in progress, and Metrolinx remains committed to</p> |

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| | | 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. | | | continuing consultation with TRCA as design and planning progress. |
| | | 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. | Comment noted. Metrolinx remains committed to continuing consultation and sharing of design details with TRCA as design and planning progress. |
| | | 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. | Comment noted |
| | | 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 | 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. | Comment noted |

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| | | 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. | <p>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.</p> <p>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.</p> | <p>This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station.</p> <p>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.</p> | A commitment has ben added in the revised Lower Don Bridge and Don Yard Early Works Report to consider and coordinate with adjacent/interfacing projects. |
| | | 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. | Noted |
| 20 | Draft Early Works Report (July 2020) | <p>With regards to utility and other infrastructure relocation, staff notes that there are several other infrastructure and utilities including watermain, 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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> | <p>This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station.</p> <p>Please ensure these reports include details regarding utility relocations and infrastructure relocation within the future commitments section of the report.</p> | A commitment to conduct detailed utility investigations is included in the Lower Don Bridge and Don Yard early works report. |

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| 21 | Draft Early Works Report (July 2020) | <p>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.</p> <p>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:</p> <ul style="list-style-type: none">• 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, 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. <p>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.</p> | 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. | <p>Comment noted.</p> <p>Since the circulation of the Draft Early Works Report in July 2020, Lower Don Bridge location has been adjusted such that a single bridge will be required to carry Ontario Line tracks over the Lower Don River instead of the originally proposed two bridges.</p> <p>A flood modeling exercise is underway and updates and results will be provided to TRCA..</p> |
| 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 | Design options for the Lower Don Bridges are under development in collaboration | 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 | <p>Comment noted.</p> <p>Since the circulation of the Draft Early Works Report in July 2020, Lower Don Bridge location has been adjusted such</p> |

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| | | (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. | with TRCA and will continue to be shared with TRCA for review and comment. | of the Lower Don Bridges will be provided under separate cover. | that a single bridge will be required to carry Ontario Line tracks over the Lower Don River instead of the originally proposed two bridges. |
| 23 | Draft Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>Metrolinx indicated that infrastructure conflicts will be reviewed as part of detailed design. Please include this in the commitments section.</p> | 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. | Comment noted. |
| 24 | Draft Early Works Report (July 2020) | <p>Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts.</p> <p>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</p> | 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. | <p>This concern remains outstanding. Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts.</p> <p>TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges.</p> | Comment noted |

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| | | 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) | <p>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:</p> <ul style="list-style-type: none">• 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 <p>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.</p> <p>The schedule for Ontario Line should bear in mind other projects/schedules in the immediate area. Regular joint meetings between all affected parties should be facilitated.</p> | <p>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.</p> | <p>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.</p> <p>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.</p> | Comment noted. |
| 26 | Draft Early Works Report (July 2020) | <p>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 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</p> | Comment noted. | <p>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.</p> <p>TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges.</p> | Comment noted. Metrolinx remains committed to consulting and sharing technical studies and design details with TRCA as design and planning progress. |

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| | | 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. | | Comments on the latest update of the Lower Don Bridges will be provided under separate cover. | |
| 27 | Draft Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> | 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. | Comment noted. Living City Policies are included in Section 2.2 of the Lower Don Bridge and Don Yard early works report. Metrolinx looks forward to continuing to work with TRCA on Voluntary Project Review process for the Lower Don Bridge. |


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| 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 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. | 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. | Noted. |
| 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. | Comment noted |
| 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. | Noted |
| 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. | Noted. Assessment of the Lakeshore East corridor expansion and associated works such as noise barriers – Lakeshore East Joint Corridor early works – will be documented in a stand-alone Lakeshore East Joint Corridor Early Works Report anticipated to be published in second half of 2021. |

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| 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. | Noted |
| 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; 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). | Comment noted. | No further comment. Original comment remains withstanding. | Noted |
| 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 | 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 | 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. | Comment noted |

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| | | <p>City sewer, then the City’s criteria would govern.</p> <p>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.</p> <p>Please submit designs and calculations of all stormwater management measures in TRCA’s regulated area demonstrating that the above-mentioned criteria are met.</p> | <p>commitment for MX/design team to consult with TRCA during detailed design.</p> | | |
| 35 | Draft Natural Environment Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>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/2016/02/1</p> | <p>Comment noted.</p> | <p>Please note our original comment remains withstanding.</p> | <p>Noted. Metrolinx remains committed to consulting and sharing technical studies and design details with TRCA as design and planning progress.</p> |

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| | | 7185417/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. | Noted. |
| 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. | Noted. Lower Don Bridge and Don Yard early works report includes a commitment to considering Low Impact Development options in the Lower Don Bridge design. |
| 38 | Draft Natural Environment Early Works Report (July 2020) | <p>In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat.</p> <p>Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.</p> | 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. | <p>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.</p> <p>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.</p> | Comment noted. Metrolinx looks forward to continuing discussions with TRCA as project planning and design progress. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) | Response (for the Lower Don Bridge and Don Yard Early Works Report) |
|------|--|---|---|---|---|
| | | 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 | Draft Natural Environment Early Works Report (July 2020) | <p>While TRCA recognizes that trees and large wildlife species are not encouraged in close proximity to rail tracks; we believe that it is important to identify other opportunities to provide dense shrub plantings and a diverse native seed mix with species that support pollinators https://cvc.ca/wp-content/uploads/2017/04/17-uonativeplantsforpollinators-booklet-v8-web.pdf.</p> <p>The migration of pollinators, including monarch butterflies and some bat and hummingbird species, is a significant phenomenon. Certain species migrate over paths that stretch thousands of miles while pursuing blooming plants. To ensure the survival of migratory pollinators, three types of habitat needs must be considered. These are: summer breeding and foraging areas; secure overwintering sites; and nectar corridors and rest stops. Nectar corridors are patches of nectar-rich plant habitat, which act as stepping-stones for the pollinators on their long migratory journeys. Due to development and land use changes within Toronto and the GTA, many nectar corridors are no longer intact. Migrating pollinators must attempt to survive their journey through scattered habitats that contain little food.</p> <p>Thus, the planting of pollen rich herbaceous species within long corridors such as rail corridors will likely address this need and serve as a net benefit for the project while avoiding the risks associated with larger trees.</p> | 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 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. | Comment noted. |

From: [Rodney Yee](#)
To: [Alannah Slattery](#); [Ontario Line](#)
Cc: [Beth Williston](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Draft Early Works Report and Draft Natural Environment Early Works Report
Date: Monday, January 11, 2021 2:51:49 PM
Attachments: 

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 version 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
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I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.



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.

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) | <p>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.</p> <p>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.</p> | <p>Comment noted. TRCA feedback has been applied to the draft Early Works Reports where applicable.</p> <p>Metrolinx looks forward to continued engagement with TRCA as project planning progresses.</p> | <p>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.</p> <p>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.</p> |
| 2. | Draft Early Works Report (July 2020) | <p>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.</p> | <p>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.</p> | <p>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.</p> <p>TRCA staff note that we are receipt of the draft Exhibition Place Early Works review and will be providing comments under separate cover.</p> |
| 3. | Draft Early Works Report (July 2020) | <p>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.</p> | <p>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.</p> | <p>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.</p> |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) |
|------|--------------------------------------|---|---|--|
| 4. | Draft Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>We acknowledge that Metrolinx’s design team is in the process of setting up a series of meetings. TRCA staff look forward to future meetings, particularly one prior to the release of these reports to the public.</p> | <p>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.</p> | <p>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.</p> |
| 5. | Draft Early Works Report (July 2020) | <p>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).</p> | <p>Comment noted.</p> | <p>No further comment.</p> |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPOSER RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) |
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| 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. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) |
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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. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) |
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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. | <p>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.</p> <p>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.</p> | 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) | <p>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</p> <p>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.</p> <p>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.</p> | 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). | <p>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.</p> <p>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.</p> |
| 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. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) |
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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. | Draft Early Works Report (July 2020) | 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. |
| | | 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. |

| ITEM | DOCUMENT | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE (November 27 2020) | TRCA Comments (January 11, 2021) |
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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. | <p>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.</p> <p>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.</p> | <p>This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station.</p> <p>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.</p> |
| | | 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) | <p>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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> | <p>This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station.</p> <p>Please ensure these reports include details regarding utility relocations and infrastructure relocation within the future commitments section of the report.</p> |
| 21. | Draft Early Works Report (July 2020) | <p>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.</p> <p>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:</p> <ul style="list-style-type: none">there will be no increase in risk associated with flood hazards and erosion hazards to upstream or downstream | 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. |

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| | | <p>properties within valley and stream corridors;</p> <ul style="list-style-type: none">• 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. <p>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.</p> | | |
| 22. | Draft Early Works Report (July 2020) | <p>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.</p> | <p>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.</p> | <p>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.</p> |
| 23. | Draft Early Works Report (July 2020) | <p>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.</p> <p>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</p> | <p>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.</p> | <p>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.</p> |

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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 section. | | |
| 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: <ul style="list-style-type: none">West Don Flood Protection Landform in Corktown CommonsPort 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 between all affected parties should be facilitated. | 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) | 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. | Draft Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> | 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. |
| 28. | Draft Early Works Report (July 2020) | <p>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.</p> <p>Any underground parking facilities must be flood proofed to the level of the required flood elevation set by TRCA and the owner /</p> | 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. |

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| | | <p>c) avoid disturbance to natural features, areas and systems contributing to the conservation of land to the extent possible; and</p> <p>d) d) designed to reduce erosive velocities and mitigate thermal impacts (in the case of outfalls and outfall channels).</p> | | |
| 34. | Draft Early Works Report (July 2020) | <p>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:</p> <p>a) Erosion Control: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.)</p> <p>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.</p> <p>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.</p> <p>Please submit designs and calculations of all stormwater management measures in TRCA’s regulated area demonstrating that the above-mentioned criteria are met.</p> | <p>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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> |
| 35. | Draft Natural Environment Early Works Report (July 2020) | <p>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.</p> <p>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.</p> <p>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,</p> | Comment noted. | Please note our original comment remains withstanding. |

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| | | 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) | <p>In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat.</p> <p>Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.</p> <p>There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.</p> | 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. | <p>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.</p> <p>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.</p> |
| 39. | Draft Natural Environment Early Works Report (July 2020) | 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 |

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| | 2020) | <p>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.</p> <p>The migration of pollinators, including monarch butterflies and some bat and hummingbird species, is a significant phenomenon. Certain species migrate over paths that stretch thousands of miles while pursuing blooming plants. To ensure the survival of migratory pollinators, three types of habitat needs must be considered. These are: summer breeding and foraging areas; secure overwintering sites; and nectar corridors and rest stops. Nectar corridors are patches of nectar-rich plant habitat, which act as stepping-stones for the pollinators on their long migratory journeys. Due to development and land use changes within Toronto and the GTA, many nectar corridors are no longer intact. Migrating pollinators must attempt to survive their journey through scattered habitats that contain little food.</p> <p>Thus, the planting of pollen rich herbaceous species within long corridors such as rail corridors will likely address this need and serve as a net benefit for the project while avoiding the risks associated with larger trees.</p> | | <p>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.</p> |

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

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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.

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| 1. | Draft Early Works Report (July 2020) | Comments Not Addressed | <p>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.</p> <p>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.</p> | <p>Comment noted. TRCA feedback has been applied to the draft Early Works Reports where applicable.</p> <p>Metrolinx looks forward to continued engagement with TRCA as project planning progresses.</p> |
| 2. | Draft Early Works Report (July 2020) | Insufficient Detail | <p>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.</p> | <p>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.</p> |
| 3. | Draft Early Works Report (July 2020) | Previous Feedback | <p>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.</p> | <p>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.</p> |
| 4. | Draft Early Works Report (July 2020) | Joint Effort to Address Common Issues | <p>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.</p> | <p>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.</p> |

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| | | | <p>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.</p> <p>We acknowledge that Metrolinx’s design team is in the process of setting up a series of meetings. TRCA staff look forward to future meetings, particularly one prior to the release of these reports to the public.</p> | |
| 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). | Comment noted. |
| 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. | 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. |
| 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. | 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. |
| 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 | 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. |

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| | | | 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. | An additional section on surface water, groundwater, and soils has been included in the revised report to present predicted impacts and prescribe mitigation. |
| 10. | Draft Early Works Report (July 2020) | West Don FPL | <p>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.</p> <p>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.</p> | 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. |
| 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, 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. |
| 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. | A SWM report will be developed to understand potential flood impacts. A future commitment has been added to the EWR to address this. |
| 13. | Draft Early Works Report (July 2020) | Floodproofing | <p>The Lower Don River Crossing and East Harbour Station are located within the Lower Don Special Policy Area. As such:</p> <ul style="list-style-type: none">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. | <p>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.</p> <p>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.</p> |

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| 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. | <p>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.</p> <p>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 effects on habitat connectivity.</p> |
| 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. | <p>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.</p> <p>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.</p> |
| 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. | Metrolinx looks forward to developing potential vegetation compensation opportunities in discussion with TRCA. |
| 17. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing | <p>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</p> <p>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.</p> | 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). |

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| | | | 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) | Previous Comments on Lower Don Crossing: Technical Studies | 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), 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. | 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. |
| 19. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: 2 Bridge Spans | 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. |
| | | | 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. |
| | | | 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. |
| | | | 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 floodplain. | The design details referenced are currently being advanced and will be shared with TRCA as they become available. |
| | | | 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 | 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 |

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| | | | 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. | 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. |
| | | | 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. |
| 20. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Utilities | <p>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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> |
| 21. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Pedestrian/Multi-Use Crossings | <p>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.</p> <p>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:</p> <ul style="list-style-type: none">• 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, 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. <p>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</p> | <p>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.</p> |

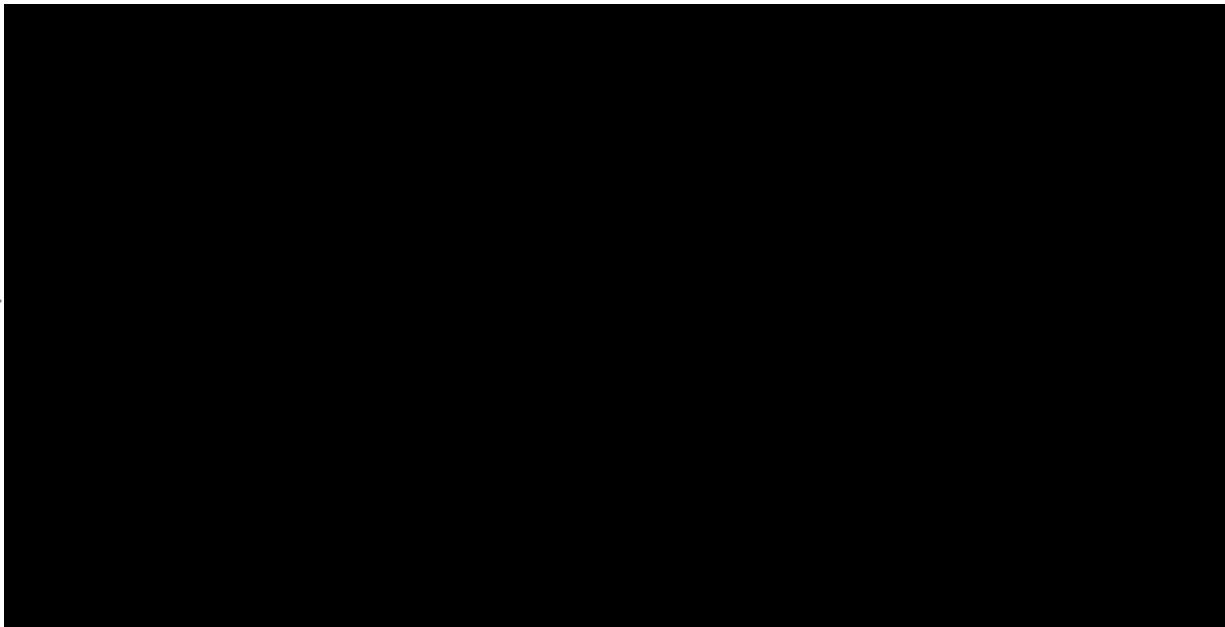
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| | | | adverse impacts. | |
| 22. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Stairs/Ramps | Stairs/ramps will be necessary for pedestrians/cyclists to exit the new crossings over the Lower Don. We appreciate 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. | 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. |
| 23. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Access | <p>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.</p> <p>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.</p> <p>Metrolinx indicated that infrastructure conflicts will be reviewed as part of detailed design. Please include this in the commitments section.</p> | 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. |
| 24. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Hydraulic Impacts | <p>Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts.</p> <p>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.</p> | 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. |
| 25. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Flood Protection Initiatives | <p>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:</p> <ul style="list-style-type: none">• 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 <p>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</p> | 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. |

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| | | | <p>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.</p> <p>The schedule for Ontario Line should bear in mind other projects/schedules in the immediate area. Regular joint meetings between all affected parties should be facilitated.</p> | |
| 26. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Flood Protection Requirements | 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 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. | Comment noted. |
| 27. | Draft Early Works Report (July 2020) | East Harbour Station: Areas North of Rail Embankment | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>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.</p> <p>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.</p> |
| 28. | Draft Early Works Report | East Harbour Station: Public Safety | 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 | Comment noted. |

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| | (July 2020) | Protocol | 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. | Design options are under development and will continue to be shared with TRCA for review and comment. |
| 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. | Comment noted. |
| 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. | 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. |
| 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. | Comment noted. |
| 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). | Comment noted. |

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| 34. | Draft Early Works Report (July 2020) | Detail Design/SWM Criteria | <p>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:</p> <ul style="list-style-type: none">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. <p>Please submit designs and calculations of all stormwater management measures in TRCA’s regulated area demonstrating that the above-mentioned criteria are met.</p> | <p>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.</p> <p>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.</p> |
| 35. D | Draft Natural Environment Early Works Report (July 2020) | Anticipated Construction Works: Site Preparation/ Dewatering | <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> | Comment noted. |
| 36. | Draft Natural Environment Early Works Report (July 2020) | Water Temperature | <p>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.</p> | 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. |
| 37. | Draft Natural Environment Early | Hydrologic Regimes | <p>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</p> | Comment noted. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances. |

| ITEM | DOCUMENT | DESCRIPTION | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE |
|------|--|-----------------------------|---|--|
| | Works Report (July 2020) | | 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 | <p>In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat.</p> <p>Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.</p> <p>There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.</p> | 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. |
| 39. | Draft Natural Environment Early Works Report (July 2020) | Planting Opportunities | <p>While TRCA recognizes that trees and large wildlife species are not encouraged in close proximity to rail tracks; we believe that it is important to identify other opportunities to provide dense shrub plantings and a diverse native seed mix with species that support pollinators https://cvc.ca/wp-content/uploads/2017/04/17-unionativeplantsforpollinators-booklet-v8-web.pdf.</p> <p>The migration of pollinators, including monarch butterflies and some bat and hummingbird species, is a significant phenomenon. Certain species migrate over paths that stretch thousands of miles while pursuing blooming plants. To ensure the survival of migratory pollinators, three types of habitat needs must be considered. These are: summer breeding and foraging areas; secure overwintering sites; and nectar corridors and rest stops. Nectar corridors are patches of nectar-rich plant habitat, which act as stepping-stones for the pollinators on their long migratory journeys. Due to development and land use changes within Toronto and the GTA, many nectar corridors are no longer intact. Migrating pollinators must attempt to survive their journey through scattered habitats that contain little food.</p> <p>Thus, the planting of pollen rich herbaceous species within long corridors such as rail corridors will likely address this need and serve as a net benefit for the project while avoiding the risks associated with larger trees.</p> | Comment noted. Metrolinx looks forward to developing potential vegetation compensation opportunities in discussion with TRCA. |



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 | Development and Engineering Services Division

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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.

Regards,



Margie Akins
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

cc: Kenneth Dion (KDion@waterfrontoronto.ca), Project Director, Waterfront Toronto
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) | PROONENT RESPONSE |
|------|--------------------------------------|---------------------------------------|---|-------------------|
| 1. | Draft Early Works Report (July 2020) | Comments Not Addressed | <p>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.</p> <p>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.</p> | |
| 2. | Draft Early Works Report (July 2020) | Insufficient Detail | <p>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.</p> | |
| 3. | Draft Early Works Report (July 2020) | Previous Feedback | <p>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.</p> | |
| 4. | Draft Early Works Report (July 2020) | Joint Effort to Address Common Issues | <p>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.</p> <p>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.</p> <p>We acknowledge that Metrolinx's design team is in the process of setting up a series of meetings. TRCA staff look forward to future meetings, particularly one prior to the release of these reports to the public.</p> | |

| ITEM | DOCUMENT | DESCRIPTION | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE |
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| 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 |
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| | | | 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 |
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| | | | 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. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Technical Studies | 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), 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. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: 2 Bridge Spans | 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. 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. | |
| | | | 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 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. | |
| 20. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Utilities | 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. | |
| | | | With regards to utility and other infrastructure relocation, staff notes that there are several other infrastructure and utilities including watermain, 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 | |

| ITEM | DOCUMENT | DESCRIPTION | TRCA COMMENTS (July 6, 2020) | PROPONENT RESPONSE |
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| 21. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Pedestrian/Multi-Use Crossings | <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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, 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. <p>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.</p> | |
| 22. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Stairs/Ramps | <p>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.</p> | |
| 23. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Access | <p>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.</p> <p>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.</p> <p>Metrolinx indicated that infrastructure conflicts will be reviewed as part of detailed design. Please include this in the commitments section.</p> | |

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| 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 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. | |
| 25. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Flood Protection Initiatives | <p>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:</p> <ul style="list-style-type: none"> 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 <p>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.</p> <p>The schedule for Ontario Line should bear in mind other projects/schedules in the immediate area. Regular joint meetings between all affected parties should be facilitated.</p> | |
| 26. | Draft Early Works Report (July 2020) | Previous Comments on Lower Don Crossing: Flood Protection Requirements | 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 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 | <p>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.</p> <p>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.</p> <p>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.</p> | |

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| | | | 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) 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.) | |

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| | | | <p>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.</p> <p>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.</p> <p>Please submit designs and calculations of all stormwater management measures in TRCA's regulated area demonstrating that the above-mentioned criteria are met.</p> | |
| 35. | Draft Natural Environment Early Works Report (July 2020) | Anticipated Construction Works: Site Preparation/ Dewatering | <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> | |
| 36. | Draft Natural Environment Early Works Report (July 2020) | Water Temperature | <p>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.</p> | |
| 37. | Draft Natural Environment Early Works Report (July 2020) | Hydrologic Regimes | <p>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 additional technical guidance relating to these items.</p> | |
| 38. | Draft Natural Environment Early Works Report (July 2020) | Migratory Birds and Insects | <p>In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat.</p> <p>Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.</p> | |

| ITEM | DOCUMENT | DESCRIPTION | TRCA COMMENTS (July 6, 2020) | PROONENT RESPONSE |
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| 39. | Draft Natural Environment Early Works Report (July 2020) | Planting Opportunities | <p>There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.</p> <p>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 https://cvc.ca/wp-content/uploads/2017/04/17-11-native-plants-for-pollinators-booklet-v8-web.pdf.</p> <p>The migration of pollinators, including monarch butterflies and some bat and hummingbird species, is a significant phenomenon. Certain species migrate over paths that stretch thousands of miles while pursuing blooming plants. To ensure the survival of migratory pollinators, three types of habitat needs must be considered. These are: summer breeding and foraging areas; secure overwintering sites; and nectar corridors and rest stops. Nectar corridors are patches of nectar-rich plant habitat, which act as stepping-stones for the pollinators on their long migratory journeys. Due to development and land use changes within Toronto and the GTA, many nectar corridors are no longer intact. Migrating pollinators must attempt to survive their journey through scattered habitats that contain little food.</p> <p>Thus, the planting of pollen rich herbaceous species within long corridors such as rail corridors will likely address this need and serve as a net benefit for the project while avoiding the risks associated with larger trees.</p> | |

APPENDIX A: TRCA COMMENTS ON CONCEPTUAL DESIGN PRESENTATION

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| CROSSINGS – GENERAL (<i>Comments 1-6</i>) | | |
| 1. | <p>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:</p> <ul style="list-style-type: none"> • Lower Don River Crossing at the GO tracks • Upper Don Valley – Millwood Crossing • Upper Don Valley – Overlea Crossing (N5) <p>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.</p> | |
| 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 |
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| Ancillary Features Site Location: (<i>Comments 5-6</i>) | | |
| 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. | |
| LOWER DON RIVER CROSSING (<i>Comments 7-20</i>) | | |
| Proposed Bridge Plan (<i>Slides 18-21</i>): (<i>Comments 7-14</i>) | | |
| 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 (starting 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. | |
| | b) Please confirm any modification/changes/extensions to the abutments, piers, wingwalls and their potential impacts. | |

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| | 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. | <p>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.</p> <p>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.</p> | |
| 11. | <p><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.</p> <p>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:</p> <ul style="list-style-type: none"> there will be no increase in risk associated with flood hazards and erosion hazards to upstream or downstream properties within valley and stream corridors; | |

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| | <ul style="list-style-type: none"> • 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. | |
| 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. | <p>Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts.</p> <p>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.</p> | |
| Flood Protection Initiatives: (<i>Comments 15-20</i>) | | |
| 15. | <p>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:</p> <ul style="list-style-type: none"> • West Don Flood Protection Landform in Corktown Commons • Port Lands Flood Protection and Enabling Infrastructure Project | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| | <ul style="list-style-type: none"> Broadview and Eastern Flood Protection <p>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.</p> <p>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.</p> | |
| 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. | <p><u>West Don Flood Protection Landform (WDFPL)</u>: 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.</p> <p>The following comments are prefaced with the understanding that TRCA cannot support any design that negatively impacts the WDFPL:</p> | |
| | 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). | |

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| | 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 footprint 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. | |
| | e) A settlement monitoring program should be developed and implemented by a geotechnical engineer for the WDFPL and the areas in its proximity, including the settlement measurements for the selected points of the 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 on the west side of the Don River. | |
| | 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. | <p><u>Port Lands Flood Protection and Enabling Infrastructure:</u> 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.</p> <p>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.</p> | |
| 19. | <p><u>Broadview and Eastern Flood Protection:</u> 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</p> | |

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| | <p>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.</p> <p>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.</p> | |
| 20. | <p>Unilever Precinct: 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.</p> <p>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.</p> | |
| DON YARD RELOCATION (<i>Comments 21-27</i>) | | |
| 21. | <p>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.</p> | |
| 22. | <p>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.</p> | |
| 23. | <p>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</p> | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| | 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. | |
| Conceptual 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. | Bala Underpass: 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. | Don Landing Restoration Area: 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) | PROPONENT RESPONSE |
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| | 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. | |
| RICHMOND HILL GO CORRIDOR REALIGNMENT (<i>Comments 28-31</i>) | | |
| 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. | |
| UPPER DON CROSSINGS – MILLWOOD AND N5 OVERLEA (<i>Comments 32-35</i>) | | |
| 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 |
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| 34. | <p>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.</p> <p>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.</p> | |
| 35. | <p>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.</p> | |
| MAINTENANCE AND STORAGE FACILITY (MSF) (Comments 36-46) | | |
| 36. | <p>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:</p> <ul style="list-style-type: none"> • 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 re-naturalization of the valley. <p>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.</p> | |
| 37. | <p>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</p> | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| | 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. | <p>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.</p> <p>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.</p> | |
| 41. | <p>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".</p> <p>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).</p> <p>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</p> | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| | <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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).</p> <p>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.</p> <p>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.</p> | |
| 42. | <p>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.</p> | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| 43. | <p>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).</p> <p>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.</p> | |
| 44. | <p>Please refer to TRCA's Stormwater Management Criteria document for the applicable stormwater criteria to be followed for the MSF sites.</p> | |
| 45. | <p>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.</p> | |
| 46. | <p>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.</p> | |
| SETBACK REQUIREMENTS | | |
| 47. | <p>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.</p> <p>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).</p> <p>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.</p> | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| ECOLOGY | | |
| 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. | |
| STORMWATER MANAGEMENT | | |
| 50. | <p>Please note that TRCA's stormwater management criteria for the additional impervious areas (i.e. crossings, Don Yard, MSF Yard) are as follows:</p> <ul style="list-style-type: none"> a) <u>Erosion Control</u>: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.) b) <u>Quantity Control</u>: 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) <u>Quality Control</u>: 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 |
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| GROUNDWATER | | |
| 52. | <p>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.</p> <p>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.</p> <p>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.</p> <p>Please refer to the <i>TRCA Technical Guidelines for the Development of Environmental Management Plans for Dewatering</i> (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</p> | |
| GENERAL | | |
| 53. | <p><u>Archaeology</u></p> <p>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</p> | |
| <u>Low Impact Development (LIDs):</u> | | |
| 54. | <p>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</p> | |

| ITEM | TRCA COMMENTS (May 15, 2020) | PROPONENT RESPONSE |
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| | <p>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</p> | |
| <u>Design Opportunities:</u> | | |
| 55. | <p>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.</p> <p>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.</p> | |
| <u>Multi-Use Connection Opportunities:</u> | | |
| 56. | <p>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.</p> | |

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:

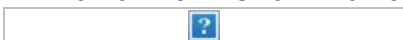
- Early Works Report; and
- Natural Environment Early Works Report

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: [Margie Akins](#)
To: [Laura Witherow](#)
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: [REDACTED]

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: [REDACTED]

Please let me know if you have any issues downloading or have any questions.

Thank you,

Laura Witherow

T: 416.202.7511 C: 647.202.5143

From: Margie Akins [<mailto:Margie.Akins@trca.ca>]
Sent: June-05-20 8:30 AM
To: Laura Witherow
Cc: Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho
Subject: RE: OL - Draft Reports for TRCA Review

Hi Laura,

Thank you for providing the Draft Natural Environment Early Works Report for review and comment. I have circulated the report to staff and will provide comments by July 3rd, 2020.

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, June 4, 2020 12:14 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

Good Afternoon Margie,

We're now able to share the Draft Early Works Natural Environment Report for your review and comment.

Download here: [REDACTED]

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 <Laura.Witherow@metrolinx.com>
Sent: Tuesday, June 2, 2020 3:03 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: 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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Technical Stakeholders

- **Other Technical Stakeholders**
 - **Canadian National Railway**
 - **George Brown College**
 - **Hydro One Networks Incorporated**
 - **La Cité**
 - **Ontario College of Art and Design University**

Other Technical Stakeholders

- **Canadian National Railway**

From: [Ontario Line](#)
To: ["michael.vallins@cn.ca"](mailto:michael.vallins@cn.ca)
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:31:00 PM
Attachments: 

Good Afternoon,

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

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

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


Sincerely,

Kuru Satkunanathan

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

Other Technical Stakeholders

- **George Brown College**

From: [Ontario Line](#)
To: ["ask.george@georgebrown.ca"](mailto:ask.george@georgebrown.ca)
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:42:00 PM
Attachments: 

Good Afternoon,

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

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

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

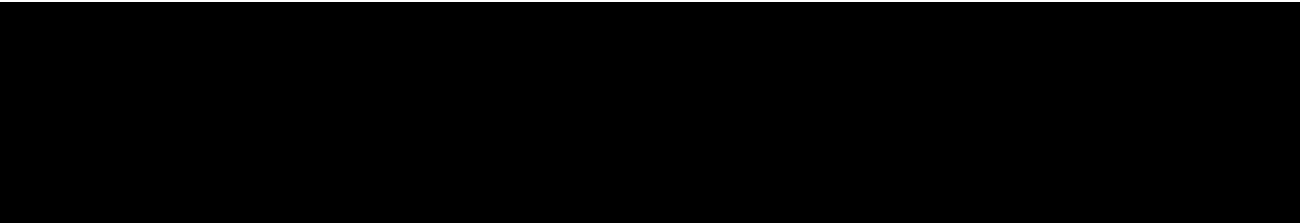
Sincerely,

Kuru Satkunanathan

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




Other Technical Stakeholders

- **Hydro One Networks
Incorporated**



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:

- 
 - 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
- 
 - Ontario Line Early Works
 - Early Works Report
 - CH Report
- 
 - Ontario Line Existing Conditions
 - Stage 1 AA
 - CH Report

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

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Laura.Dimand@HydroOne.com [<mailto:Laura.Dimand@HydroOne.com>]
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: Laura.Dimand@HydroOne.com

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From: DIMAND Laura
Sent: Thursday, July 02, 2020 3:06 PM
To: 'Merlin Yuen' <Merlin.Yuen@metrolinx.com>
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: Laura.Dimand@HydroOne.com

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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

130 Adelaide Street West | Toronto | Ontario | M5H 0A1
T: 416.202.7353 C: 647.241.0823

From: Merlin Yuen
Sent: June-05-20 5:57 PM
To: 'Laura.Dimand@HydroOne.com'
Cc: Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee;
'Renee.Pettigrew@HydroOne.com'; 'Elsy.Aceves@HydroOne.com'; 'SecondaryLandUse@HydroOne.com'
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Laura,

Please find [REDACTED] the following draft OL Early Works reports and the corresponding comment tracking sheets for your review:

- Draft Early Works Report; and
- Draft Cultural Heritage Report.

If you could please provide your comments on the above draft reports by end of day July 3 using the comment tracking sheet, that would be appreciated.

Let me know if you have any questions or issues with accessing the files.

Thanks,

MERLIN YUEN

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

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

Ontario Line Existing Conditions

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

Ontario Line Early Works


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

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

Regards,

MERLIN YUEN

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

From: [Ontario Line](#)
To: ["Laura.Dimand@HydroOne.com"](mailto:Laura.Dimand@HydroOne.com)
Cc: ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:45:00 PM
Attachments: 

Good Afternoon,

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

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

Sincerely,

Crystal Ho

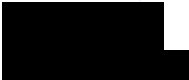
Junior Project Coordinator, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
T: 416-202-7109 C: 437-225-6548



Technical Stakeholders

- Other Technical Stakeholders
 - La Cité

From: [Ontario Line](#)
To: ["mobilicite@collegelacite.ca"](mailto:mobilicite@collegelacite.ca)
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:59:00 PM
Attachments: [Attachment#1.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

- **Ontario College of Art and Design University**

From: [Ontario Line](#)
To: ["jnorthwayfrank@ocadu.ca"](mailto:jnorthwayfrank@ocadu.ca)
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 4:06:00 PM
Attachments: 

Good Afternoon,

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

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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 Paula Fletcher**
- **MPP Peter Tabuns**

Elected Officials

- **Councillor Paula Fletcher**

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

Sent: March 9, 2021 4:19 PM

To: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca

Cc: KaufmanR@ndp.on.ca; Nicolas Valverde <nicolas.valverde@toronto.ca>; Susan Serran <Susan.Serran@toronto.ca>; Daryl Finlayson <Daryl.Finlayson2@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>

Subject: Update on Ontario Line Early Works scheduling

Hello Councillor Fletcher and MPP Tabuns,

Great to see both of you on the call with the Riverside BIA earlier today. In follow up, I am writing to provide an update on the Ontario Line early works environmental assessment, procurement and construction timelines.

In late 2020, Metrolinx completed the environmental assessment for Ontario Line early works at Exhibition Station. This was the first of three early works packages that had been identified at the outset of the project.

Our team is continuing studies for the early works reports for the Lower Don Bridges and Lakeshore East Joint Corridor, allowing additional time for detailed design work and coordination required with GO Expansion plans. We expect to release the draft reports for a 30-day public consultation in Summer 2021 (Lower Don Bridges) and Fall 2021 (Lakeshore East Joint Corridor). Procurement for both of these packages of work will advance only after the environmental assessment is completed. No construction will begin until 2022.

We have posted an update project timeline on our [website](#).

We are taking this extra time to conduct further due diligence and refine initial designs so that we minimize impacts throughout the corridor as much as possible. These schedule adjustments do not impact the overall timeline for early works completion or the larger P3 construction packages.

Metrolinx will be setting up community meetings in March and April to discuss proposed noise walls in the joint corridor and provide a project update. I'll reach out to both of your offices to coordinate. Please let me know if you have any questions in the interim.

Stay safe and well,

Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

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.

Elected Officials

- **MPP Peter Tabuns**

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

Sent: March 9, 2021 4:19 PM

To: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca

Cc: KaufmanR@ndp.on.ca; Nicolas Valverde <nicolas.valverde@toronto.ca>; Susan Serran <Susan.Serran@toronto.ca>; Daryl Finlayson <Daryl.Finlayson2@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>

Subject: Update on Ontario Line Early Works scheduling

Hello Councillor Fletcher and MPP Tabuns,

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Stay safe and well,

Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

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Indigenous Nations

- **Alderville First Nation**
- **Beausoleil First Nation**
- **Chippewas of Rama First Nation**
- **Chippewas of Georgina Island**
- **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 Nations

- **Summary of Email Correspondence with Indigenous Nations**

| Indigenous Community | Date | Summary |
|--------------------------------|-------------------|---|
| Alderville First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Alderville First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Alderville First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Alderville First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Beausoleil First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Beausoleil First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Beausoleil First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Beausoleil First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Chippewas of Georgina Island | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Chippewas of Georgina Island | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Chippewas of Georgina Island | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Chippewas of Georgina Island | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Chippewas of Rama First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Chippewas of Rama First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Chippewas of Rama First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx 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 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Chippewas of Rama First Nation with a new Dropbox link |

| Indigenous Community | Date | Summary |
|--|---------------------------|---|
| Chippewas of Rama First Nation | December 4, 2020 Meeting | <ul style="list-style-type: none">Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line Project, early works segments. environmental assessment milestones and archaeological work and engagement completed to-date and next steps |
| Chippewas of Rama First Nation | May 25, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Curve Lake First Nation | February 12, 2020 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input |
| Curve Lake First Nation | June 4, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Curve Lake First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Curve Lake First Nation | July 15, 2020 Meeting | <ul style="list-style-type: none">Metrolinx provided a presentation on upcoming Metrolinx projects, ongoing needs and future plans |
| Curve Lake First Nation | March 26, 2020 | <ul style="list-style-type: none">Metrolinx provided a formal letter requesting feedback on the Ontario Line Stage 1 Archaeological Assessments by April 24, 2021 |
| Curve Lake First Nation | March 26, 2020 | <ul style="list-style-type: none">Curve Lake First Nation notified Metrolinx that the Project is outside of the Williams Treaties territory and is located within the territory of the Mississaugas of the Credit First NationCurve Lake First Nation requested that Metrolinx only provide information on projects within Williams Treaties territories |
| Curve Lake First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Haudenosaunee Confederacy Chiefs Council | July 30, 2020 | <ul style="list-style-type: none">Metrolinx provided an introductory letter to the Ontario Line Project and attached reports for review |
| Haudenosaunee Confederacy Chiefs Council | November 30, 2020 | <ul style="list-style-type: none">Metrolinx provided a formal letter with Project updatesMetrolinx provided the Notice of Publication of Draft Exhibition Station Early Works ReportMetrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021 |
| Haudenosaunee Confederacy Chiefs Council | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Hiawatha First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">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 progressesMetrolinx confirmed Hiawatha First Nation would be provided updates as the Project progresses |
| Hiawatha First Nation | June 4, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Hiawatha First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Hiawatha First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Hiawatha First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Huron-Wendat Nation | November 13, 2019 Meeting | <ul style="list-style-type: none">Metrolinx provided a presentation regarding ongoing projects, including the Ontario Line Project, upcoming projects and next steps |
| Huron-Wendat Nation | February 12, 2020 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input |

| Indigenous Community | Date | Summary |
|---|--------------------------|---|
| Huron-Wendat Nation | February 12, 2020 | <ul style="list-style-type: none">Huron-Wendat Nation requested Metrolinx provide GIS shapefiles of the study area |
| Huron-Wendat Nation | February 13, 2020 | <ul style="list-style-type: none">Metrolinx confirmed they would provide the files the following day |
| Huron-Wendat Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Huron-Wendat Nation | June 10, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 2, 2020 |
| Huron-Wendat Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Huron-Wendat Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Huron-Wendat Nation | May 13, 2021 Meeting | <ul style="list-style-type: none">Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line Project, including the proposed First Parliament/Corktown Station, Don Valley River crossings and next steps |
| Kawartha Nishnawbe First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Kawartha Nishnawbe First Nation acknowledged the email regarding the Project and noted that as their staff are volunteers, they are unable to participate in consultations |
| Kawartha Nishnawbe First Nation | June 4, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Kawartha Nishnawbe First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Kawartha Nishnawbe First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Kawartha Nishnawbe First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Métis Nation of Ontario | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Métis Nation of Ontario | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Métis Nation of Ontario | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Métis Nation of Ontario | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Mississaugas of the Credit First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Mississaugas of the Credit First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Mississaugas of the Credit First Nation | June 11, 2020 Meeting | <ul style="list-style-type: none">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 |

| Indigenous Community | Date | Summary |
|--|------------------------------|--|
| | | <ul style="list-style-type: none">Mississaugas of the Credit First Nation provided an overview of the Archaeological Field Liaison Representatives program |
| Mississaugas of the Credit First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Mississaugas of the Credit First Nation | February 23, 2021 Meeting | <ul style="list-style-type: none">Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line and Eglinton Crosstown West Extension projects, including works occurring in the Don and Humber River systems.Metrolinx indicated that there are opportunities to commemorate Indigenous Peoples at the First Parliament siteMississaugas of the Credit First Nation indicated that they are interested in participating in all archaeological fieldwork for the Ontario Line ProjectMetrolinx confirmed that the Nation will be invited to all archaeological fieldwork associated with the Ontario Line Project |
| Mississaugas of the Credit First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Mississaugas of the Credit First Nation | May 3, 2021 | <ul style="list-style-type: none">Mississaugas of the Credit First Nation acknowledged Metrolinx’s update regarding the Ontario Line Project and requested to be informed of scheduled fieldwork |
| Mississaugas of the Credit First Nation | May 3, 2021 | <ul style="list-style-type: none">Metrolinx acknowledged Mississaugas of the Credit First Nation’s interest in the Project and confirmed that information would be provided regarding scheduling for future fieldwork |
| Mississaugas of Scugog Island First Nation | February 12, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the reportMetrolinx requested feedback be sent by July 2, 2020 |
| Mississaugas of Scugog Island First Nation | June 5, 2020 | <ul style="list-style-type: none">Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the reportMetrolinx requested feedback by July 3, 2020 |
| Mississaugas of Scugog Island First Nation | July 2, 2020 | <ul style="list-style-type: none">Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020 |
| Mississaugas of Scugog Island First Nation | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |
| Six Nations of the Grand River | July 30, 2020 | <ul style="list-style-type: none">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 | <ul style="list-style-type: none">Metrolinx provided a presentation on issues and concerns of the Six Nations of the Grand River to identify opportunities to support meaningful engagement with the NationSix Nations of the Grand River noted that specific treaty information (related to Treaty 13, Nanfan Treaty, and the Fort Albany Treaty of 1701, which may be relevant to the Ontario Line Study Area) was not included in the archaeological assessments that supports the Ontario Line |
| Six Nations of the Grand River | April 30, 2021 | <ul style="list-style-type: none">Metrolinx provided a formal letter with high level Project details, including Project description, updates on upcoming fieldwork on crossings of the Don River and its tributaries, field surveys and studies, an update on archaeology, an invitation to participate in Stage 2 Archaeological Assessments and invitation to provide input |

Indigenous Nations

- **Alderville First Nation**

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:17:10 PM
Attachments: [REDACTED]

Dear Chief Mowat,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Alderville First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Alderville First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

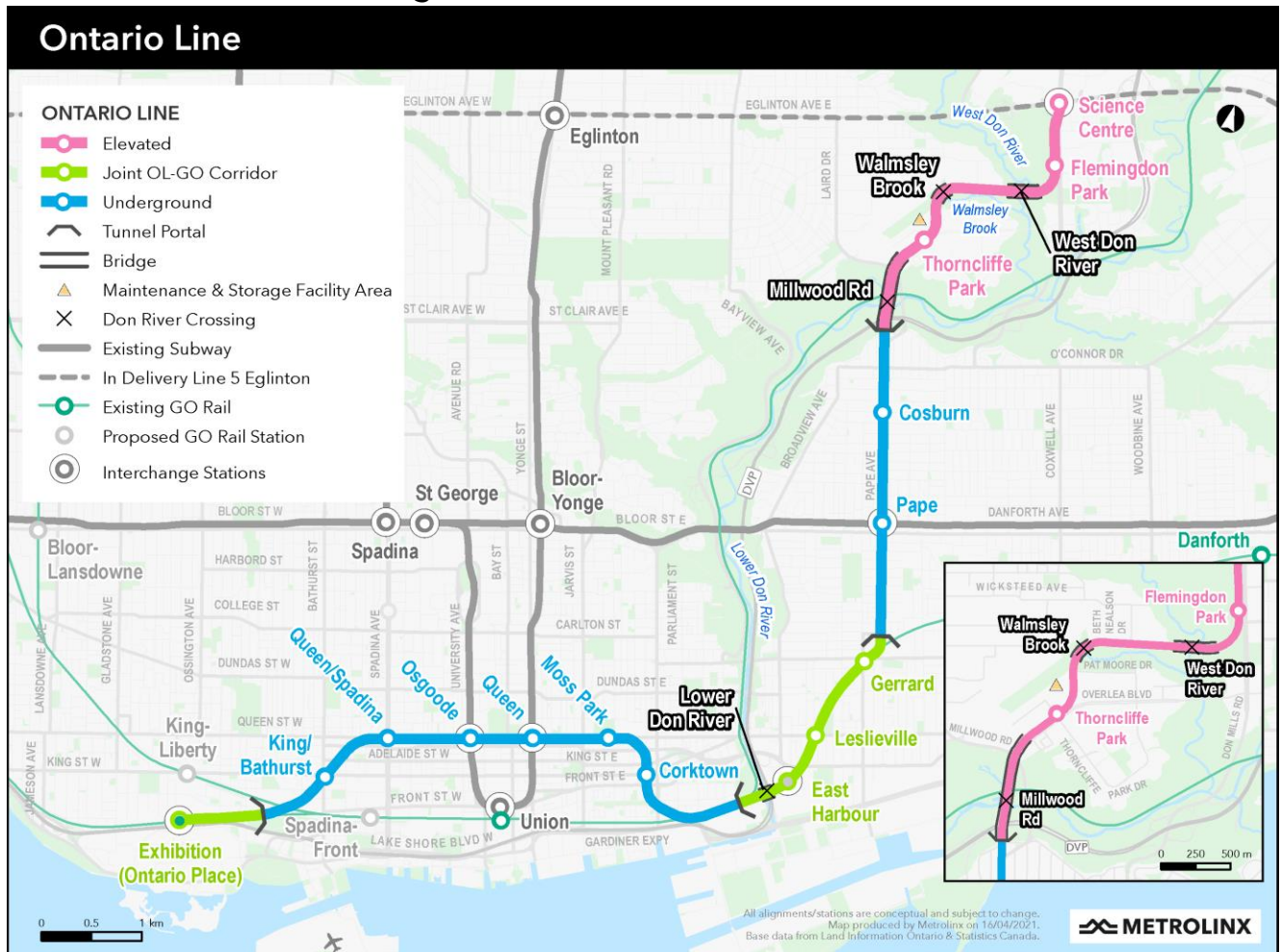


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Alderville First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Alderville First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Alderville First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Alderville First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Alderville First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Alderville First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

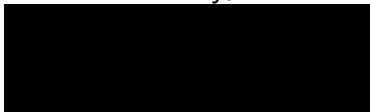
Invitation for Input

We are committed to an open, respectful, and transparent engagement with Alderville First Nation. We recognize the potential significance of this project to Alderville First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Alderville First Nation.

We are happy to address any questions that Alderville First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["dmowat@alderville.ca"](mailto:dmowat@alderville.ca)
Cc: ["consultation@alderville.ca"](mailto:consultation@alderville.ca); ["k.a.sandy-mckenzie@rogers.com"](mailto: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: [REDACTED]

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





From: Ontario Line
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 [REDACTED] 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' <consultation@alderville.ca>; '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 <Maria.Zintchenko@metrolinx.com>
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 [REDACTED].

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: [Indigenous Relations](#)
To: dmowat@alderville.ca
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: [REDACTED]

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:

[REDACTED]

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,

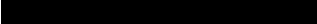
Fallon

Fallon Melander
Manager, Indigenous Relations
[Metrolinx](#)
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



Indigenous Nations

- Beausoleil First Nation

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:15:31 PM
Attachments: 

Dear Chief Monague,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gemma Miikaan
Christian Island, ON L9M 0A9

Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Beausoleil First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Beausoleil First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

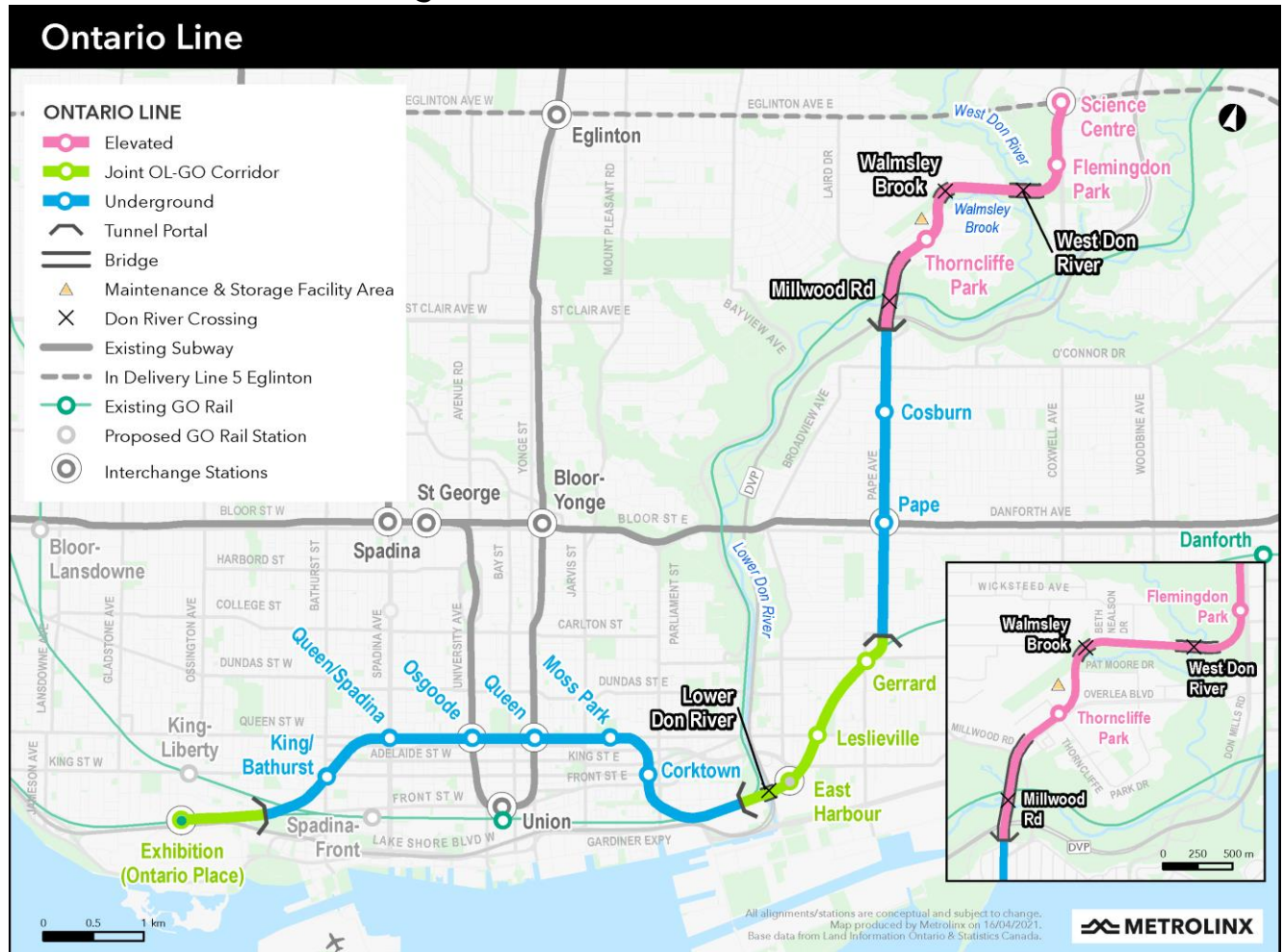


Figure 1: Ontario Line Project - Proposed Don River System Crossings

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Location 1: Lower Don River Crossing (Lower Don Bridge)

A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both



directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

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Location 4: West Don River Crossing (north of Overlea Boulevard)

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Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

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Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous



Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Beausoleil First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Beausoleil First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Beausoleil First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Beausoleil First Nation. We recognize the potential significance of this project to Beausoleil First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Beausoleil First Nation.

We are happy to address any questions that Beausoleil First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.


Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["bfncchief@chimnissing.ca"](mailto:bfncchief@chimnissing.ca)
Cc: ["danamonague@chimnissing.ca"](mailto:danamonague@chimnissing.ca); ["k.a.sandy-mckenzie@rogers.com"](mailto: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: 

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





From: Ontario Line
Sent: Friday, June 05, 2020 5:00 PM
To: bfncchief@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 [REDACTED] 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: 'bfncchief@chimnissing.ca' <bfncchief@chimnissing.ca>
Cc: 'danamonague@chimnissing.ca' <danamonague@chimnissing.ca>; '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 <Maria.Zintchenko@metrolinx.com>
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 [REDACTED].

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: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); danamonague@chimnissing.ca
Subject: Ontario Line Subway Project
Date: February 12, 2020 1:34:16 PM
Attachments: [REDACTED]

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:

[REDACTED]

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](#)

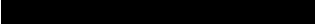
10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



Indigenous Nations

- Chippewas of Georgina Island

From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:15:58 PM
Attachments: 

Dear Chief Big Canoe,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0

Delivered by Email

Dear Chief Big Canoe,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Chippewas of Georgina Island about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Chippewas of Georgina Island.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

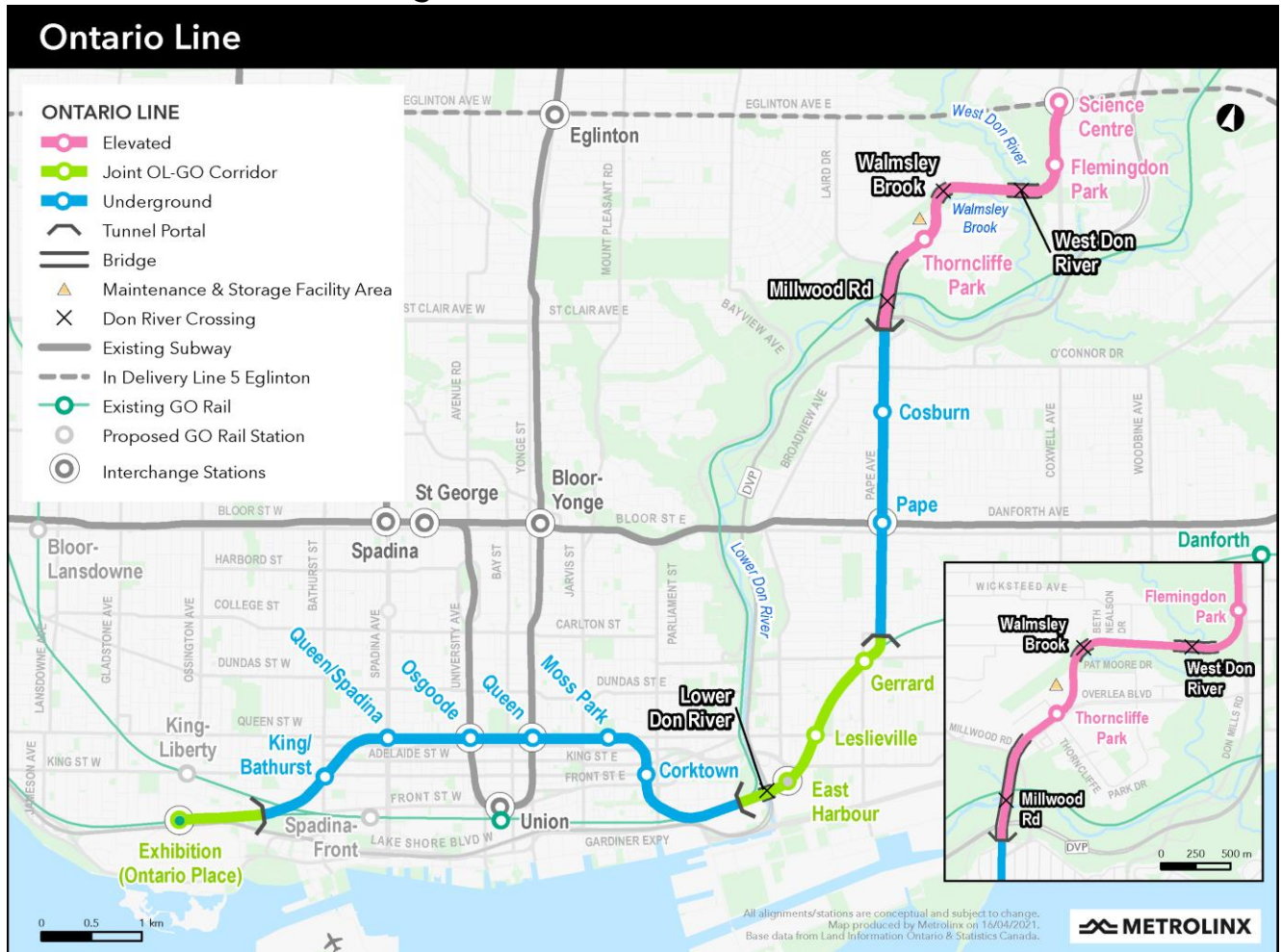


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Chippewas of Georgina Island in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Chippewas of Georgina Island in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)

A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both



directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Nealson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous



Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Chippewas of Georgina Island's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Chippewas of Georgina Island will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Chippewas of Georgina Island in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Chippewas of Georgina Island. We recognize the potential significance of this project to Chippewas of Georgina Island and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Chippewas of Georgina Island.

We are happy to address any questions that Chippewas of Georgina Island may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.


Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
 Karry Sandy-McKenzie, Williams Treaties First Nations
 Maria Zintchenko, Project Manager, Metrolinx
 Rodney Yee, Project Manager, Metrolinx
 Flavia Santiago, Project Coordinator, Metrolinx
 Merlin Yuen, Project Coordinator, Metrolinx
 Crystal Ho, Junior Project Coordinator, Metrolinx
 Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["donna.bigcanoe@georginaisland.com"](mailto:donna.bigcanoe@georginaisland.com)
Cc: ["natasha.charles@georginaisland.com"](mailto:natasha.charles@georginaisland.com); ["k.a.sandy-mckenzie@rogers.com"](mailto: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: 

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





From: Ontario Line
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 [REDACTED] 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' <donna.bigcanoe@georginaisland.com>
Cc: 'natasha.charles@georginaisland.com' <natasha.charles@georginaisland.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 <Maria.Zintchenko@metrolinx.com>
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 [REDACTED].

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: [Indigenous Relations](#)
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: [REDACTED]

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:

[REDACTED]

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.

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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,

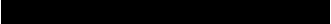
Fallon

Fallon Melander
Manager, Indigenous Relations
[Metrolinx](#)
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



Indigenous Nations

- **Chippewas of Rama First Nation**

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Crystal Ho](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#); [Flavia Santiago](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Tuesday, May 25, 2021 2:29:06 PM
Attachments: 

Dear Sharday,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

My apologies that this letter is being sent after it was shared with other Williams Treaties Nations – this is due to an internal error. This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



May 25, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Chippewas of Rama First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Chippewas of Rama First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
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- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

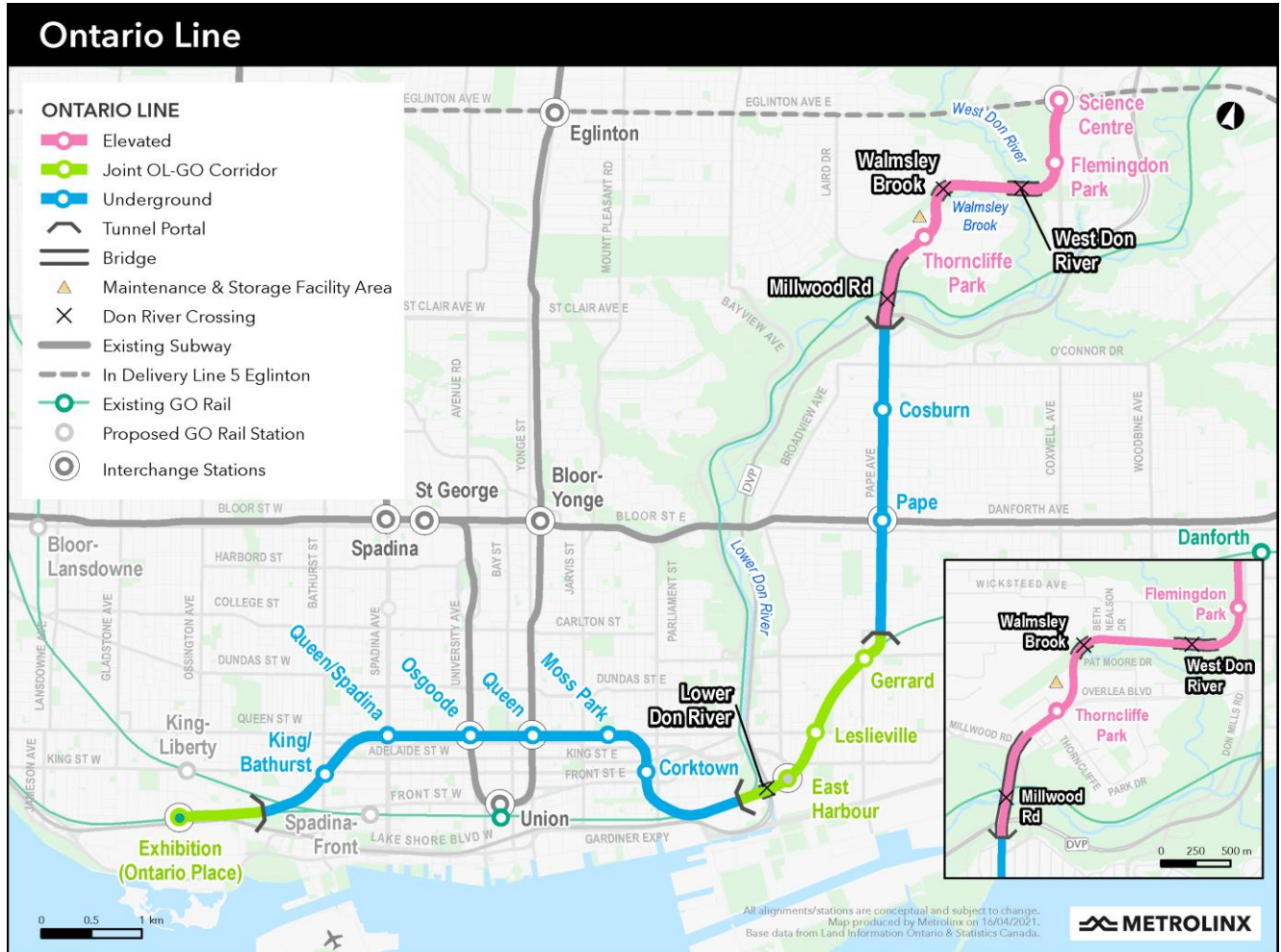


Figure 1: Ontario Line Project - Proposed Don River System Crossings

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Location 1: Lower Don River Crossing (Lower Don Bridge)



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Field Surveys and Studies

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within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Chippewas of Rama First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

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Invitation for Input

We are committed to an open, respectful, and transparent engagement with Chippewas of Rama First Nation. We recognize the potential significance of this project to Chippewas of Rama First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Chippewas of Rama First Nation.

We are happy to address any questions that Chippewas of Rama First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

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: [REDACTED]

Hi Ms. Sharday James,

Please use the Dropbox links provided below to access the following draft Ontario Line Reports:

- Environmental Conditions Natural Environment Report:

[REDACTED]
[REDACTED]

- Early Works Natural Environment Report:

[REDACTED]
[REDACTED]

- Early Works Report:

[REDACTED]
[REDACTED]

- Environmental Conditions Report:

[REDACTED]
[REDACTED]

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

This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies

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 policy.



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

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 [REDACTED] 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' <shardayj@ramafirstnation.ca>

Cc: '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 <Maria.Zintchenko@metrolinx.com>

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 [REDACTED].

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' <shardayj@ramafirstnation.ca>

Cc: '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 <Maria.Zintchenko@metrolinx.com>

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 [REDACTED].

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: [Indigenous Relations](#)
To: chief@ramafirstnation.ca
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); shardayj@ramafirstnation.ca
Subject: Ontario Line Subway Project
Date: February 12, 2020 1:30:02 PM
Attachments: [REDACTED]

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:
[REDACTED]

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



Indigenous Nations

- **Chippewas of Rama First Nation Meeting Materials**

Chippewas of Rama First Nation Meeting

The Subway Program December 2020

AGENDA

1. Introductions
2. Subway Program Overview
3. Environmental Assessments for the Subway Program
4. Environmental Assessment Highlights
 - a) Ontario Line
 - [REDACTED]
 - [REDACTED]
5. Subway Program - EA Next Steps
6. Questions/Discussion on Engagement

Subway Program Overview

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:

1. The Ontario Line

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

Environmental Assessments for the Subway Program

TRANSIT PROJECT ASSESSMENT PROCESS (TPAP) - ADDENDUM PROCESS

[REDACTED] will follow the TPAP addendum process in accordance with O. Reg. 342/20 that amended O. Reg. 231/08. This regulation came into effect on June 30 2020.

The regulation applies to [REDACTED]

- Objections to be addressed through an Issues Resolution Process (IRP) led by MX; and
- Post-IRP update of the EPR Addendum.

The Minister may impose conditions on the EPR Addendum if:

- The Minister believes MX's approach to addressing a concern in the IRP would cause unreasonable delay to the implementation of the Project, and the conditions modify the way in which the concern is addressed without causing unreasonable delay to the implementation of the Project; or
- The Minister believes the proposed changes may have an adverse impact on existing aboriginal or treaty rights of the aboriginal peoples of Canada, and the conditions may prevent, mitigate or remedy the impact.

THE ONTARIO LINE EA REGULATION

The Ontario Line is being assessed in accordance with the new Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act.

This regulation came into effect on June 30 2020.

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).

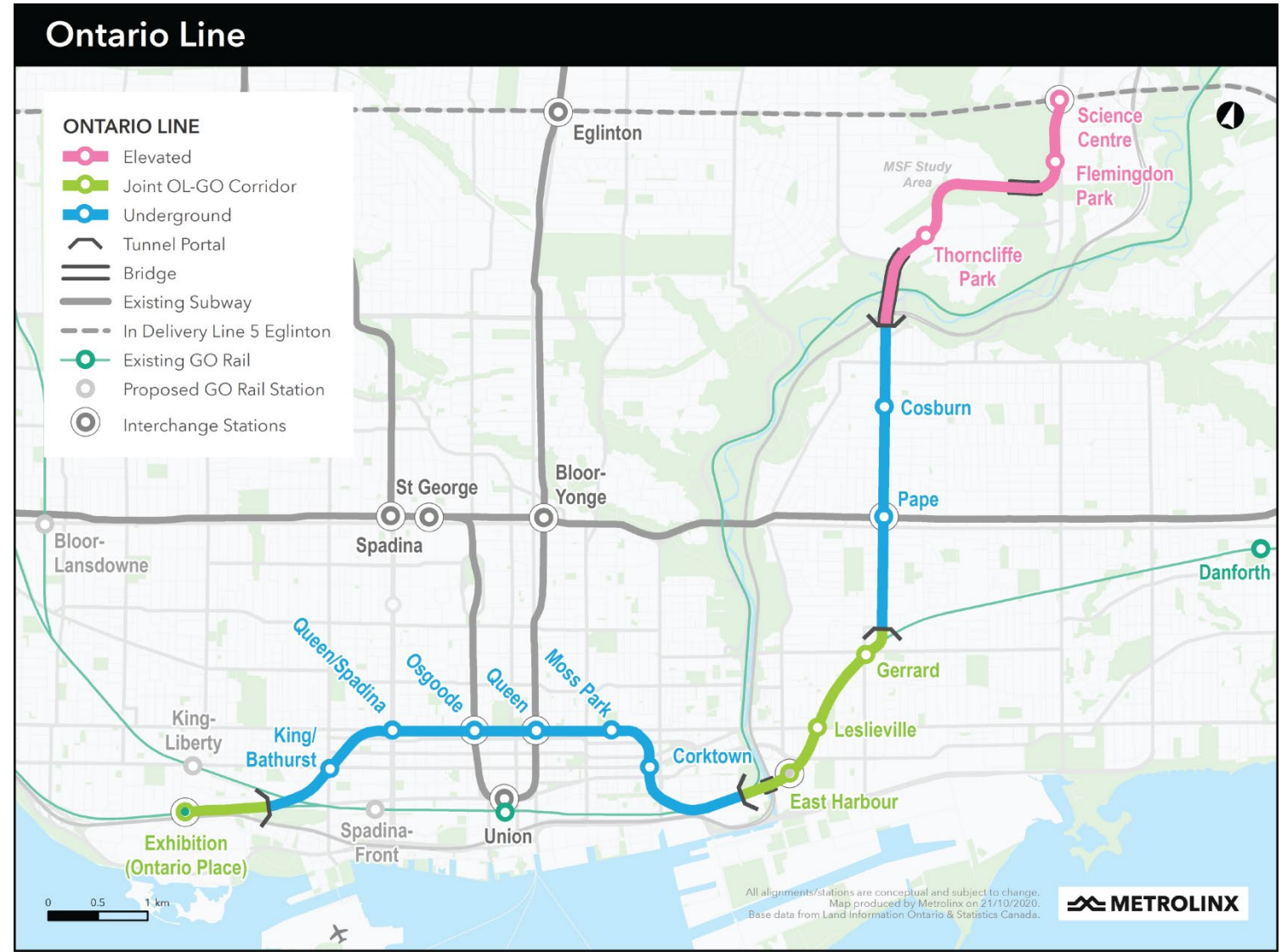
Similar to O. Reg. 342/20, the Minister can take action if there is a potential for negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or, on a constitutionally protected Aboriginal or treaty right.

EA Highlights - Ontario Line

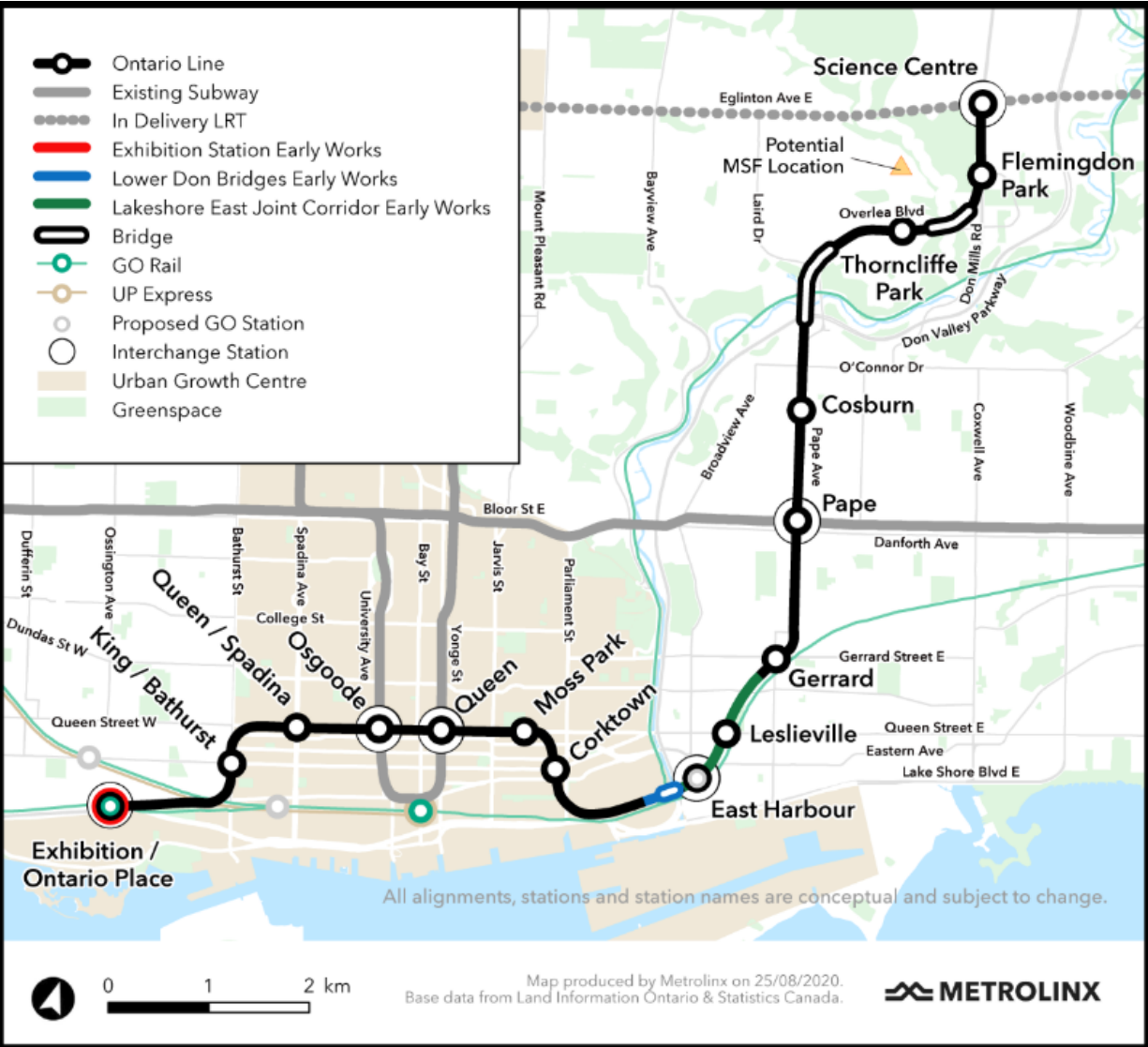
ONTARIO LINE (OL)

The Ontario Line will be approximately 16 kilometres long and will stretch across the city, from the Ontario Science Centre in the northeast to Ontario Place in the southwest.

Current plans include 15 proposed stations, including six interchange stations and 17 new connections to GO train lines and existing subway and streetcar lines.



OL - EARLY WORKS



| Early Works Locations | Scope of Work |
|-------------------------------|--|
| Exhibition Station | <ul style="list-style-type: none">Existing passenger tunnel extension and new north station entranceTemporary pedestrian bridgeNew north GO trains platform and minor shift of the two northern-most GO tracks |
| Lower Don Bridges | <ul style="list-style-type: none">Two (2) new bridges for the tracks and multi-use trail connection |
| Lakeshore East Joint Corridor | <ul style="list-style-type: none">Rail corridor wideningBridge work at Dundas St E, Queen St E and Logan AveRetaining and Noise Walls, as appropriate |

OL - ENVIRONMENTAL ASSESSMENT MILESTONES

- Environmental Conditions Report (ECR)
 - Draft ECR - September 17, 2020
 - Final ECR - November 30, 2020
- Exhibition Station Early Works Report (EWR)
 - Draft EWR - November 30, 2020
 - Final EWR - January 25, 2021 or earlier
 - Notice of Completion - March 1, 2021 or earlier
- Remaining EWRs
 - Draft - Q1/Q2 2021
 - Final & Notice of Completion - Q2/Q3 2021
- Environmental Impact Assessment Report
 - Draft - Q 2/Q3 2021
 - Final & Notice of Completion - Q3/Q4 2021

OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT

Archaeological assessments were conducted in three distinct sections:

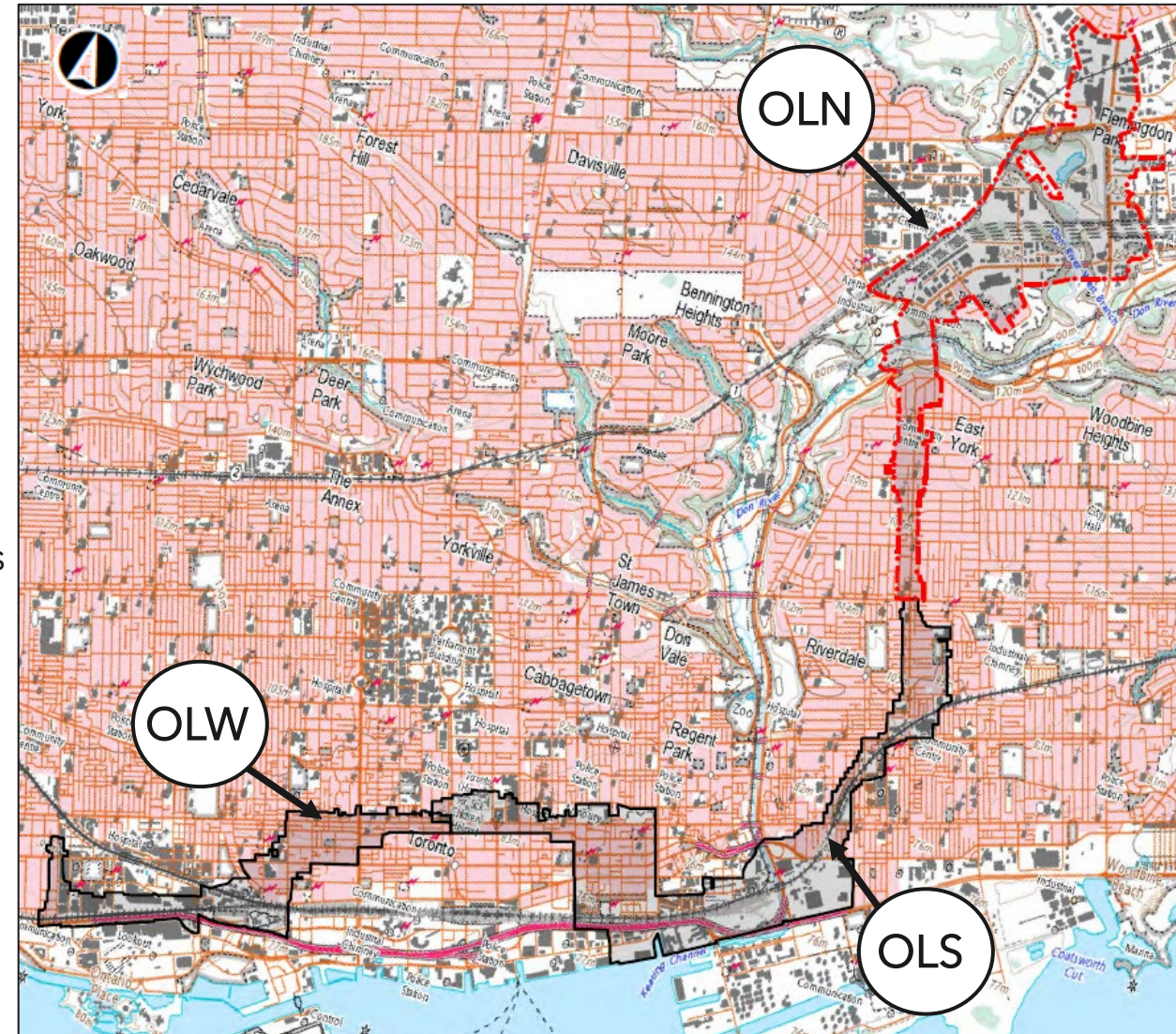
- Ontario Line North (OLN)
- Ontario Line South (OLS)
- Ontario Line West (OLW)

Stage 1 Archaeological Assessment

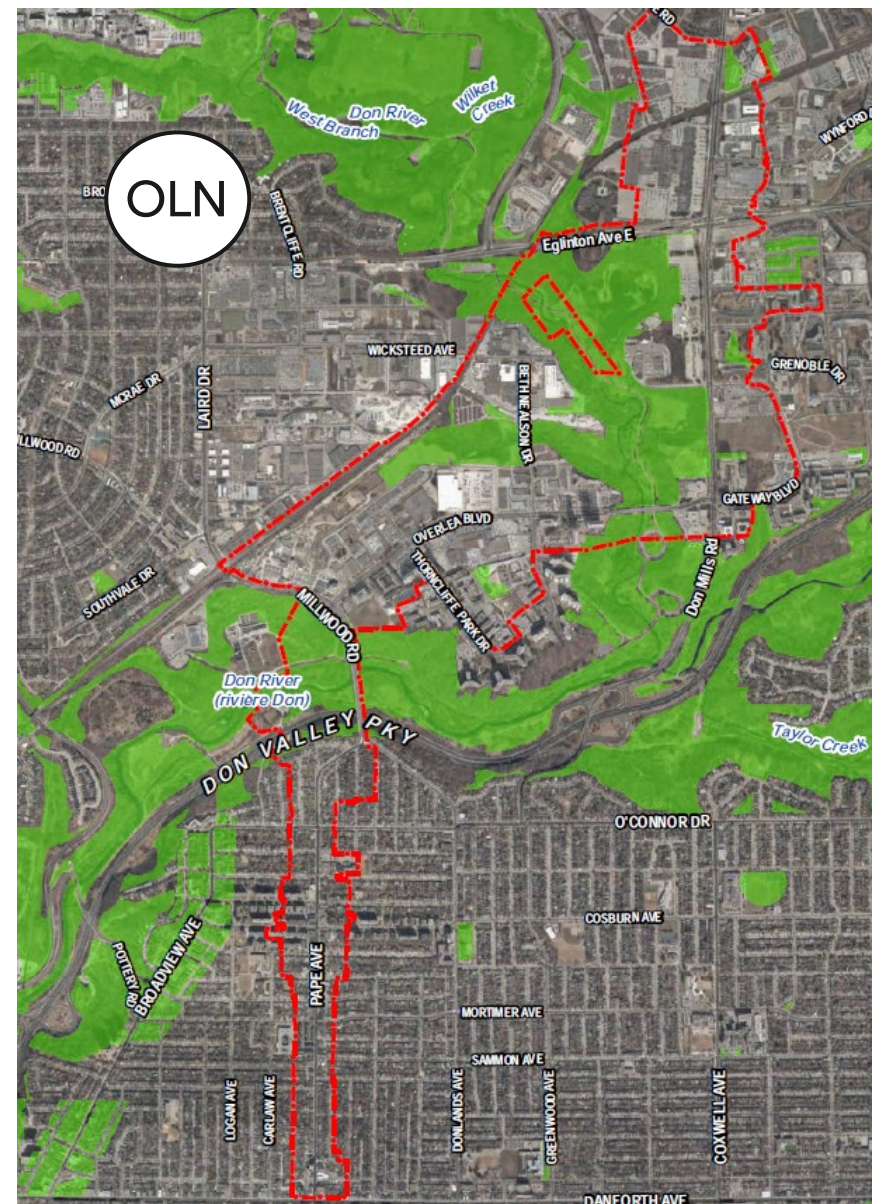
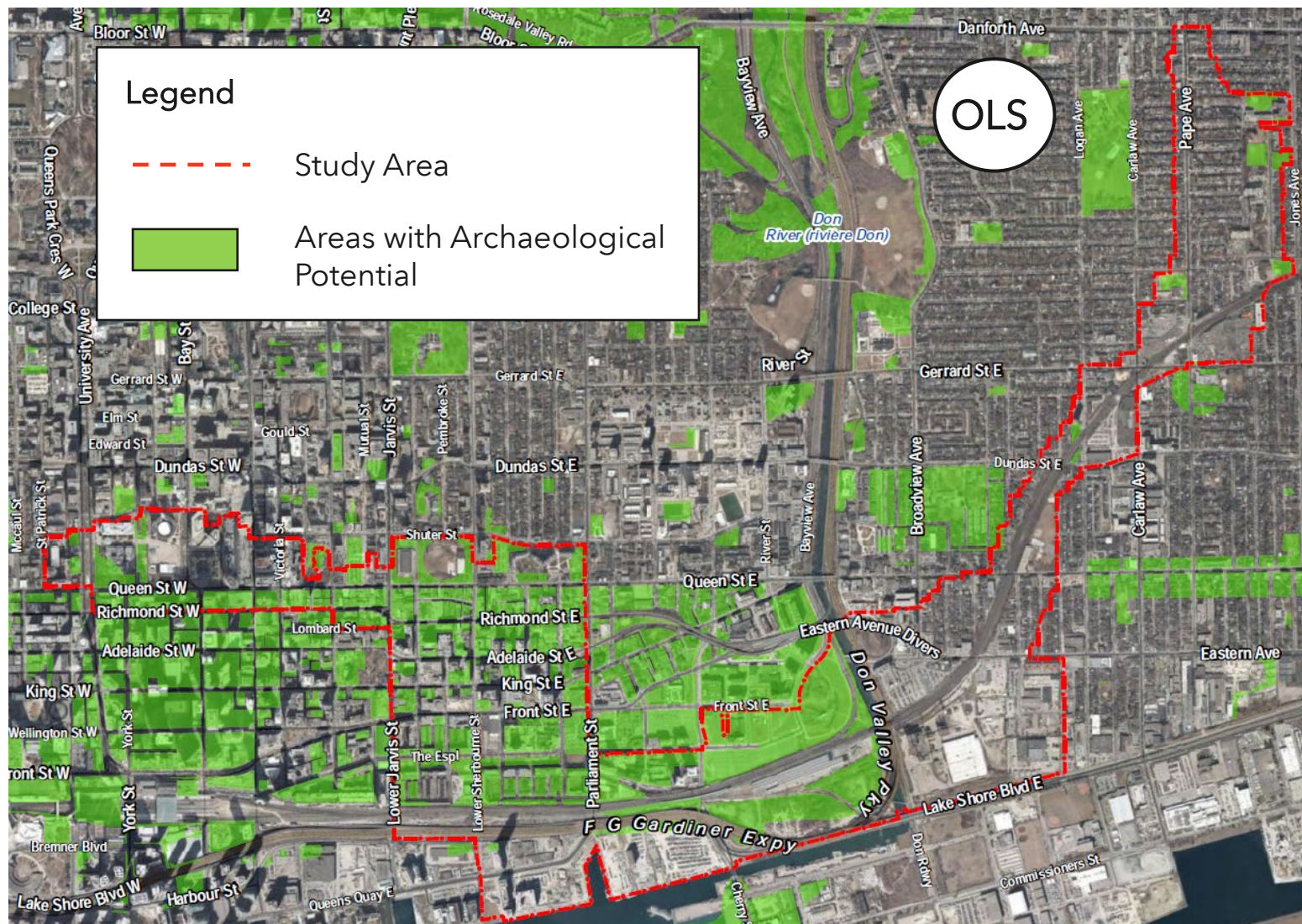
- Assessments were conducted for all three sections, with field review completed on October 30th, 2019
- Stage 1 reports were shared with Indigenous Communities on March 26th, 2020
- Stage 1 reports were submitted to the MHSTCI on May 29th, 2020 and included in the Environmental Conditions Report

Stage 2 Archaeological Assessment

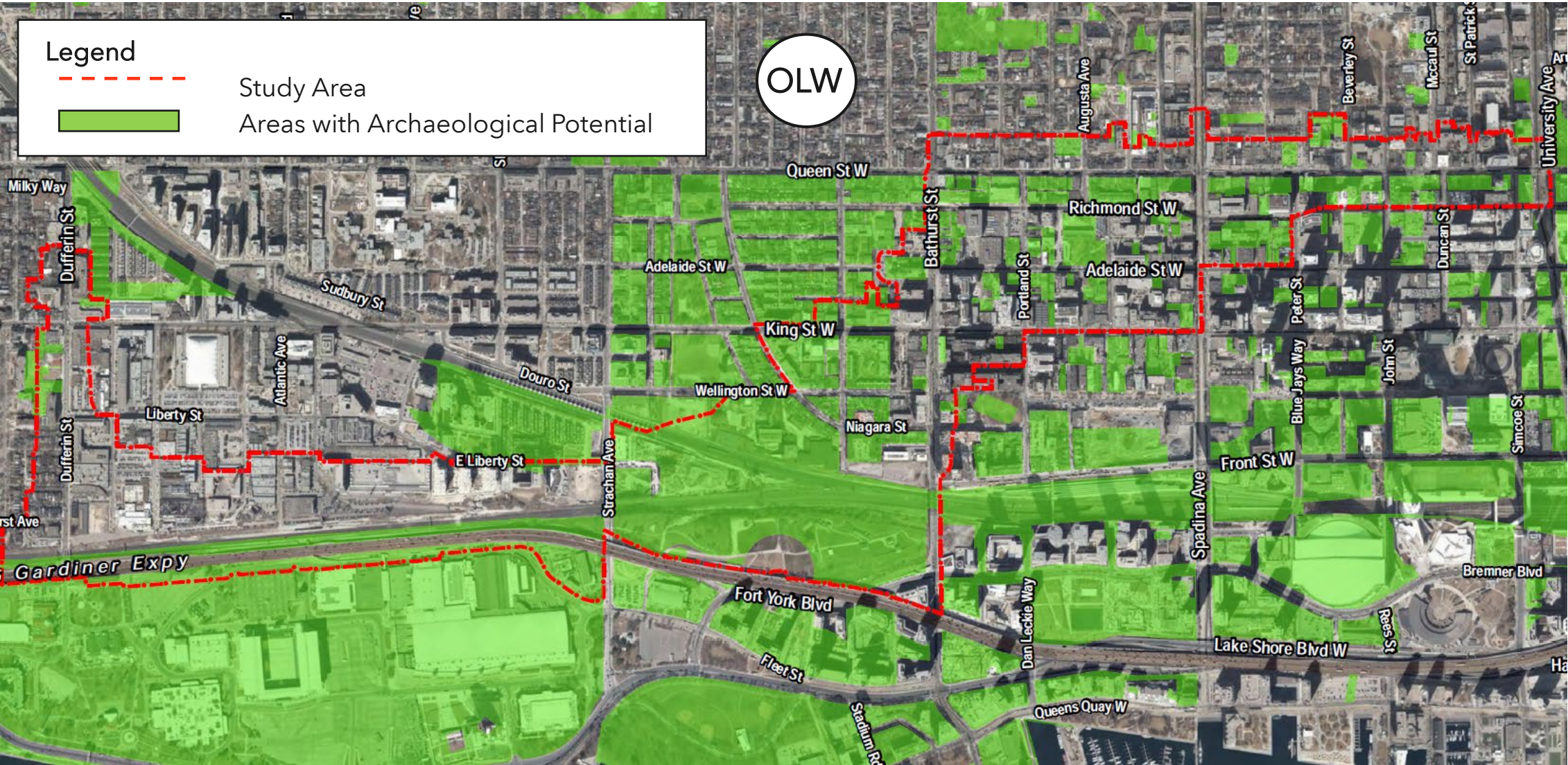
- Stage 2 assessments for areas with archaeological potential that are anticipated to be impacted are planned to start in 2021



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 shared with Indigenous Communities on June 3rd, 2020
- Report published as part of the Environmental Conditions Report

Early Works Natural Environment Report:

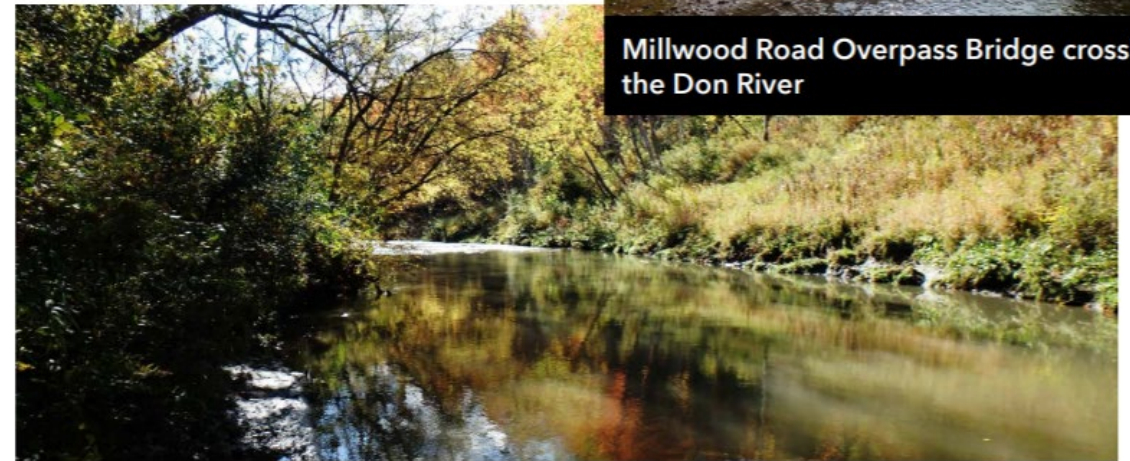
- Report shared with Indigenous Communities on June 4th, 2020
- Findings relevant to Exhibition Station early works included in the Draft Exhibition Station EWR



Crossing of the Lower Don River Valley at Millwood Road Overpass Bridge

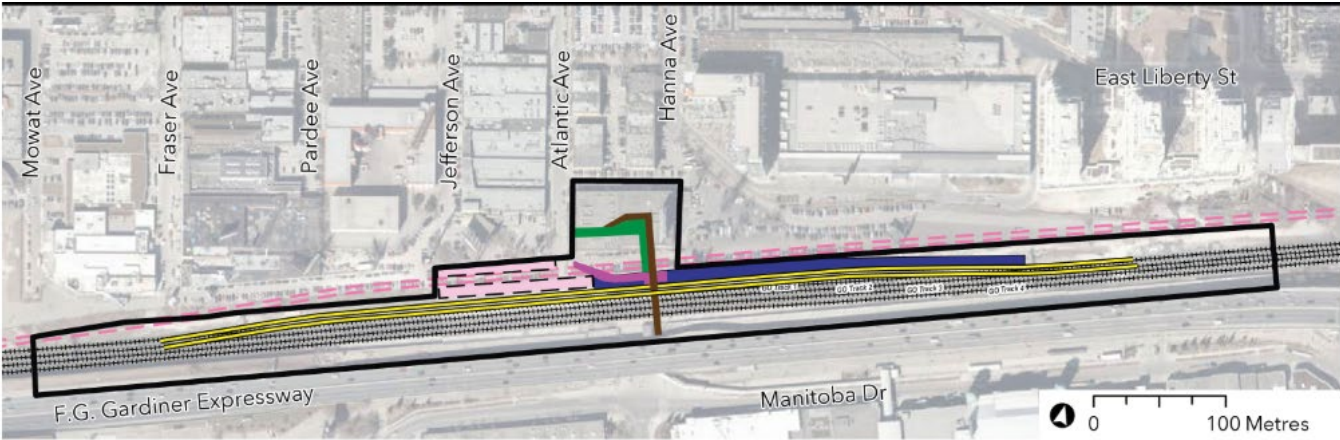
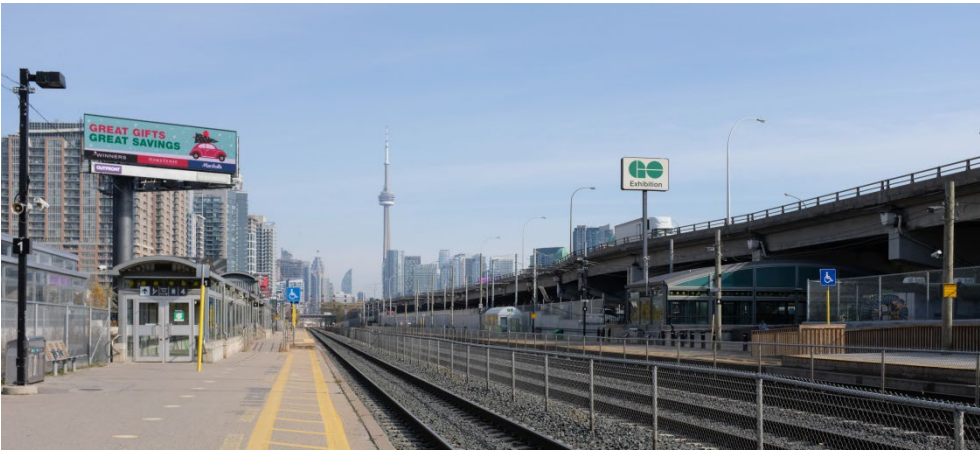


Millwood Road Overpass Bridge crossing the Don River



Don River West Branch north of Overlea Boulevard

EXHIBITION STATION EARLY WORKS



Legend

- Existing Rail
- Exhibition Station Early Works Project Footprint
- Future Work (Non-Early Works)**
 - Ontario Line Tracks
 - Ontario Line Platforms

Early Works Components:

- Existing Unopened Passenger Tunnel Extension and Tunnel Entrance Building
- New North Entrance
- New North GO Platform
- Shifted GO Track 1 and 2
- Temporary Pedestrian Bridge

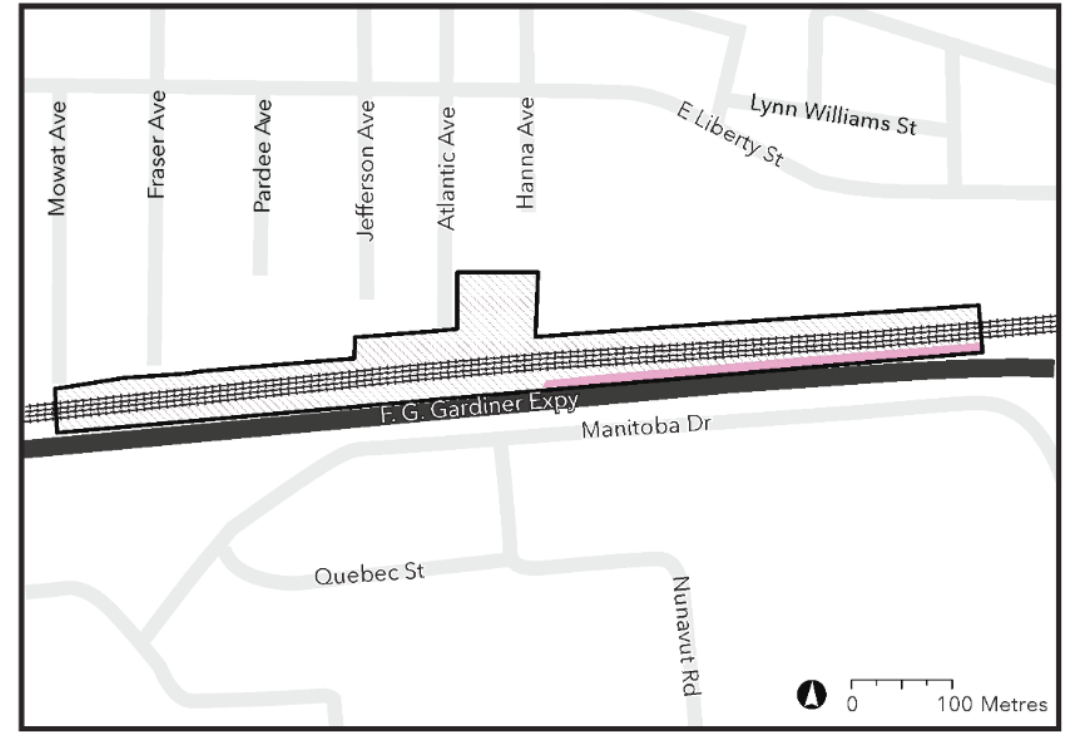
2020-11-19 | DRAFT FOR ILLUSTRATIVE PURPOSES ONLY



EXHIBITION STATION EARLY WORKS - ARCHAEOLOGICAL RESOURCES

Key Findings:

- Most of the study area has been cleared of archaeological concerns.
- A small section between the Gardiner Expressway and the Lakeshore West rail corridor still retains moderate to high archaeological potential associated with past historical activities and landmarks.
- Where there is archaeological potential and disturbance is anticipated, further archaeological assessment(s) will be completed.



Legend

- Existing Rail
- Roads
- F.G. Gardiner Expressway
- Exhibition Station Early Works Project Footprint
- Previously Assessed - Cleared of Archaeological Concerns
- Moderate to High Archaeological Potential - Deeply Buried Potential

EXHIBITION STATION EARLY WORKS - ARCHAEOLOGICAL RESOURCES

Potential Effects:

- Potential for disturbance of deeply buried archaeological resources (e.g., historical structure remnants) due to construction activities at Exhibition Station.

Mitigation Measures:

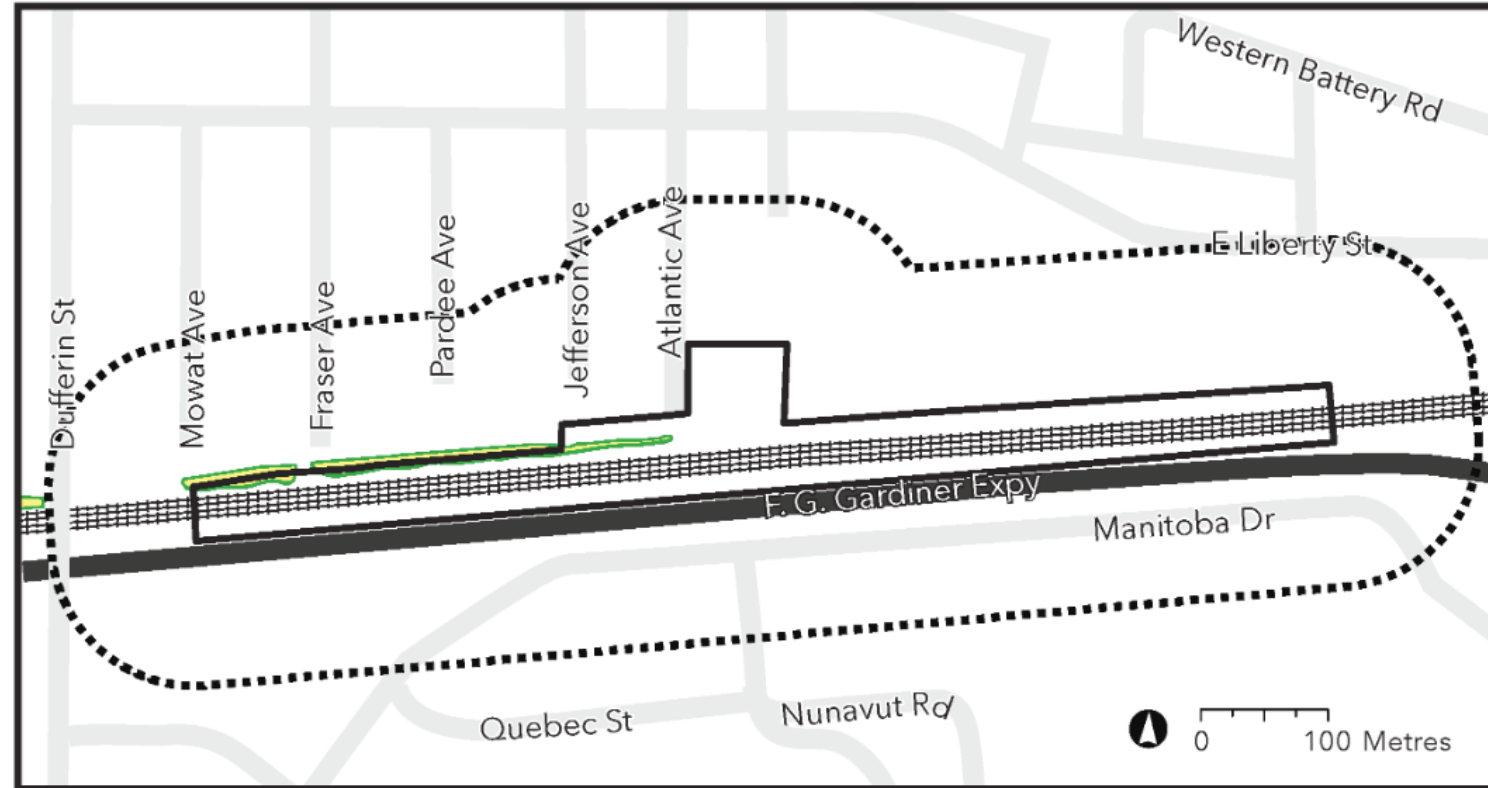
- Complete additional archaeological assessments, where required, as early as possible and in advance of any ground disturbance.
- If archaeological materials are encountered (or suspected) during construction, all work will stop. The site will be protected from impact and additional assessment will be undertaken.

EXHIBITION STATION EARLY WORKS - NATURAL ENVIRONMENT

Key Findings

- Vegetation is limited to streetscapes (street trees, treed fence line or manicured lawns) and treed hedges (hedgerows).
- The study area provides limited wildlife habitat given its urbanized nature.
- The study area does not feature any provincially or locally significant wetlands, watercourses, areas of natural and scientific interest, woodlands, valleylands, environmentally significant areas or municipal or conservation authority policy areas.
- Species at risk are not anticipated to be affected by construction activities.

Ecological Land Classification* within the Exhibition Station Early Works Natural Environment Study Area



Legend

Existing Rail

Roads

F.G. Gardiner Expressway

Exhibition Station Early Works Project Footprint

Study Area

Ecological Land Classification - Cultural Hedgerows**

**Cultural hedgerows are narrow strips or rows of trees, either planted or naturally growing as remnants of old vegetation communities that were removed in the past, with minimal vegetative cover underneath.

EXHIBITION STATION EARLY WORKS - NATURAL ENVIRONMENT

Potential Effects

- Disturbance or displacement of wildlife.
- Removal of/damage to trees, terrestrial vegetation and wildlife habitat, including migratory breeding bird habitat.

Mitigation Measures

- Sensitive wildlife timing restrictions for construction activities (e.g., removal of vegetation outside of the breeding bird season).
- Prior to construction, a Common Nighthawk (Species of Conservation Concern) candidate nesting habitat survey will be completed to confirm nesting habitat presence/absence at 1 Atlantic Avenue and, if habitat is found to be present, appropriate mitigation measures will be implemented (e.g., conducting building demolition outside of breeding bird window).
- Tree/vegetation removals will be kept to a minimum and limited to within the construction footprint.
- Tree removal compensation will be provided in accordance with the [Metrolinx Vegetation Guideline \(2020\)](#).

Subway Program - EA Next Steps

SUBWAY PROGRAM EA SUMMARY - NEXT STEPS

| | The Ontario Line | |
|---|---|--|
| Completed Environmental Assessment Work [Date] | <p>Draft Exhibition Station Early Works Report [November 30, 2020]</p> <p>Final Environmental Conditions Report [November 30, 2020]</p> | |
| Upcoming Milestone [Estimated Date] | <p>Notice of Final Exhibition Station Early Works Report [January 25 2021]</p> <p>Remaining Early Works Reports [Early 2021]</p> <p>Environmental Impact Assessment Report [Mid-2021]</p> | |

Questions / Discussion on Engagement



Metrolinx & Chippewas of Rama First Nation

DATE/TIME: December 4th, 2020 / 2:30pm – 4:00pm
LOCATION: Microsoft Teams
PREPARED BY: Metrolinx

IN ATTENDANCE

- Sharday James – Chippewas of Rama First Nation
- Maria Zintchenko – Environmental Project Manager, Metrolinx
- James Francis – Environmental Manager, Metrolinx
- Jaimi O’Hara – Senior Advisor, Indigenous Relations Office, Metrolinx
- Fallon Melander – Manager, Indigenous Relations Office, Metrolinx

TOPIC / COMMENTS

Welcome/Introductions

- [REDACTED]
- [REDACTED]
- [REDACTED]
- Sharday indicated that there was support for the Subways because more transportation in the GTHA is needed

Subways Program

- James Francis provided an overview of the subways program including:
 - Ontario Line
 - [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- James indicated that Ontario Line environmental assessment will be completed in accordance with a separate regulation – O. Reg. 341/20, which provides opportunity for early works reports and which includes an issues resolution process where Mx publishes all comments and feedback it receives on the EA reports and outlines how comments were addressed.
- Sharday raised concerns about the Species at Risk Act. She wanted to know if there are changes being made to this, especially as it relates to Metrolinx projects.
- James indicated that subway projects will conform with all applicable Species at Risk legislation requirements. Further in-depth conversations about Species at Risk could be held at future meetings.
- [REDACTED]

Ontario Line

- Maria provided an overview of the Ontario Line project
 - Environmental assessments are underway for early works.
 - Early works are those works that are ready to proceed prior to the completion of the Ontario Line environmental assessment process. Early works include station construction, rail corridor expansion, bridge replacement etc. and are needed to enable timely implementation of the main works

- James indicated that currently planned early works include locations where Ontario Line interfaces with existing GO stations and rail corridors
- Sharday asked if the Ontario Line will have a dedicated track
- Maria confirmed that Ontario Line trains will operate on dedicated tracks and that in some areas Ontario Line tracks are planned to be located next to the existing GO tracks, so that the subway can travel along existing Mx Right-of-Way
- Maria provided an overview of the Early works timeline
- Fallon asked about the Species at Risk, do we know when this will be assessed.
- Maria indicated that this will be covered in the reports
- Fallon asked if CRFN would like Mx to pull out the Species at Risk assessments
- Sharday agreed that this would be helpful
- [REDACTED]
- Maria provided an update on archaeology
- Fallon inquired as to whether CRFN had any interest in Indigenous monitoring and what process or protocols might be in place?
- Sharday indicated that there are only 2 individuals who are trained and so CRFN is pretty selective about where they are deployed. She asked the Mx continue to send invitations for participation and updates specific to archaeology.
- Fallon offered to let CRFN know when Curve Lake First Nation is present and/or to provide fieldnotes
- Sharday asked if the Ontario Line goes into the Don Valley
- Maria indicated that the Ontario Line includes works within the Don Valley River System, and that this work is above ground, and includes 4 crossings.
- Sharday asked if there would be lots of disturbance.
- Maria indicated that in some areas Mx looked at a bigger area than needed in environmental study areas, and that the actual crossings will have a smaller footprint
- Maria provided an overview of the natural environmental studies, including Species at Risk surveys
 - She indicated that the Species at Risk data were obtained via project-specific surveys as well as from TRCA. Species at Risk that have the potential to be present in the Ontario Line Study Area include Barn Swallow, Chimney Swift, bats, Blanding's Turtle and Butternut trees
- She indicated that any further studies will be based on the final alignment
- Maria provided a review of Exhibition Station Early Works
- Sharday asked if Exhibition will remain open
- Maria indicated that it will remain open
- Maria provided an overview of the Exhibition Station early works Stage 1 archaeological assessment results and indicated that the majority of the project footprint has been cleared of archaeological concerns, however a few small areas containing archaeological potential remain
- Sharday was surprised that there are areas that retain archaeological potential given the high level of disturbance
- Sharday inquired as to what would happen if archaeological resources were discovered during construction
- Maria indicated that work would stop, and an archaeologist would be engaged to carry out fieldwork. Indigenous Nations would be notified and consulted, including invitation to participate in fieldwork. . She confirmed that the likelihood of encountering archaeological resources is low for Exhibition as most of the area is cleared of archaeological concerns. In contrast, a lot of areas in the Don Valley have not been cleared, and additional archaeological assessments will be conducted where disturbance is anticipated. When it comes to Species at Risk discovery during construction, contractors are required to recognize them and ensure no negative impacts.
- Maria indicated that there may be one species at Exhibition that is of conservation concern despite not being a species at risk which is Common Nighthawk. Nighthawks nest on gravel roofs. Mx will confirm presence of gravel on the roof of the building that will be demolished and ensure there are no impacts.
- Sharday indicated that this is a concern of CRFN – that the Species at Risk Act is no longer a full list and many of the Species of conservation concern used to be designated Species at Risk. Sharday asked if Mx impacted the Common Nighthawk, would Mx find a new home or habitat for that Species and mitigate those impacts that this project would have.

| |
|--|
| <ul style="list-style-type: none"> James indicated that whenever we can't avoid an impact, we seek to compensate. Sharday asked if Mx would help a specific species rather than pay into a fund or help generally Maria indicated that this is true for bat Species at Risk and Barn Swallow – for instance if a project results in bat habitat removal, bat boxes nearby are installed |
| Closing Remarks |
| <ul style="list-style-type: none"> The meeting was adjourned due to time constraints |

*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

-----NOTE – THIS DOCUMENT IS A DRAFT VERSION AND NOT FINAL-----

Indigenous Nations

- Curve Lake First Nation

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:16:20 PM
Attachments: [REDACTED]

Dear Julie & Team,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. I will upload this letter to the shared dropbox for your convenience. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Curve Lake First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Curve Lake First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

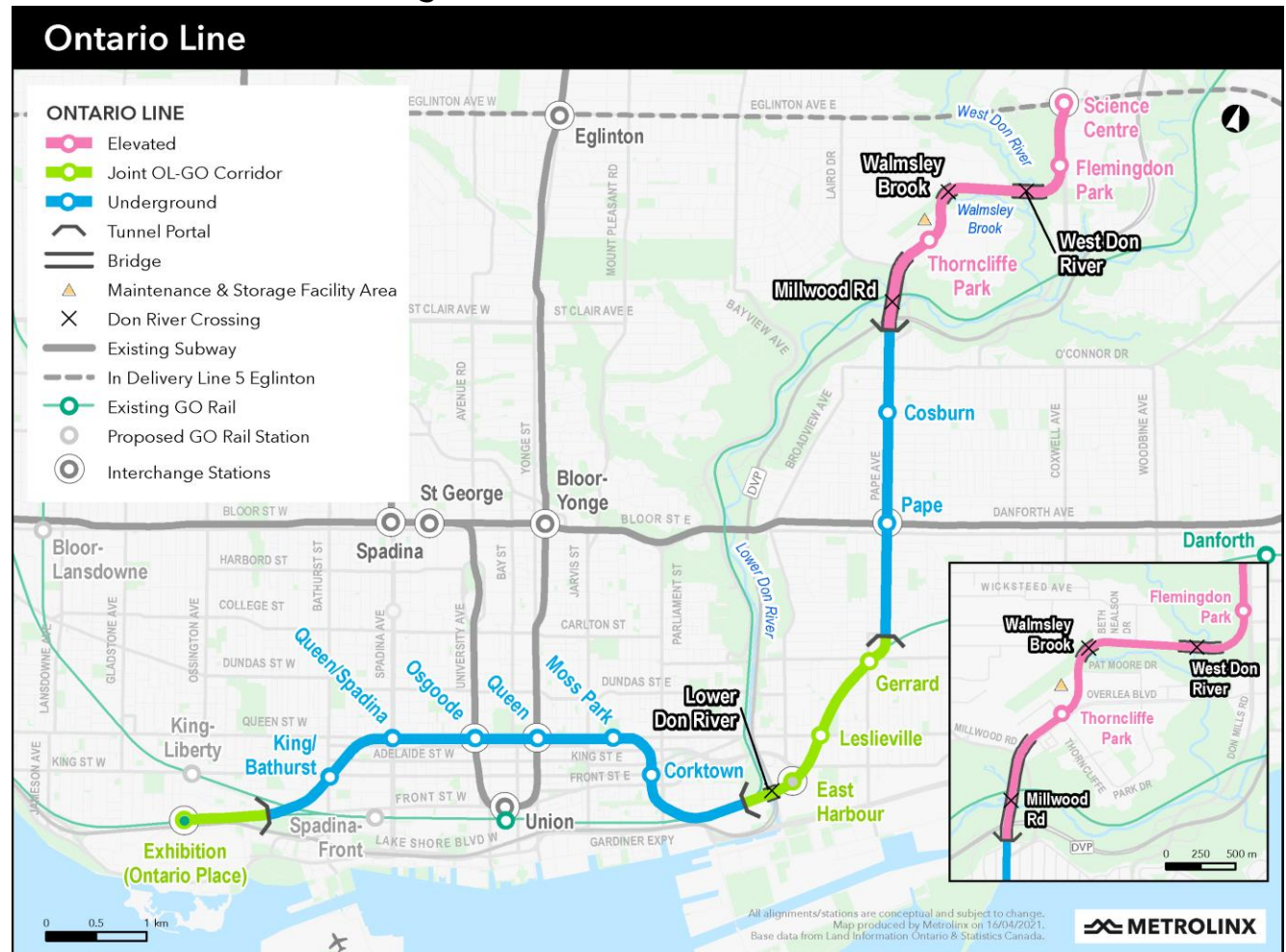


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Curve Lake First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Curve Lake First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Curve Lake First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Curve Lake First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Curve Lake First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Curve Lake First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

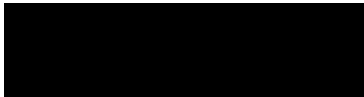
Invitation for Input

We are committed to an open, respectful, and transparent engagement with Curve Lake First Nation. We recognize the potential significance of this project to Curve Lake First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Curve Lake First Nation.

We are happy to address any questions that Curve Lake First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["EmilyW@curvelake.ca"](#)
Cc: ["JulieK@curvelake.ca"](#); ["KaitlinH@curvelake.ca"](#); ["JordonM@curvelake.ca"](#); ["k.a.sandy-mckenzie@rogers.com"](#); [Indigenous Relations](#); [James Francis](#); [Rodney Yee](#); [Maria Zintchenko](#)
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 [REDACTED] 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 3:47 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>; 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 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 Dropbox [REDACTED].

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' <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>; 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 Environmental Conditions, Natural Environment Report

Good morning Chief Emily Whetung,

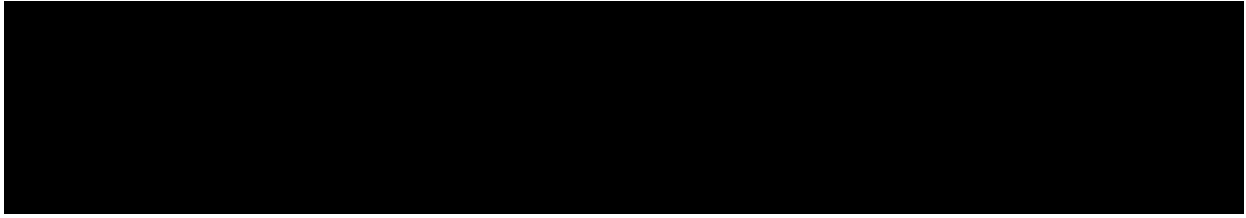
Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link [REDACTED].

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 K0L 1R0
P: 705.657.8045 ext 239 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JulieK@curvelake.ca

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

Sent: Thursday, March 26, 2020 10:30 AM

To: Emily Whetung <EmilyW@curvelake.ca>

Cc: Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>

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 [here](#) via Dropbox. 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: [Indigenous Relations](#)
To: EmilyW@curvelake.ca
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: [REDACTED]

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:
[REDACTED]

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



Indigenous Nations

- **Curve Lake First Nation
Meeting Materials**



Curve Lake First Nation & Metrolinx Meeting

July 15, 2020

PURPOSE

1. Discuss current and upcoming Metrolinx projects
2. Discuss ongoing needs, future plans, broader context

3.

Indigenous Relations @ Metrolinx

INDIGENOUS RELATIONS AT METROLINX

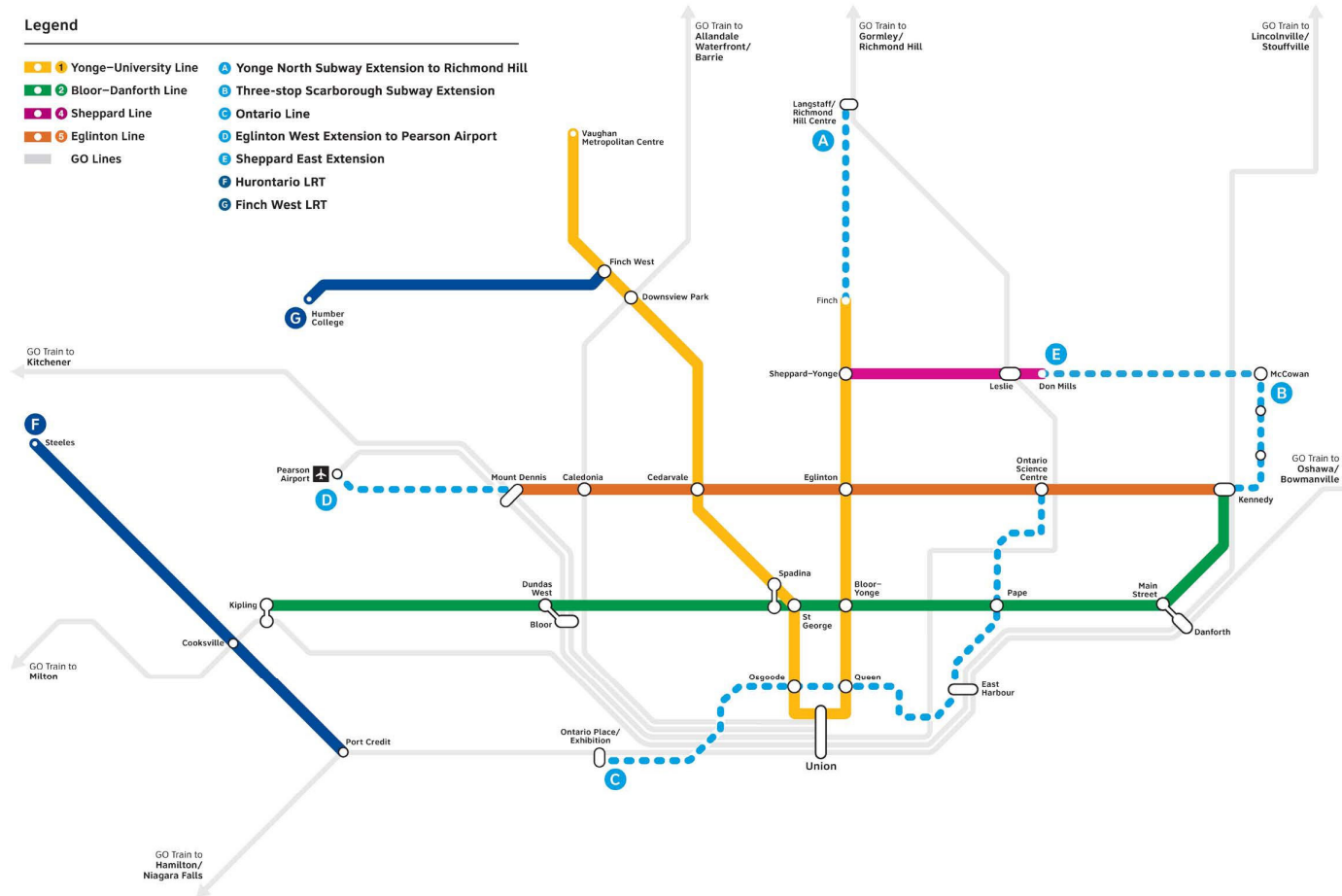
- Commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers
- Established an Indigenous Relations Office (2019) which will guide Metrolinx through the implementation of an **Indigenous Relations Action Plan** that focuses on:
 - **Cultivating Relationships**
 - 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

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:

1. The Ontario Line

2. [REDACTED]

3. [REDACTED]

4. [REDACTED]

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.

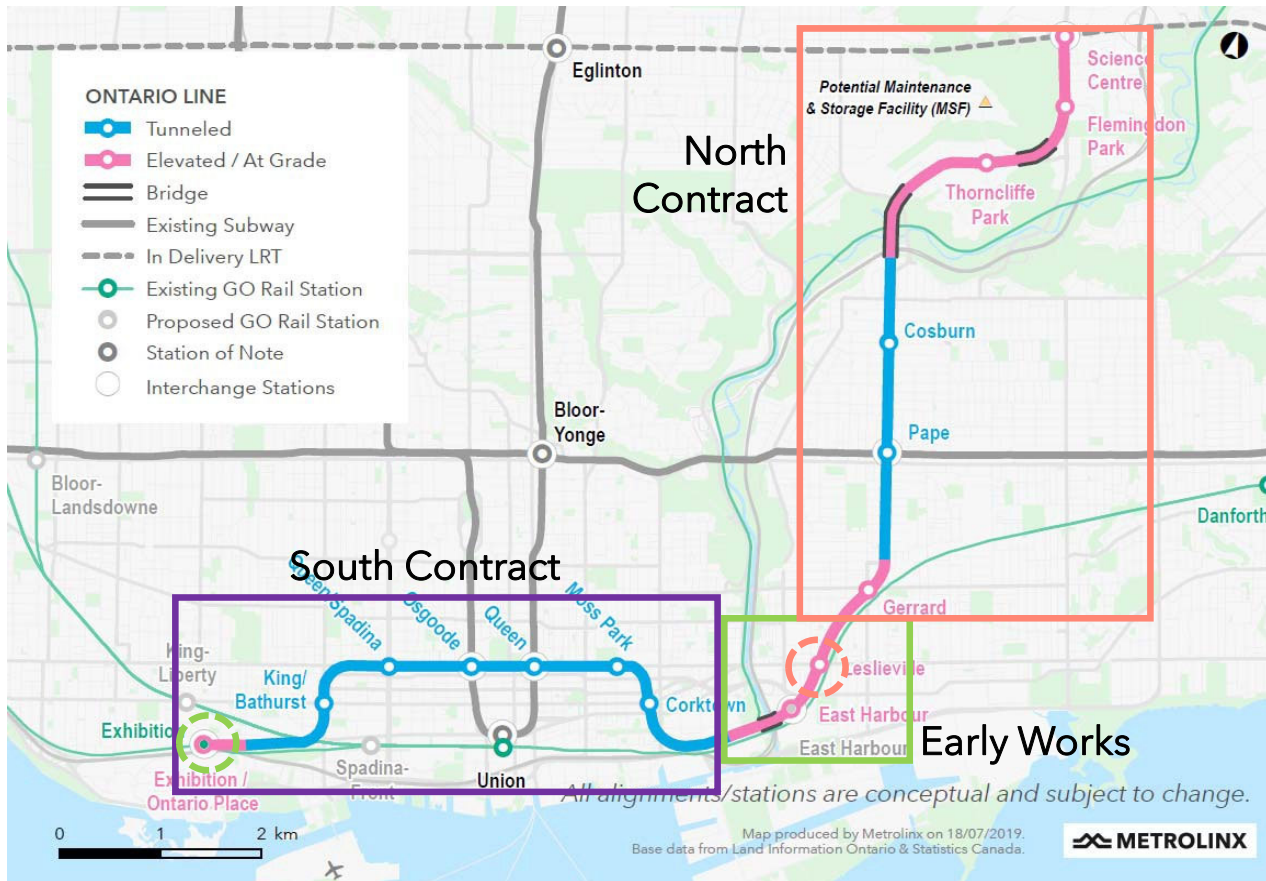
| | |
|--|--|
| Number of proposed stations | 15 |
| Number of connections to other transit options | <ul style="list-style-type: none"> • 3 GO lines • 4 connections to Line 1, 2 and 5 (Eglinton Crosstown) • 10 connections to King, Queen, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcars |
| 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.

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 | | |
| 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 | June 4 th , 2020 | July 2 nd , 2020 | Can accept comments after July 3 rd , 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 3 rd , will be noted in the project consultation record and will be considered in project planning | |

Questions / Discussion on Engagement



Indigenous Nations

- **Haudenosaunee Confederacy
Chiefs Council**

From: [Indigenous Relations](#)
To: [Aaron Detlor](#)
Cc: [HDI General](#); williams.todde@gmail.com; [Wayne Hill](#); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:20:58 PM
Attachments: [REDACTED]

Dear Mr. Detlor,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

[REDACTED]
[REDACTED] Please let me know 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



April 30, 2021

Ms. Tracey General, Office Manager
Haudenosaunee Confederacy Chiefs Council
2634 6th Line Road, RR#2
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Ms. General,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Haudenosaunee Confederacy Chiefs Council. Metrolinx appreciates and respects Haudenosaunee Confederacy Chiefs Council's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Haudenosaunee Confederacy Chiefs Council about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Haudenosaunee Confederacy Chiefs Council.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

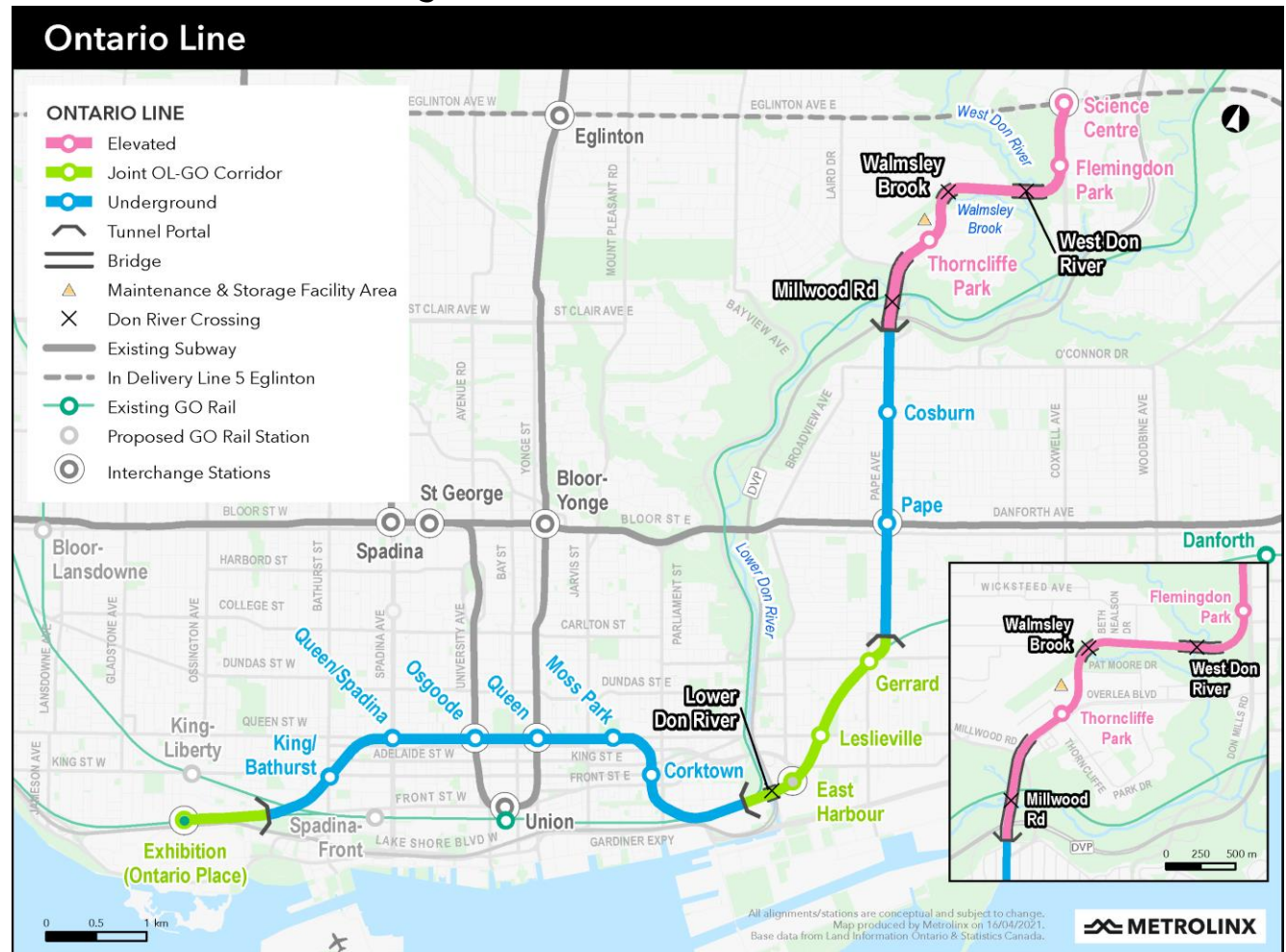


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Haudenosaunee Confederacy Chiefs Council in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Haudenosaunee Confederacy Chiefs Council in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Haudenosaunee Confederacy Chiefs Council may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may



occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Haudenosaunee Confederacy Chiefs Council's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Haudenosaunee Confederacy Chiefs Council will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Haudenosaunee Confederacy Chiefs Council in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Haudenosaunee Confederacy Chiefs Council. We recognize the potential significance of this project to Haudenosaunee Confederacy Chiefs Council and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Haudenosaunee Confederacy Chiefs Council.

We are happy to address any questions that Haudenosaunee Confederacy Chiefs Council may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc: Wayne Hill, Haudenosaunee Development Institute
Todd Williams, Haudenosaunee Development Institute
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: hdi2@bellnet.ca
Cc: [Wayne Hill](#); [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#)
Subject: Ontario Line Project
Date: Thursday, July 30, 2020 9:38:43 AM
Attachments: [REDACTED]

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:

- Early Works Report [REDACTED]
- Early Works Natural Environment Report: [REDACTED]

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,

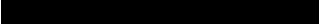
Fallon

Fallon Melander
Manager, Indigenous Relations
[Metrolinx](#)
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



Indigenous Nations

- Hiawatha First Nation

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:22:09 PM
Attachments: 

Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Hiawatha First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Hiawatha First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

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10 Bay Street
Toronto, ON M5J 2N8

- Location 1: Lower Don River Crossing (Lower Don Bridge);
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- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

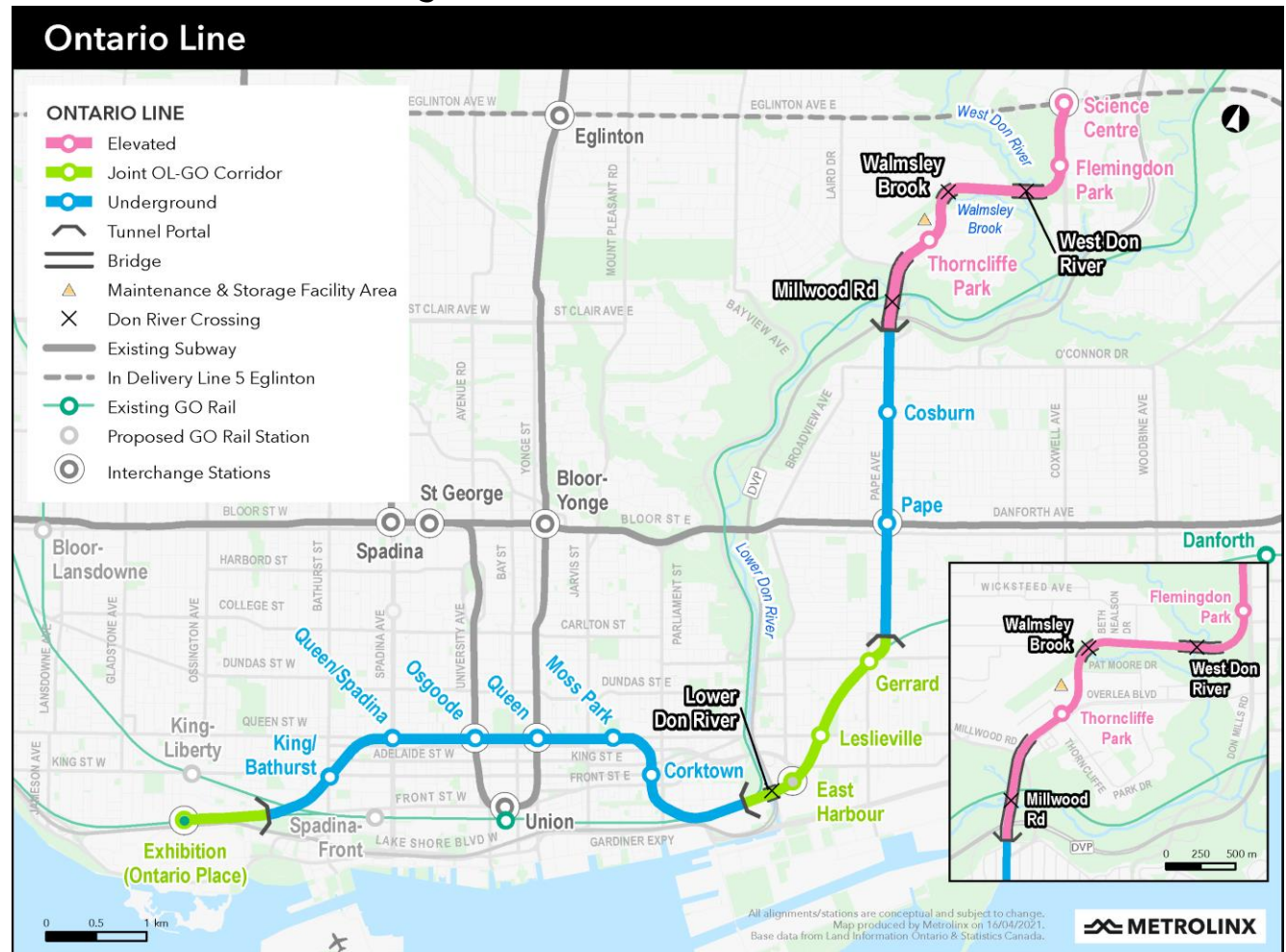


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Location 1: Lower Don River Crossing (Lower Don Bridge)



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Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Hiawatha First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Hiawatha First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Hiawatha First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Hiawatha First Nation. We recognize the potential significance of this project to Hiawatha First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Hiawatha First Nation.

We are happy to address any questions that Hiawatha First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
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](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Draft Environmental Conditions Report
Date: Thursday, July 02, 2020 1:05:00 PM
Attachments: [REDACTED]

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 [REDACTED] 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' <tcowie@hiawathafn.ca>; 'sdavison@hiawathafn.ca' <sdavison@hiawathafn.ca>; '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 <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 [REDACTED].

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,

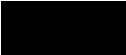
Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812



From: [Indigenous Relations](#)
To: [Sean Davison](#); [Chief Laurie Carr](#)
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); [Tom Cowie](#); [Trisha Shearer](#)
Subject: RE: Ontario Line Subway Project
Date: February 13, 2020 10:17:42 AM
Attachments: 

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 <IndigenousRelations@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](#)



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.

Indigenous Nations

- Huron-Wendat Nation

From: [Indigenous Relations](#)
To: [mario gros-louis](#)
Cc: [valerie janssen](#); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:24:02 PM
Attachments: [REDACTED]

Dear Mr. Gros-Louis and Ms. Janssen,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Huron-Wendat Nation. Metrolinx appreciates and respects Huron-Wendat Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Huron-Wendat Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Huron-Wendat Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;

- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

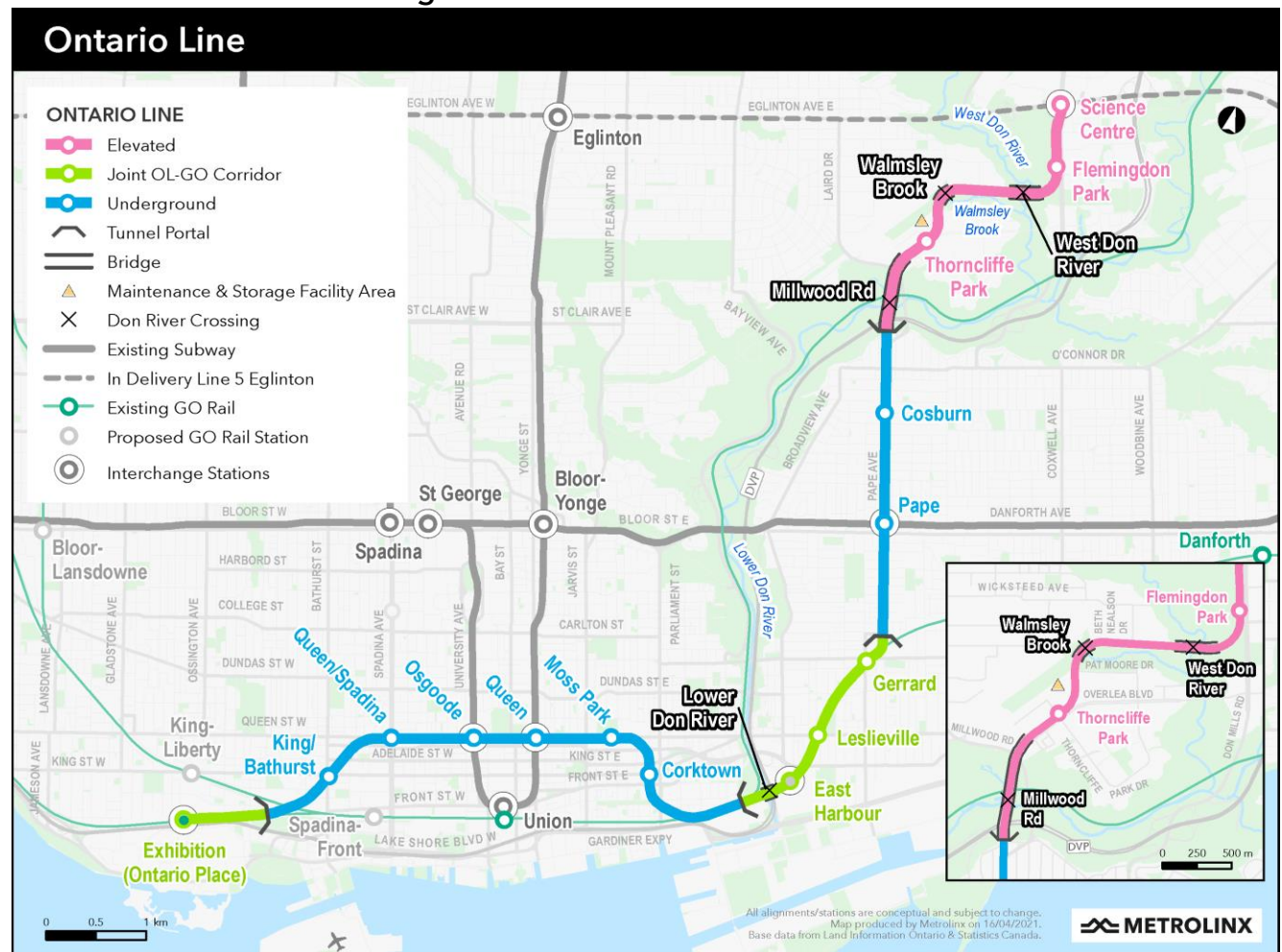


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Huron-Wendat Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Huron-Wendat Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)

A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both



directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Nealson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Huron-Wendat Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous



Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Huron-Wendat Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Huron-Wendat Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Huron-Wendat Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Huron-Wendat Nation. We recognize the potential significance of this project to Huron-Wendat Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Huron-Wendat Nation.

We are happy to address any questions that Huron-Wendat Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact the Indigenous Relations Office at your earliest convenience at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.


Yours Truly,



Fallon Melander,
Manager, Indigenous Relations
Metrolinx



cc: Valerie Janseen, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
James Francis, Manager, Metrolinx
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx



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" <IndigenousRelations@metrolinx.com>
À: "Maxime Picard" <maxime.picard@cnhw.qc.ca>
Cc: "Indigenous Relations" <IndigenousRelations@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 4th please find the Ontario Line Draft Early Works Report [REDACTED] via Dropbox.

We are requesting comments on the report by July 2nd, 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 .


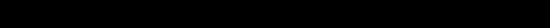

We are requesting comments on the report by July 2nd, 2020 if possible,

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,

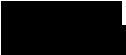
I have attached a letter for the Ontario Line Draft Existing Conditions Natural Environment Reports. The reports can be found via the Dropbox link . This does not include archaeological assessments, as you have reviewed the ones to date. 


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: [Indigenous Relations](#)
To: [Maxime Picard](#)
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); [melanievincent21@yahoo.ca](#)
Subject: RE: Ontario Line Subway Project
Date: February 13, 2020 10:34:37 AM
Attachments: 

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 afternoon Fallon,

Thanks for the information on the New Ontario Line Subway Project.

In order for us to start our analysis could you please provide us with the GIS shapefiles of the study area ?

Best regards,

Maxime

From: [Indigenous Relations](#)
To: [Maxime Picard](#)
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#)
Subject: Ontario Line Subway Project
Date: February 12, 2020 1:43:02 PM
Attachments: [REDACTED]

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:

[REDACTED]

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](#)



Indigenous Nations

- **Huron-Wendat Nation Meeting Materials**

Huron Wendat Nation Meeting

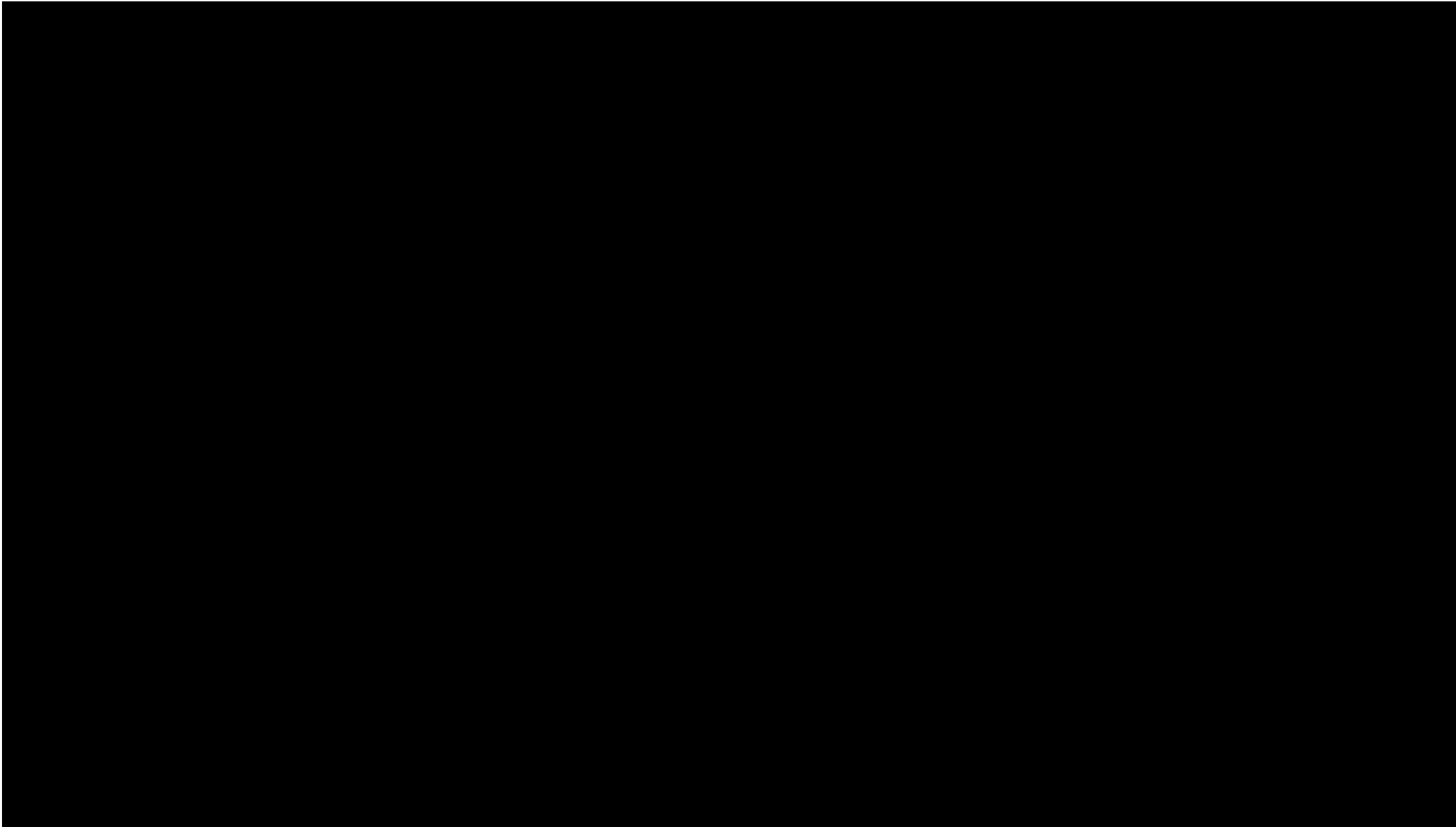
Ontario Line and First Parliament/Corktown sites

May 13, 2021

AGENDA

1. Introductions
2. Metrolinx update of Subway Program
3. Project Overview: Ontario Line
 - First Parliament/Corktown Station
 - Don Valley River Crossings
4. Next Steps

Subway Program



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:

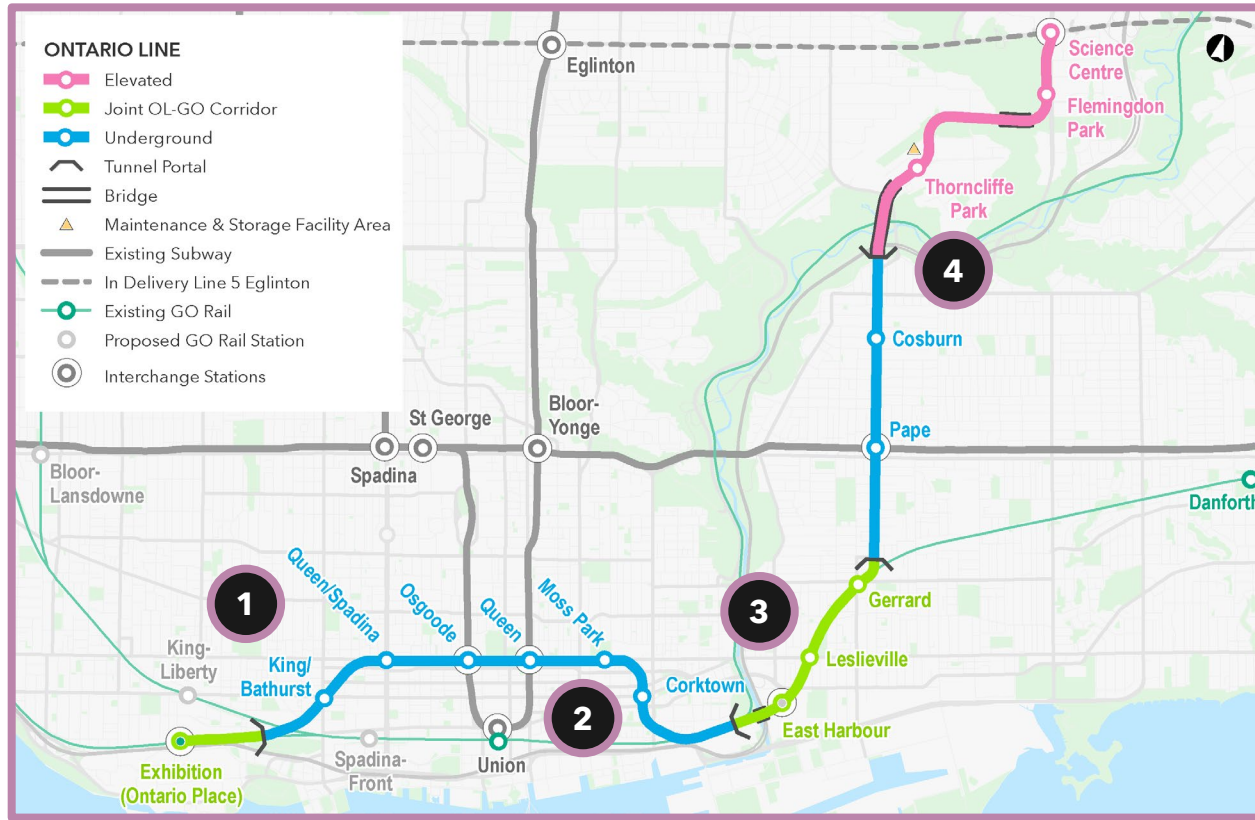
1. The Ontario Line

- [REDACTED]
- [REDACTED]
- [REDACTED]

Today we will be discussing Ontario Line and specifically the First Parliament site/ Corktown station and Don Valley River crossings

Ontario Line

ONTARIO LINE



1 West
(Exhibition to Queen/Spadina)

2 Downtown
(Osgoode to Don Yard)

3 East
(East Harbour to Pape South)

4 North
(Pape to Science Centre)



15.6
kilometres
long



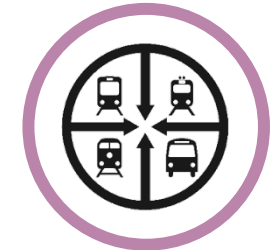
15 stations



As frequent as every 90
seconds during rush hour



388,000 daily
boardings



40+ connections to
other transit options

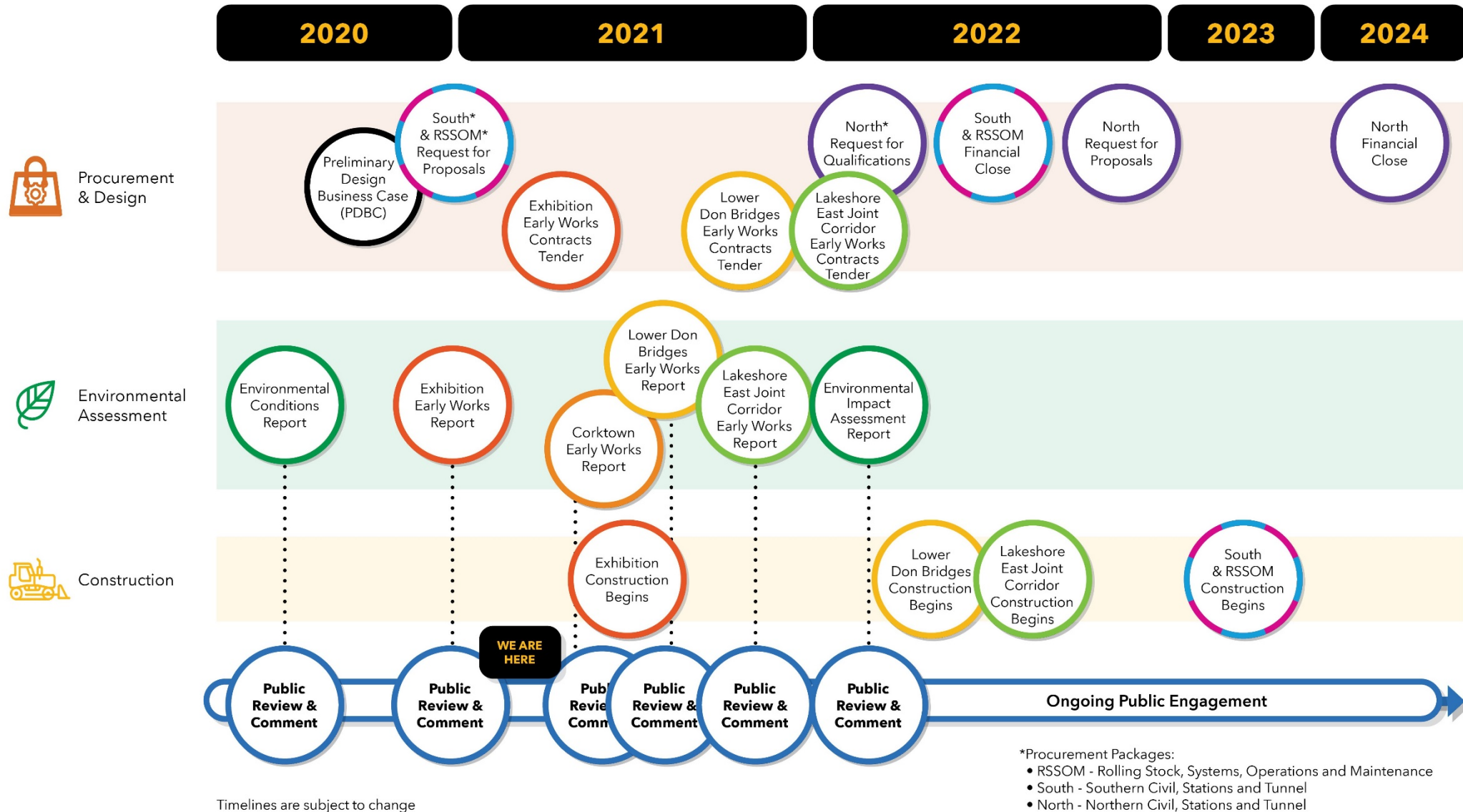


255,000 more people
within walking distance
to transit



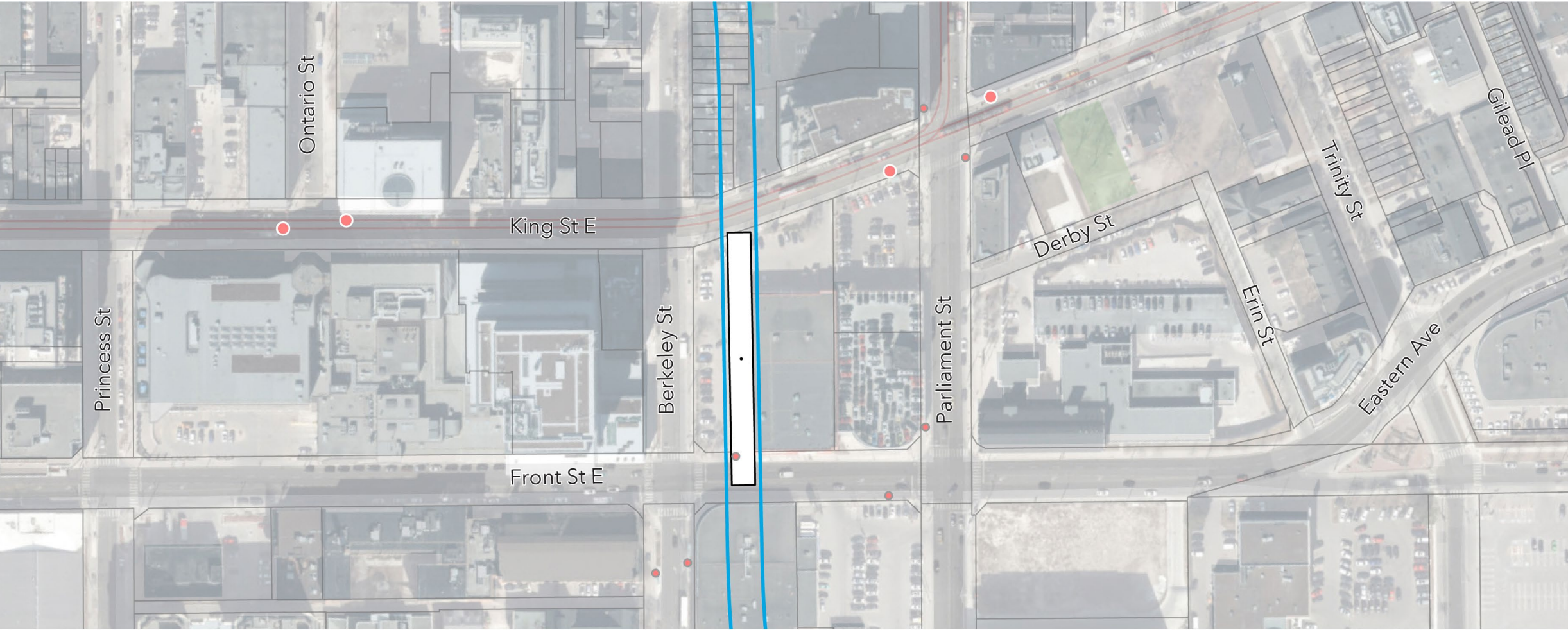
Up to 47,000 more jobs
accessible in 45 minutes or
less, on average

THE ONTARIO LINE: TIMELINE



First Parliament/Corktown Station

CORKTOWN STATION



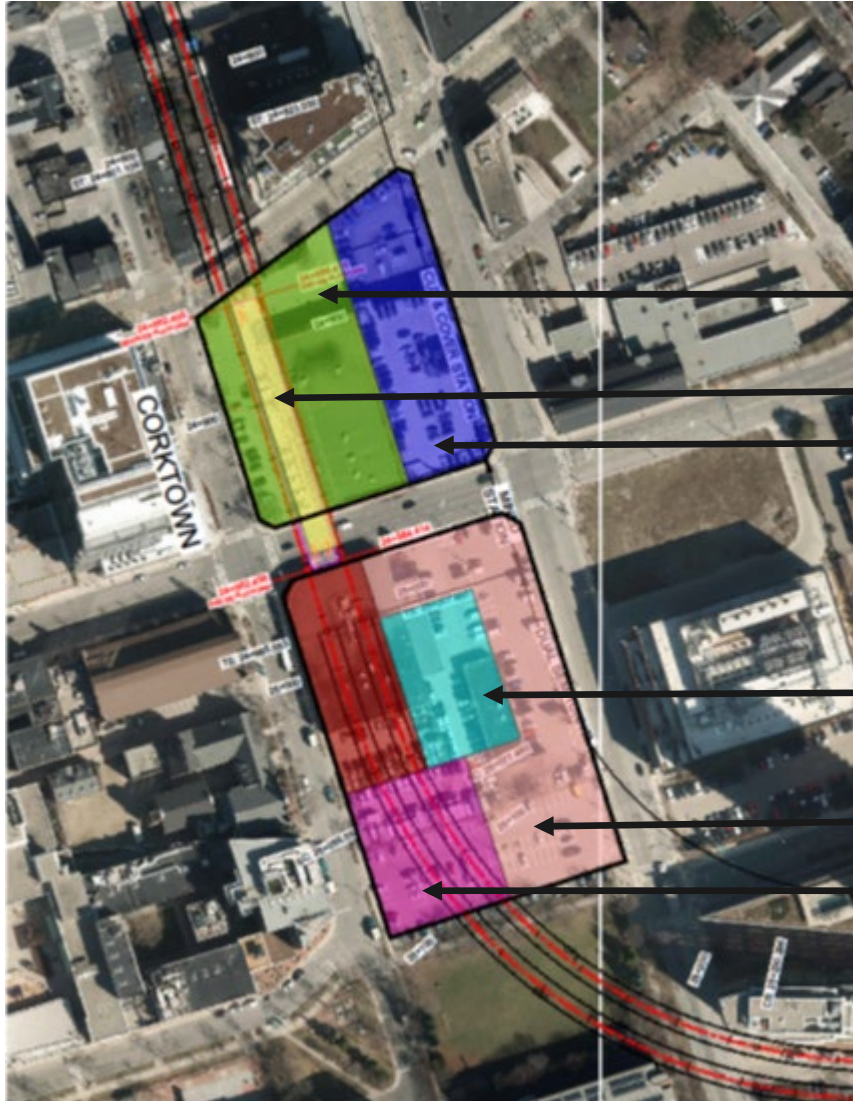
- Streetcar Stop
- Bus Stop
- Streetcar Line
- Tunneled
- Station Platform



0 100 Metres



CONSTRUCTION AND STAGING



Sample TBMs

Tunnel Boring Machine (TBM)
assembly then segment storage

TBM launch box

Water treatment and laydown area

Previously identified as approximate
site of First Parliament and Gaol

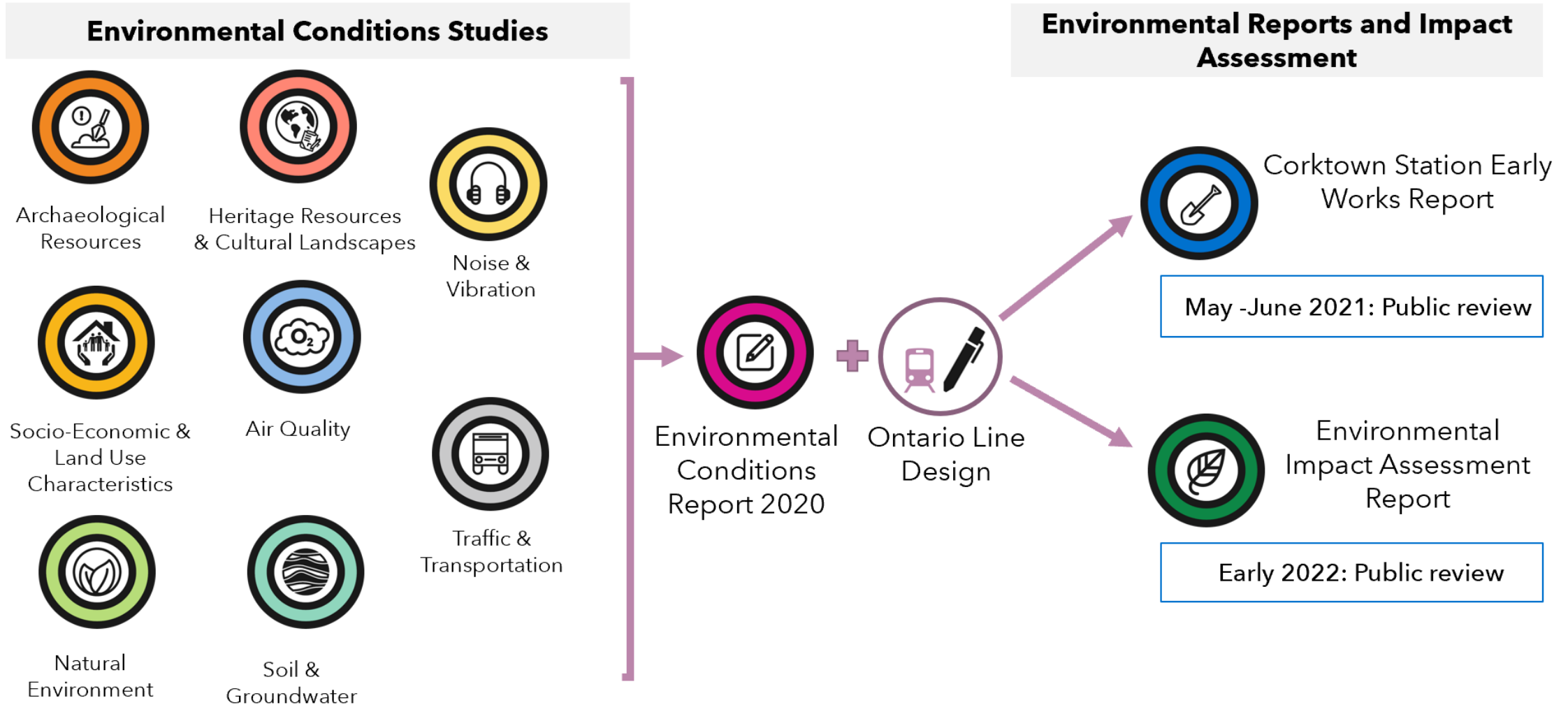
Removed soil handling

Tunnel construction staging

TIMELINE - CORKTOWN STATION



ENVIRONMENT



Corktown Station Early Works



- Corktown Station early works include demolition of existing buildings, removal of structures and asphalt, decommissioning of utilities and soil removal and/or remediation where required.
- These early works will allow for the completion of environmental due diligence investigations, including archaeological assessments in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.
- The First Parliament Site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities.

Legend



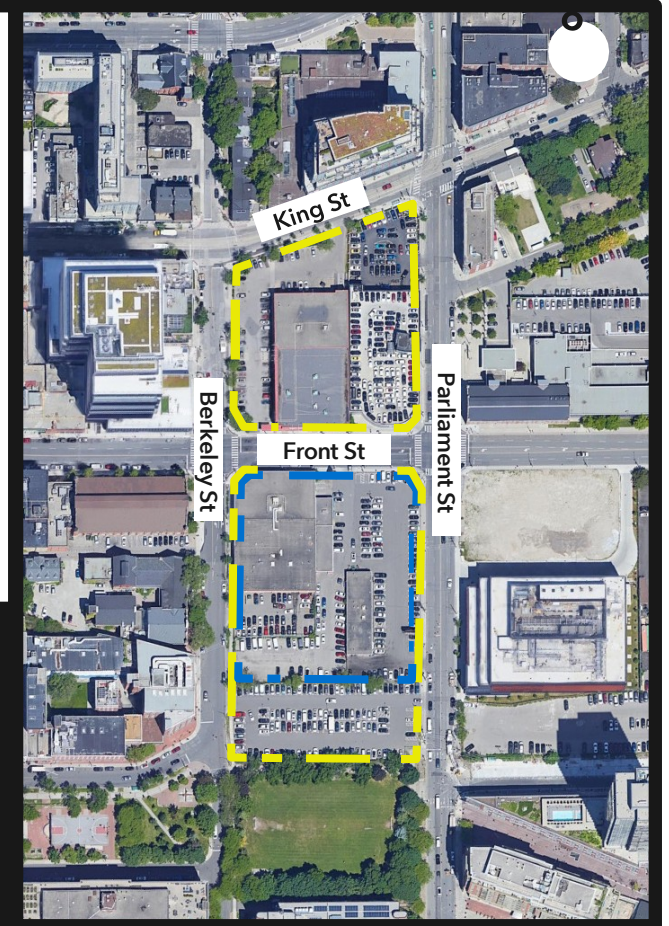
-  Corktown Station Early Works Project Footprint
-  First Parliament Site

Image:

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

Source: Metrolinx, 2021.



Archaeology



Key Findings

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

Potential Effects & Mitigation Measures

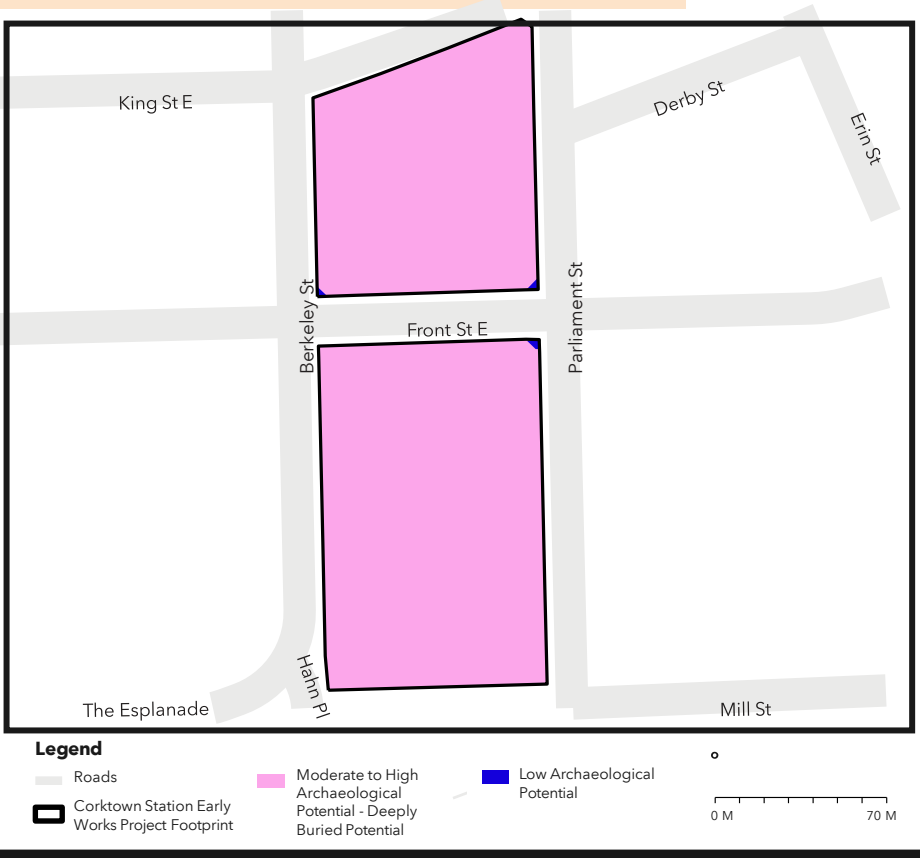
Potential Effects:

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

Mitigation Measures:

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

Archaeological Potential within Corktown Station Early Works Project Footprint



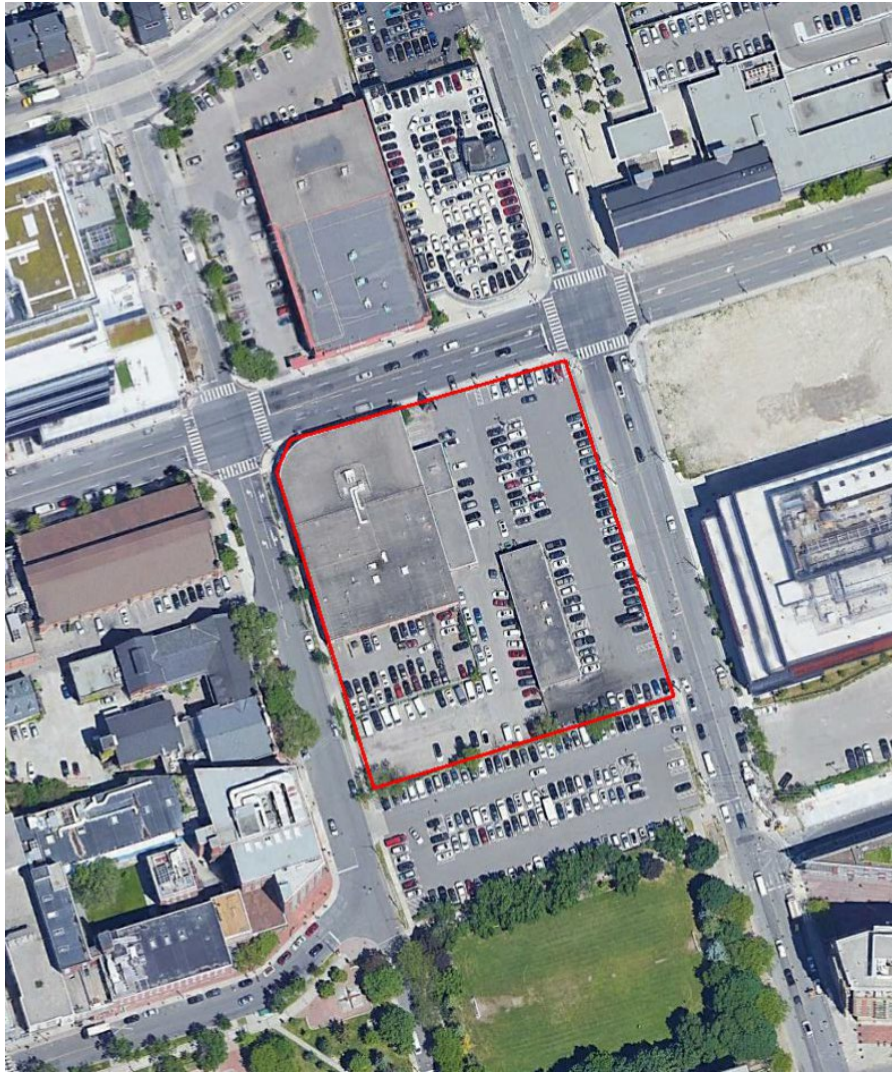
ENVIRONMENTAL ASSESSMENTS AND CONTAMINATION

- Significant known contamination on site due to past uses by the Consumer's Gas Company and based on Phase 2 Environmental Site Assessment (ESA) results:
 - Soil impacts include polycyclic aromatic hydrocarbons (PAHs), petroleum hydrocarbons (PHCs), metals, volatile organic compounds (VOCs), salt
 - Groundwater impacts include PHC, PAHs, benzene, chloride, sodium
- Archaeological plans to be informed on ongoing basis by results of environmental testing and contamination work
- Archaeological preservation, excavation, analysis and curation of artifacts may require alternative methodologies to accommodate health and safety concerns due to contamination



(Stantec 2021)

ARCHAEOLOGY OVERVIEW



265-271 Front Street East and 25 Berkeley Street

- Subject to four previous archaeological assessments

44 Parliament Street

- Subject to two previous archaeological assessments

Approach:

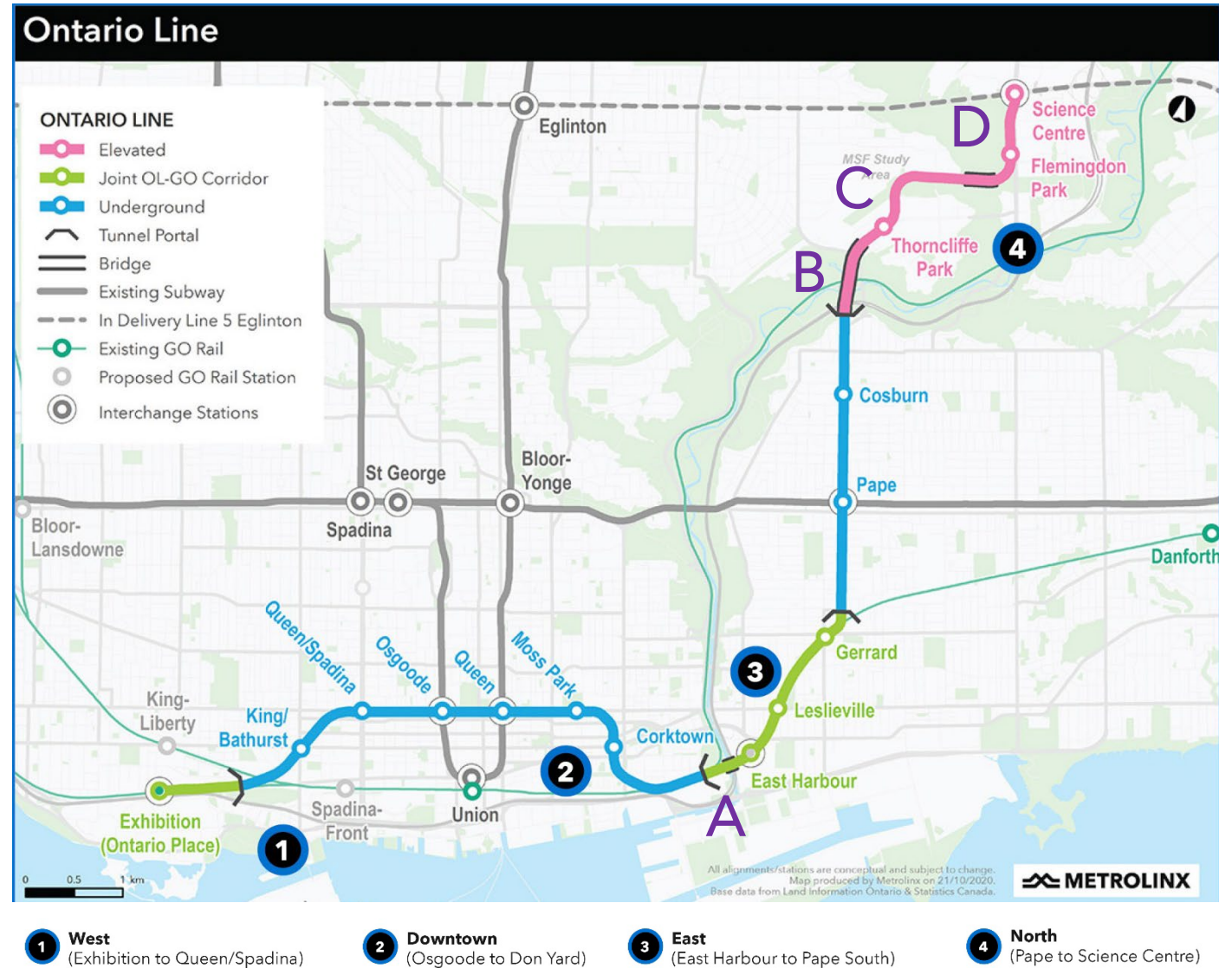
- Archaeological assessments (stage 2-4) required and will continue in accordance with Ministry standards and guidelines
- Construction/staging work will not happen until all archaeological assessments are complete.
- Coordination with Indigenous Nations for archaeological fieldwork and review of draft reporting
- Building demolition essential to carry out thorough archaeology work and proceed with Ontario Line construction
- Licensed archaeologists to be on site to monitor demolition and removal of at-grade components of structures, along with Indigenous field monitors

Ontario Line: Don Valley River Crossings

OL - OVERVIEW OF THE DON VALLEY CROSSINGS

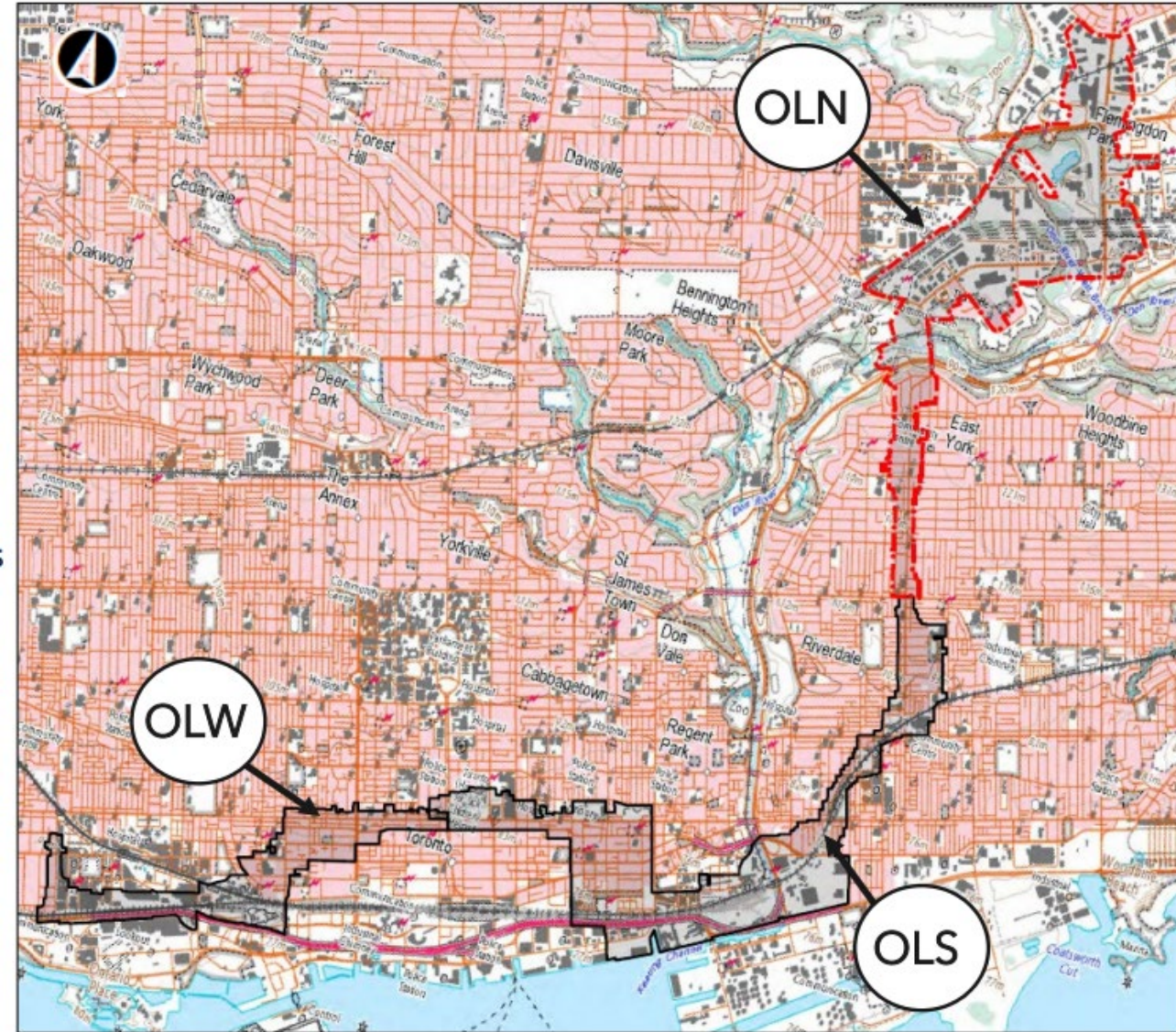
- Don Valley Crossings:

- A - Lower Don Crossing (Lower Don Bridges) at existing Lakeshore East rail bridge
- B - Don River Crossing at Millwood Road
- C - West Don River (Walmsley Brook) Crossing near Beth Neilson Drive
- D - West Don River Crossing at Overlea Boulevard



OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT OVERVIEW

- Archaeological assessments conducted in three sections: Ontario Line West (OLW), Ontario Line South (OLS) and Ontario Line North (OLN)
- Stage 1 work:
 - Draft reports shared with Indigenous Nations in March 2020
 - Reports submitted to MHSTCI in May 2020 and accepted into Registry
- Stage 2 work:
 - Stage 2 assessments in Don Valley areas that are anticipated to be impacted are planned to start in Summer 2021, subject to further design detail confirmation and Permission to Enter agreements
 - To facilitate Indigenous monitors involvement, Metrolinx will share the details of the planned Stage 2 work as soon as this information is available



LOWER DON BRIDGES CROSSING AREA

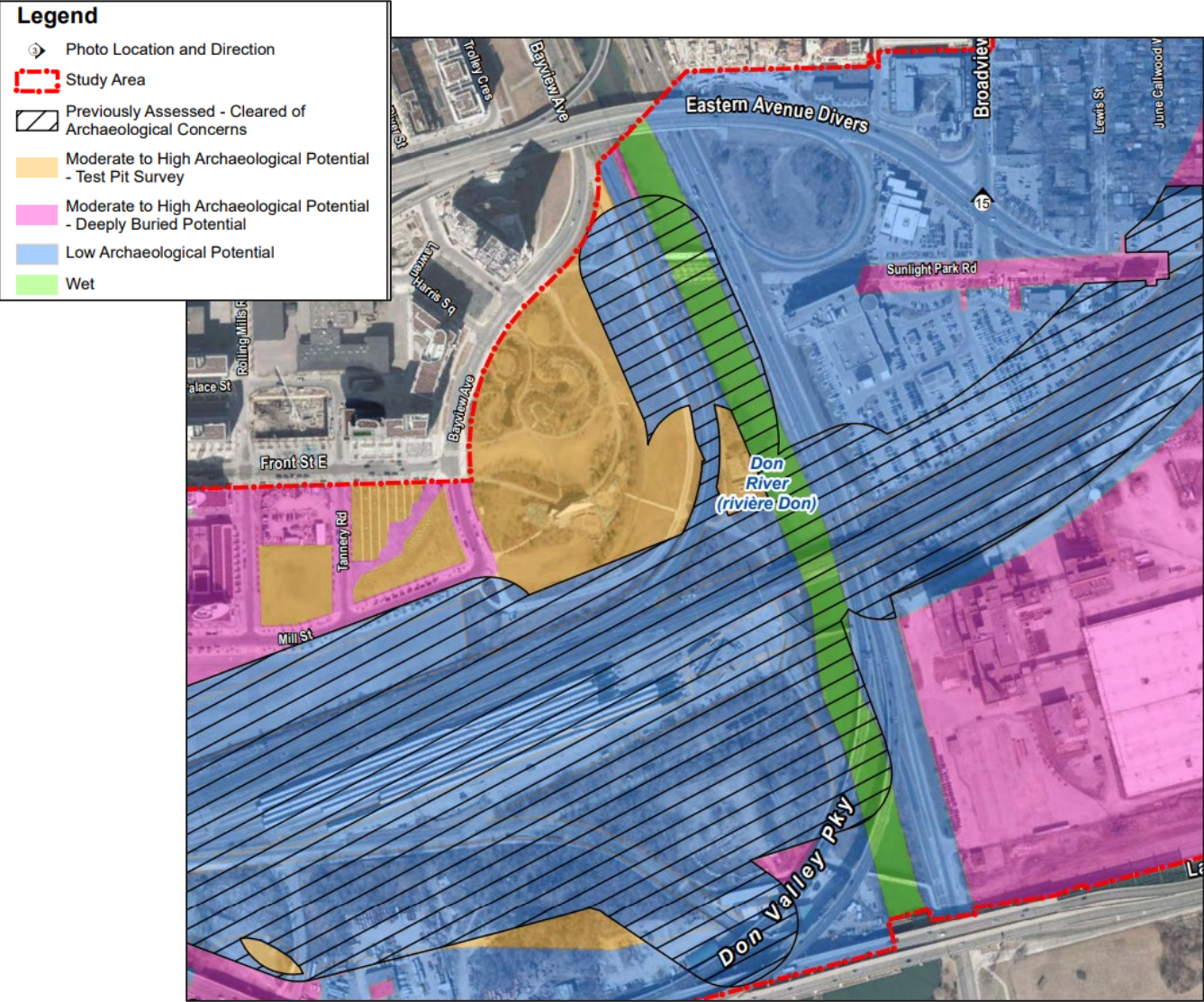


Image: Southern view of the existing rail bridge crossing the Lower Don River.
Source: Metrolinx, 2020



Image: Northern view of the existing rail bridge crossing the Lower Don River.
Source: Metrolinx, 2020

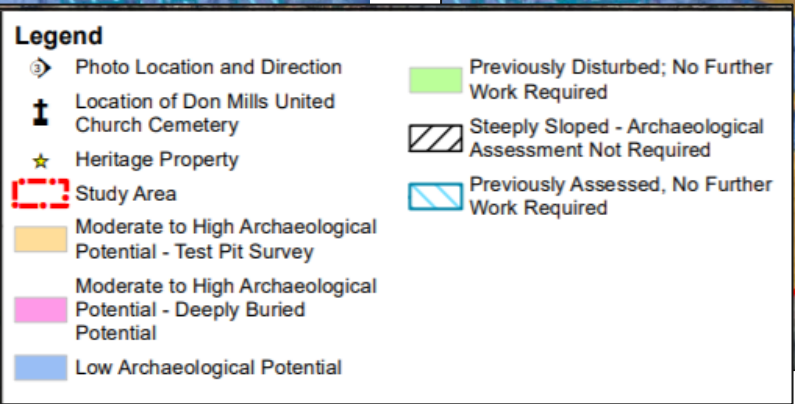
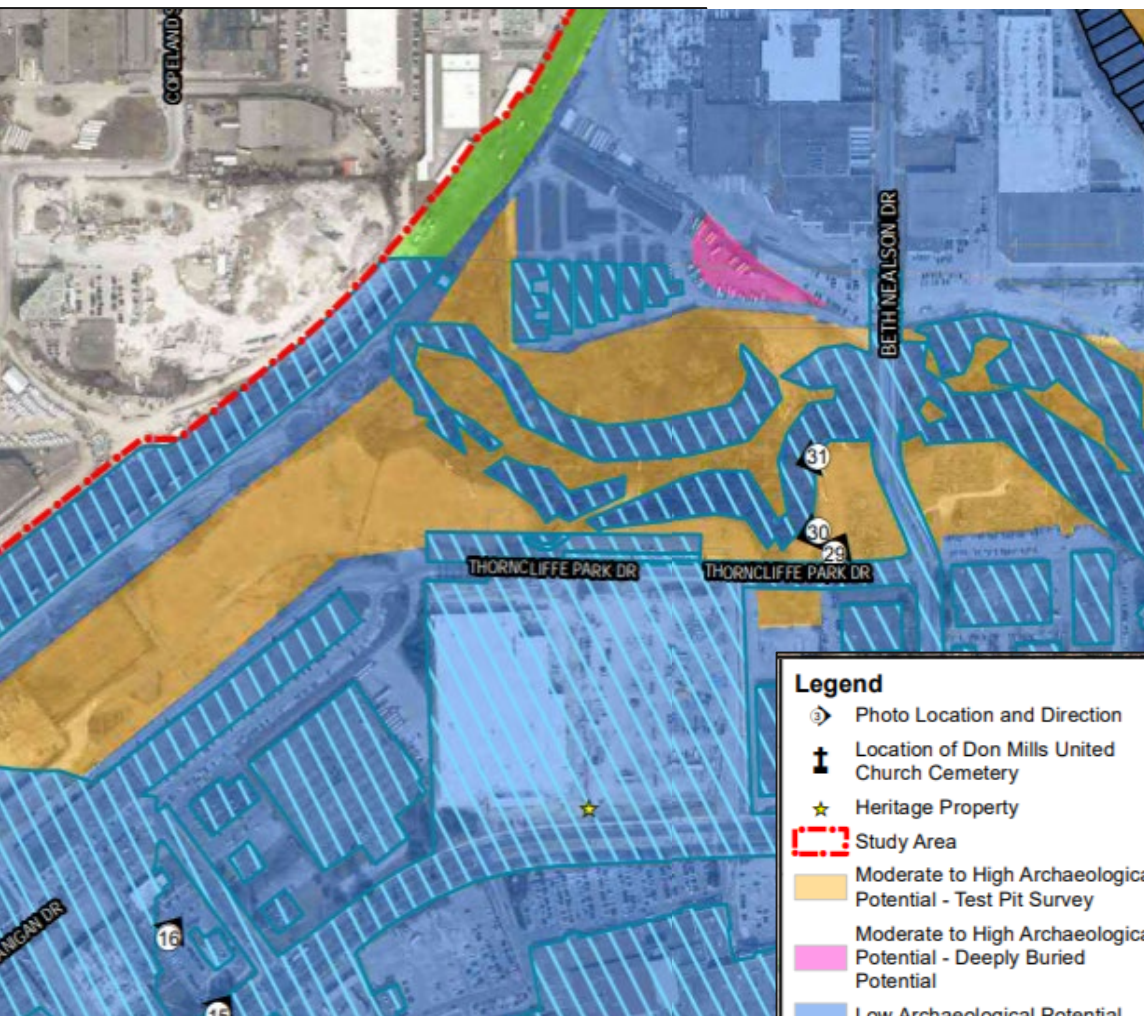
MILLWOOD ROAD CROSSING AREA



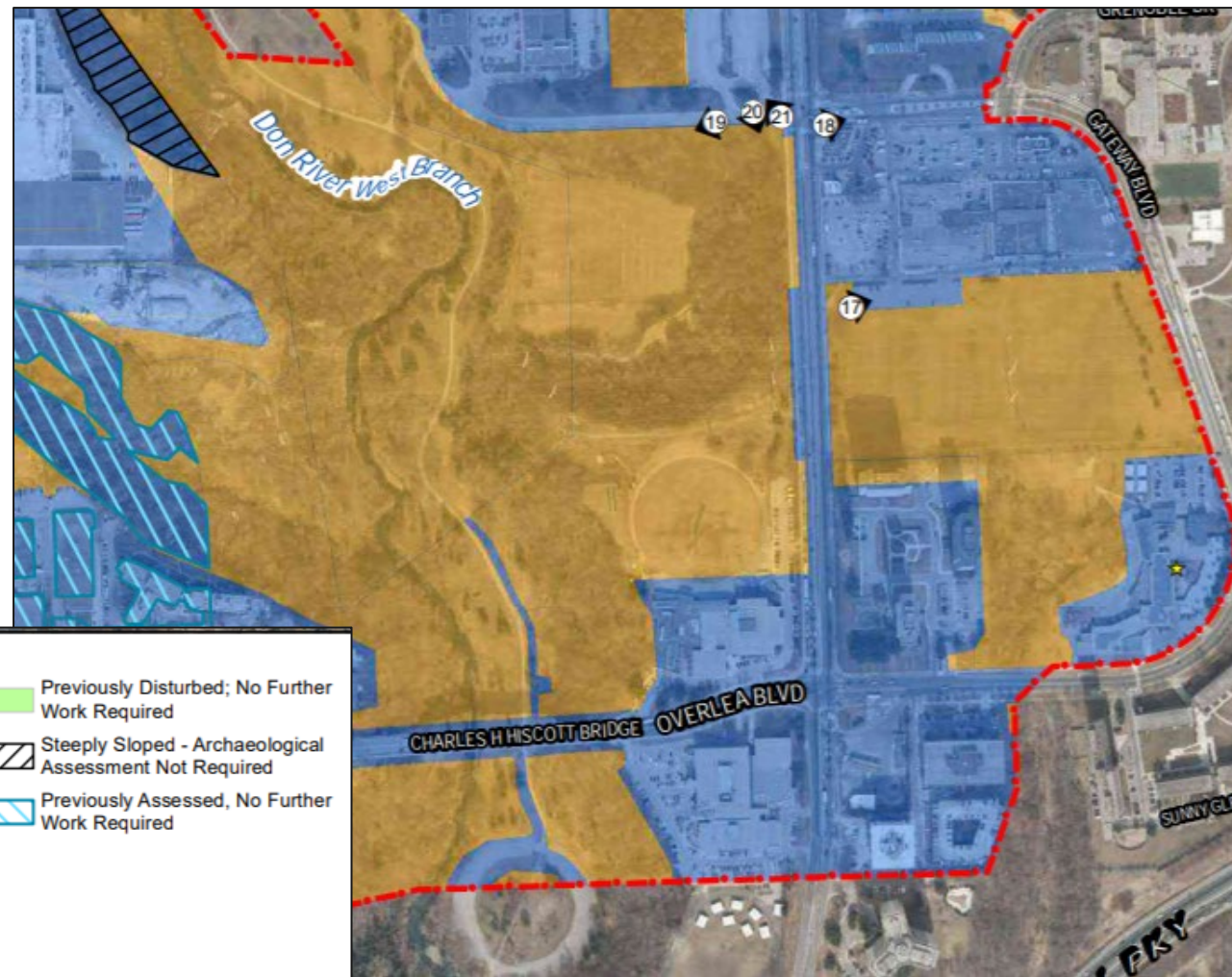
Legend

- ③ Photo Location and Direction
- † Location of Don Mills United Church Cemetery
- ★ Heritage Property
- Study Area
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Previously Disturbed; No Further Work Required
- Steeply Sloped - Archaeological Assessment Not Required
- Previously Assessed, No Further Work Required

WALMSLEY BROOK CROSSING AREA



OVERLEA BOULEVARD CROSSING AREA



Next Steps

Questions / Discussion



Metrolinx and Huron Wendat Nation Meeting

DATE/TIME: May 13, 2021/ 1:45 pm – 3:00pm
LOCATION: Teams Videoconference Meeting
PREPARED BY: Metrolinx

IN ATTENDANCE (by phone)

- | | |
|---|--|
| <ul style="list-style-type: none"> • Louis Lesage – Huron Wendat Nation • Mario Gros-Louis – Huron Wendat Nation • Lori-Jeanne Bolduc – Huron Wendat Nation • Valerie Janssen – Huron Wendat Nation | <ul style="list-style-type: none"> • Fallon Melander – Metrolinx • Jaimi O’Hara - Metrolinx • Carrie Sheaffer – Metrolinx • Maria Zintchenko – Metrolinx • Daniel Cicero – Metrolinx • Daryl Gonsalves - Metrolinx • Bismah Haq – Metrolinx |
|---|--|

MINUTES

TOPIC / COMMENTS

Welcome and Introductions

- The purpose of this meeting was to discuss the proposed plans relating to archaeology for First Parliament site/Corktown Station for the Ontario Line Project. Also, to provide an overview of archaeological work around the Don Valley River for the Ontario Line Project
- The meeting was chaired by Fallon Melander, Manager of Indigenous Relations at Metrolinx
- Round table of introductions took place

Overview of Subway Program

- Jaimi O’Hara provided a high-level overview of the Subway Program

Ontario Line Project

Ontario Line: Corktown Station/First Parliament Site

- Bismah and Daniel provided an overview of the Ontario Line and also the proposed First Parliament/Corktown Station
- Maria provided an overview of the Early Works that will be completed on the Corktown Station Site/First Parliament site including archaeological work that will need to be done
- Carrie provided an overview of the Environmental Site Assessments and contamination on the site – and how this may impact the archaeological work and how to proceed with health and safety being at the forefront
- Carrie provided an archaeological overview
- Louis asked for more information about the First Parliament buildings of Upper Canada. Carrie explained that the buildings burnt down and now the site is a parking lot and car dealership. The heritage value is below the modern buildings that are currently on the site and the modern buildings will have to come down.
- Metrolinx stated that it will provide invitations for the archaeological work that will be taking place and will be also providing all arch assessments for review in draft form to Huron Wendat Nation

Ontario Line: Don Valley River Crossings

- Maria provided an overview of the four proposed Don River Crossings and proposed archaeology. There will potentially be four total crossings which are being assessed over the Don River in multiple locations.
- Arch reports were shared with HWN in March 2020 and were accepted into the registry in May 2020.
- Mario asked when the arch fieldwork will take place. Maria stated that we should know in the coming weeks when the stage 2 works will take place and let HWN know as soon as possible.

| |
|--|
| |
| Discussion |
| <ul style="list-style-type: none"> Metrolinx thanked Huron Wendat for meeting as it is important to provide as much notice on the upcoming archaeological work related to this site |
| Next Steps |
| <ul style="list-style-type: none"> The Indigenous Relations Office will be setting up another meeting to discuss Engagement and Metrolinx projects generally with Huron Wendat Nation |

*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

Huron-Wendat Nation Meeting

Overview of Metrolinx Projects 2019

November 13, 2019

AGENDA

1. Welcome
2. Indigenous Relations Office
3. Engagement Protocol
4. Ongoing Projects
5. Upcoming Projects
6. Next Steps

Welcome

Indigenous Relations Office

INDIGENOUS RELATIONS OFFICE

In March 2019, Metrolinx created an Indigenous Relations Office staffed with a Manager, Senior Advisor and Community Relations Specialist

Responsible for:

- building an Indigenous relations strategy to guide Metrolinx's Indigenous relations commitment
- establishing respectful relationships and partnerships with First Nation & Métis communities and urban Indigenous peoples
- acting as an advocate for creating a culturally safe work environment through initiatives that create cultural awareness and understanding and translate to mutually beneficial relationships with Indigenous Peoples and communities

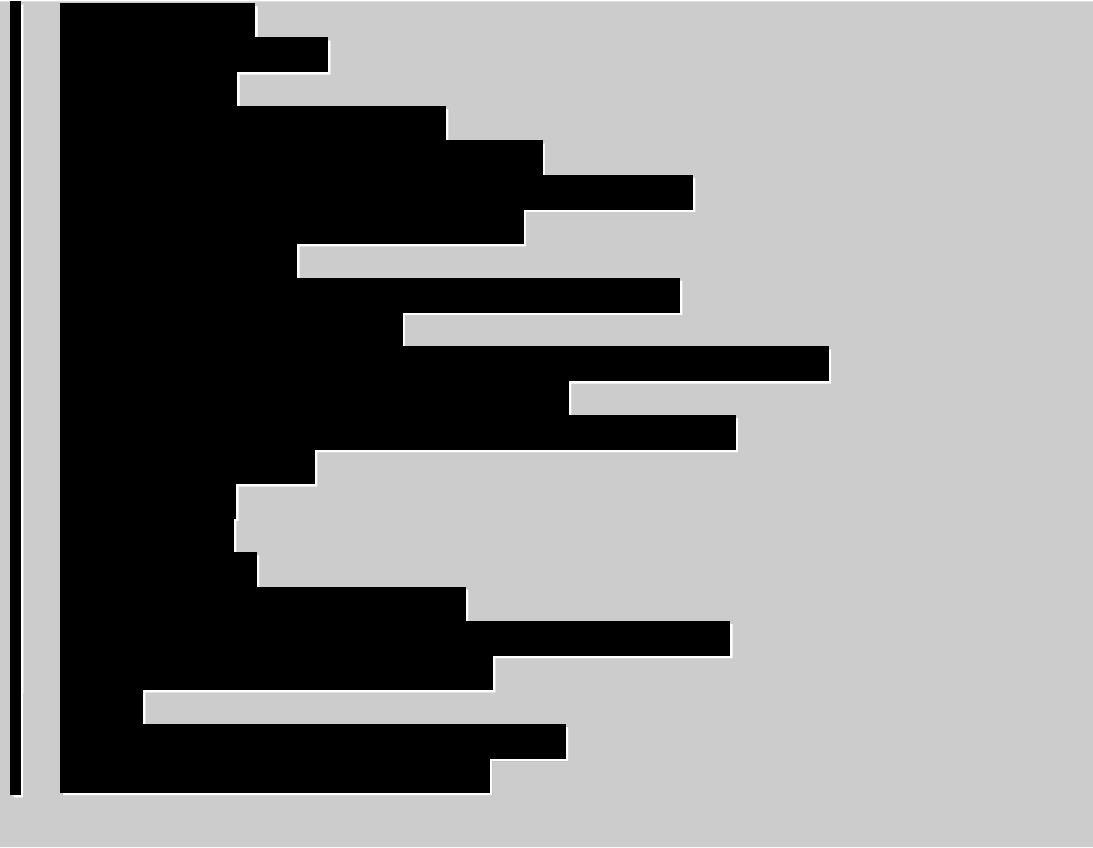
Projects

PROJECTS


- Metrolinx has numerous projects underway.
- Typically project impact assessment follows the Transit Project Assessment Process – a type of Environmental Assessment.
- Today we will discuss
 - ✓ [REDACTED]
 - ✓ [REDACTED]

ONGOING AND UPCOMING PROJECTS

Ongoing Projects:



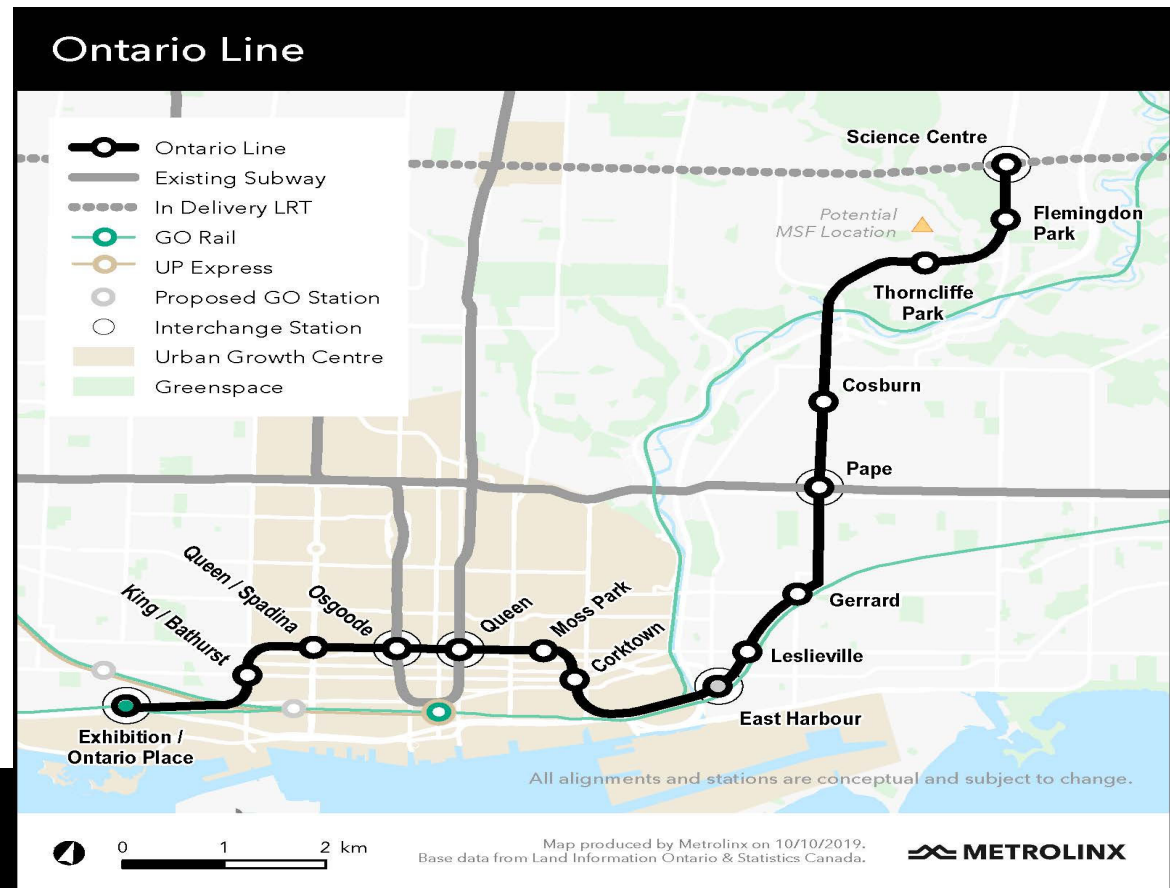
Upcoming Projects:

- Ontario Line
- 

Upcoming Projects

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

Scope

- Stage 1 Archaeological Assessments

Schedule

- Fall 2019 - site inspections begin
- Q1-Q2 2020 - baseline conditions report

**HURON-WENDAT NATION
ANNUAL MEETING REGARDING METROLINX PROJECTS**

| | | | |
|-----------------------------|-------------------------|---|-------------------------------|
| <u>MEETING DATE:</u> | November 13, 2019 | | |
| <u>TIME:</u> | 9:00am – 12:00 pm | | |
| <u>LOCATION:</u> | 10 Bay St., Toronto, ON | | |
| <u>PRESENT:</u> | 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 |
| <u>REGRETS:</u> | Trevor Geach | Metrolinx | trevor.geach@metrolinx.com |
| | Jason Ryan | Metrolinx | jason.ryan@metrolinx.com |
| <u>DISTRIBUTION:</u> | All listed | | |

NOTES:

| Item No. | Description |
|------------|---|
| 1.0 | Introduction <ul style="list-style-type: none"> • Round table introductions • Metrolinx provided project slide deck, tracking and transmittal handouts • 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 | <ul style="list-style-type: none"> • 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 |

| Item No. | Description |
|----------|---|
| 3.0 | <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> |

| Item No. | Description |
|----------|--|
| | <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> <div>[REDACTED]</div> |
| 4.0 | <p data-bbox="251 756 1182 787">Ongoing Projects <i>(please see the meeting presentation for additional details)</i></p> <div data-bbox="300 819 1485 1858"><ul style="list-style-type: none">• [REDACTED][REDACTED][REDACTED][REDACTED][REDACTED][REDACTED][REDACTED][REDACTED][REDACTED][REDACTED]</div> |

| Item No. | Description |
|----------|--|
| | <ul style="list-style-type: none"> • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] • [REDACTED] |
| 5.0 | <p>Upcoming Projects <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • Metrolinx staff provided high-level updates on project and archaeology status of Ontario Line and [REDACTED] • outreach with the HWN will be coming next year on Ontario Line and other subway projects |
| 6.0 | <p>General Questions:</p> <ul style="list-style-type: none"> • [REDACTED] • [REDACTED] |
| 7.0 | <p>Next Steps</p> <ul style="list-style-type: none"> • [REDACTED] • Metrolinx will provide a copy of the meeting presentation to Huron-Wendat Nation via email Updated: Jaimi O'Hara emailed the presentation materials and meeting minutes to the HWN on November 19, 2019 |

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

Indigenous Nations

- **Kawartha Nishnawbe First Nation**

From: [Indigenous Relations](#)
To: rknahrgang@gmail.com
Cc: [REDACTED] [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:25:48 PM
Attachments: [REDACTED]

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

We know that your First Nation does not have capacity as per emails received from [REDACTED]. 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.

We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Kawartha Nishnawbe First Nation. Metrolinx appreciates and respects Kawartha Nishnawbe First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Kawartha Nishnawbe First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Kawartha Nishnawbe First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

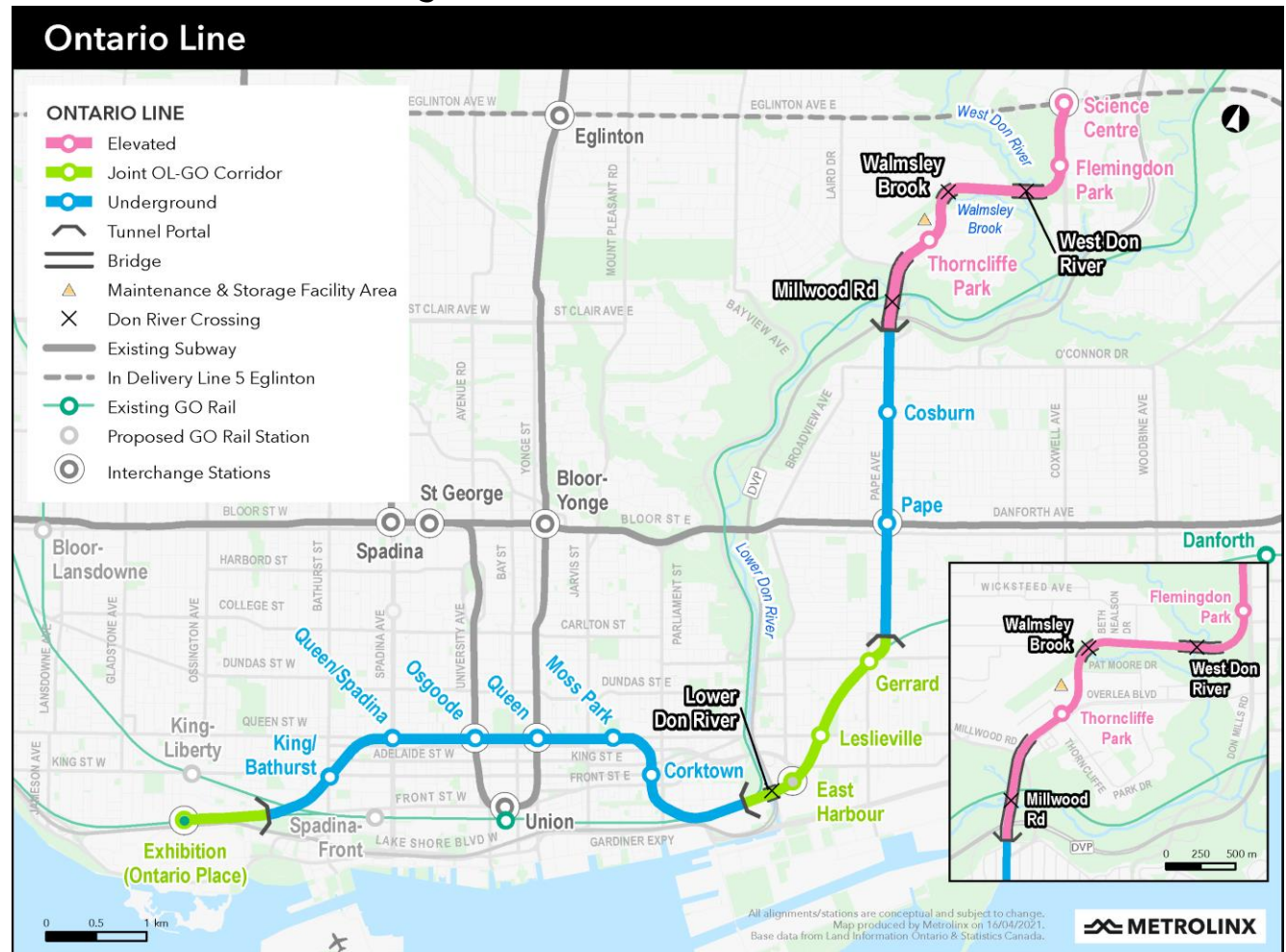


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Kawartha Nishnawbe First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Kawartha Nishnawbe First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Kawartha Nishnawbe First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on



lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Kawartha Nishnawbe First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Kawartha Nishnawbe First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Kawartha Nishnawbe First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Kawartha Nishnawbe First Nation. We recognize the potential significance of this project to Kawartha Nishnawbe First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Kawartha Nishnawbe First Nation.

We are happy to address any questions that Kawartha Nishnawbe First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc:

[REDACTED]
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["rknahrgang@gmail.com"](mailto:rknahrgang@gmail.com)
Cc: [REDACTED] [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: [REDACTED]

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





From: Ontario Line
Sent: Friday, June 05, 2020 5:08 PM
To: rknahrgang@gmail.com
Cc: [REDACTED] 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 [REDACTED] 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' <rknahrgang@gmail.com>
Cc: [REDACTED] 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 [REDACTED].

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: 'rknaahrgang@gmail.com' <rknaahrgang@gmail.com>

Cc: [REDACTED]; 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 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 [REDACTED].

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 [REDACTED]. 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: [REDACTED]
To: [Indigenous Relations](#); rknahrgang@gmail.com
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#)
Subject: Re: Ontario Line Subway Project
Date: February 13, 2020 10:05:01 AM
Attachments: [REDACTED]

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,

[REDACTED]

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 <IndigenousRelations@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>;
[REDACTED]

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:
[REDACTED]

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 [REDACTED] 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.

Indigenous Nations

- Métis Nation of Ontario

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:28:36 PM
Attachments: [REDACTED]

Dear Sir/Madam,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite MNO to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with MNO to discuss in more detail. Please let me know 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



April 30, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Métis Nation of Ontario about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Métis Nation of Ontario.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

10 Bay Street
Toronto, ON M5J 2N8

[metrolinx.com](http://www.metrolinx.com)

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

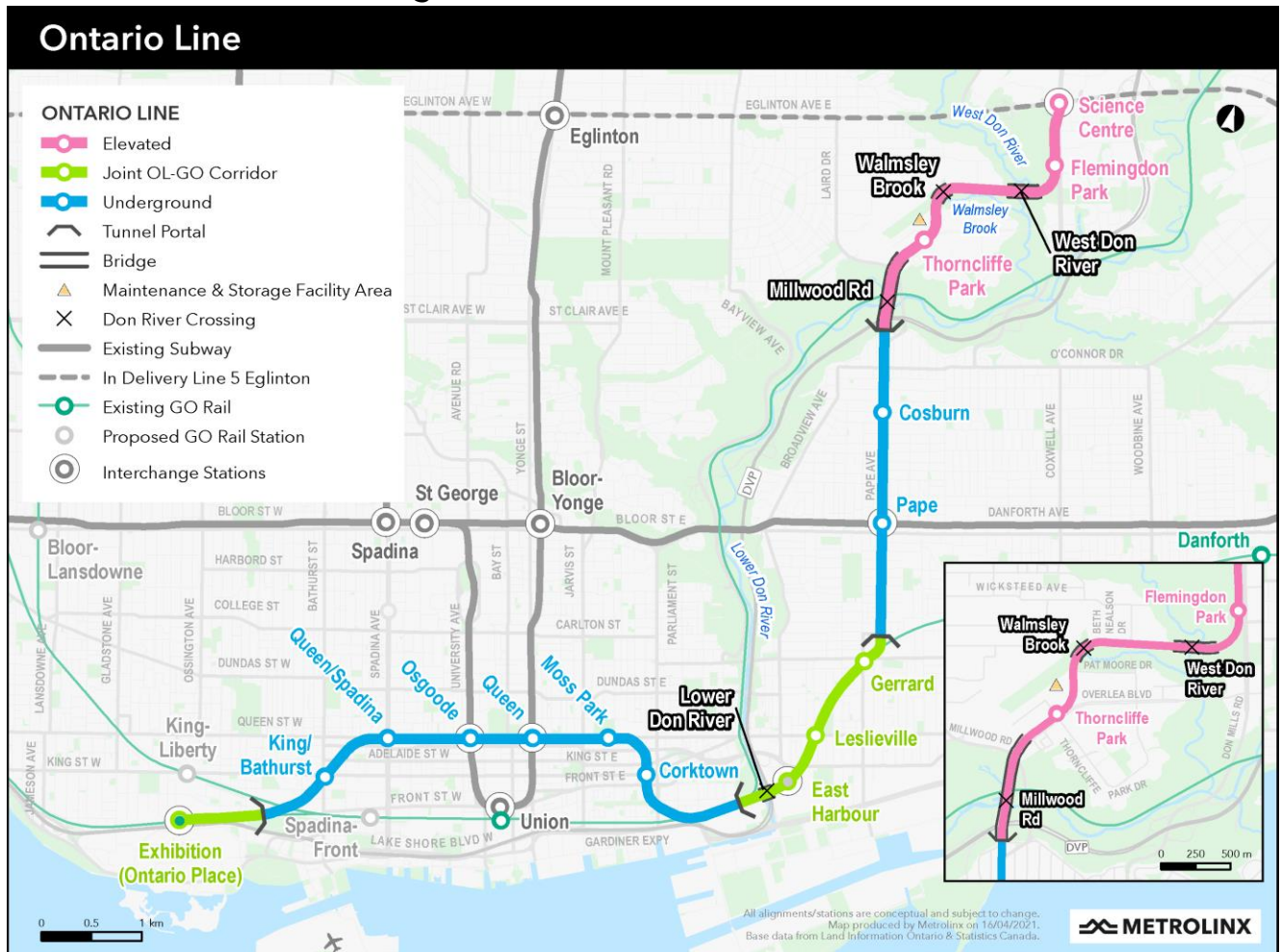


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Métis Nation of Ontario in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Métis Nation of Ontario in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Métis Nation of Ontario may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Métis Nation of Ontario's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Métis Nation of Ontario will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Métis Nation of Ontario in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Métis Nation of Ontario. We recognize the potential significance of this project to Métis Nation of Ontario and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Métis Nation of Ontario.

We are happy to address any questions that Métis Nation of Ontario may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["consultations@metisnation.org"](mailto:consultations@metisnation.org)
Cc: ["aldenb@metisnation.org"](mailto:aldenb@metisnation.org); ["lindan@metisnation.org"](mailto: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: [REDACTED]

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





From: Ontario Line
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 [REDACTED] 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' <aldenb@metisnation.org>; 'lindan@metisnation.org' <lindan@metisnation.org>; 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,

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 [REDACTED].

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' <aldenb@metisnation.org>; 'lindan@metisnation.org' <lindan@metisnation.org>; 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 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 [REDACTED].

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: [Indigenous Relations](#)
To: consultations@metisnation.org
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: [REDACTED]

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:
[REDACTED]

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



Indigenous Nations

- **Mississaugas of the Credit First Nation**

From: [Indigenous Relations](#)
To: [Megan DeVries](#); [Fawn Sault](#)
Cc: [Mark LaForme](#); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Monday, May 3, 2021 2:18:01 PM
Attachments: [REDACTED]

Hi Megan,

Thank you for confirming. We will be sure to keep MCFN informed of any anticipated field dates.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: May-03-21 11:10 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork

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.

Hello Fallon,

Thank you for the email. [REDACTED]
[REDACTED]

Regards,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, April 30, 2021 1:27 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork

Dear Fawn and Megan,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season. [REDACTED]

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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

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.



April 30, 2021

Chief Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Mississaugas of the Credit First Nation. Metrolinx appreciates and respects Mississaugas of the Credit First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Mississaugas of the Credit First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx recognizes that this project is taking place on the treaty territory of the Mississaugas of the Credit First Nation and appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Mississaugas of the Credit First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
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- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

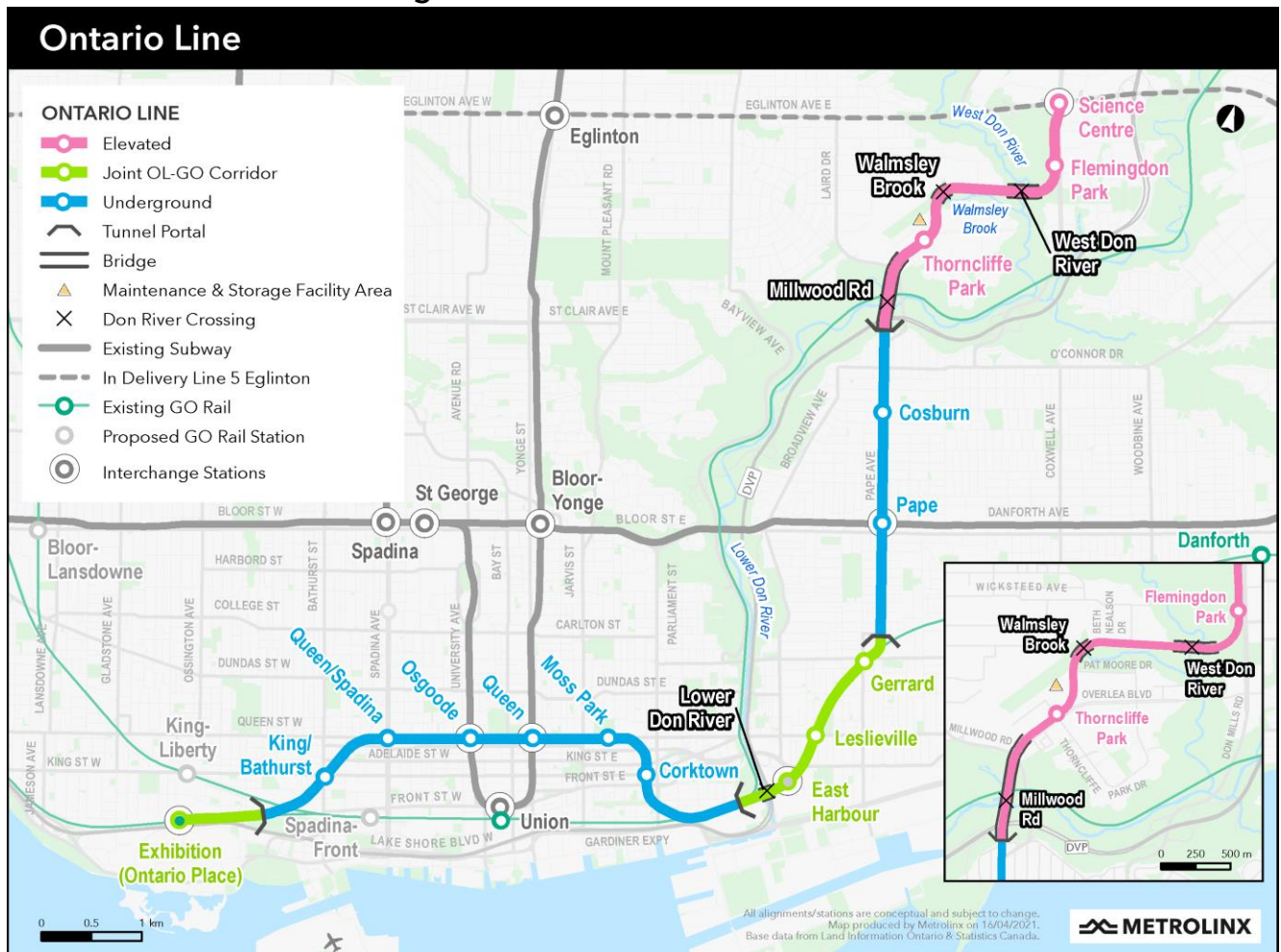


Figure 1: Ontario Line Project - Proposed Don River System Crossings

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be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Mississaugas of the Credit First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)

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test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Mississaugas of the Credit First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Mississaugas of the Credit First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

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Invitation for Input

We are committed to an open, respectful, and transparent engagement with Mississaugas of the Credit First Nation. We recognize the potential significance of this project to Mississaugas of the Credit First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Mississaugas of the Credit First Nation.

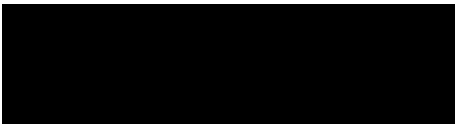
We are happy to address any questions that Mississaugas of the Credit First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,


10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com



James Francis
Manager, Environmental Programs and Assessment
Metrolinx

cc: Mark LaForme, Director, Department of Consultation & Accommodation,
Mississaugas of the Credit First Nation
Megan DeVries, Archaeological Operations Supervisor, Department of
Consultation & Accommodation, Mississaugas of the Credit First Nation
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["Fawn.Sault@mncfn.ca"](mailto:Fawn.Sault@mncfn.ca)
Cc: ["Mark.LaForme@mncfn.ca"](mailto:Mark.LaForme@mncfn.ca); ["Megan.DeVries@mncfn.ca"](mailto: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: 

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





From: Ontario Line
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 [REDACTED] 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' <Fawn.Sault@mncfn.ca>
Cc: 'Stacey.Laforme@mncfn.ca' <Stacey.Laforme@mncfn.ca>; 'Mark.LaForme@mncfn.ca' <Mark.LaForme@mncfn.ca>; 'Megan.DeVries@mncfn.ca' <Megan.DeVries@mncfn.ca>; 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

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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 [REDACTED].

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' <Stacey.Laforme@mncfn.ca>; 'Mark.LaForme@mncfn.ca' <Mark.LaForme@mncfn.ca>; 'Megan.DeVries@mncfn.ca' <Megan.DeVries@mncfn.ca>; 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 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 [REDACTED].

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: [Indigenous Relations](#)
To: [Mark LaForme](#); Fawn.Sault@mncfn.ca
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); Stacey.Laforme@mncfn.ca
Subject: Ontario Line Subway Project
Date: February 12, 2020 12:59:02 PM
Attachments: [REDACTED]

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:

[REDACTED]

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



Indigenous Nations



- **Mississaugas of the Credit
First Nation Meeting Materials**

The Mississaugas of the Credit First Nation Meeting

Ontario Line [REDACTED]
Water Crossings and Proposed Works

February 23, 2021

AGENDA

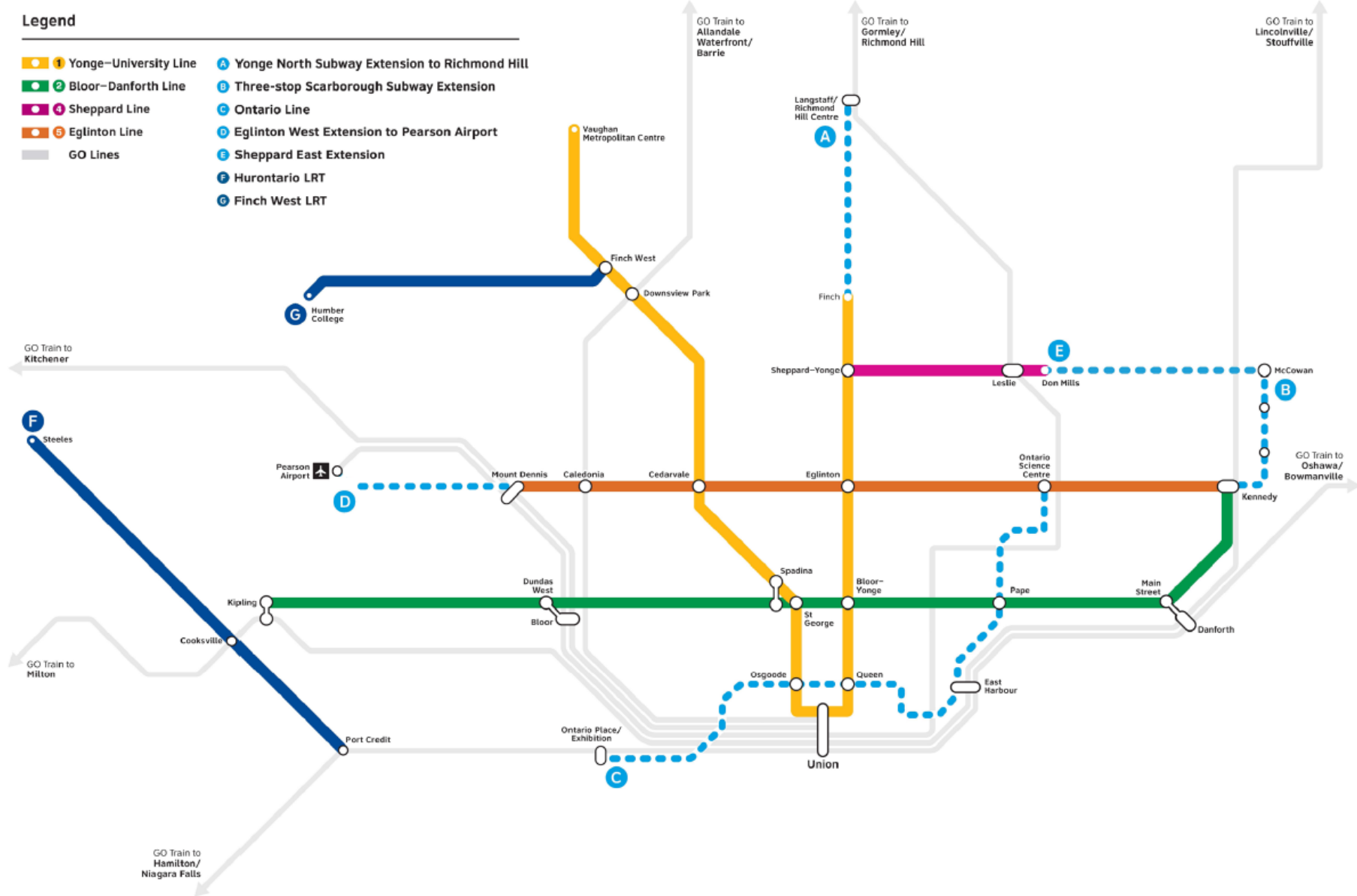
1. Introductions
2. Metrolinx update of Subway Program
3. Project Updates:
 - Ontario Line
 - 
4. Waterway Crossings and Environmental Assessments:
 - Ontario Line
 - 
5. Next Steps

Subway Program Update: Ontario Line

METROLINX - REGIONAL TRANSIT NETWORK

Legend

- 1 Yonge–University Line
- 2 Bloor–Danforth Line
- 3 Sheppard Line
- 4 Eglinton Line
- GO Lines
- A Yonge North Subway Extension to Richmond Hill
- B Three-stop Scarborough Subway Extension
- C Ontario Line
- D Eglinton West Extension to Pearson Airport
- E Sheppard East Extension
- F Hurontario LRT
- G Finch West LRT

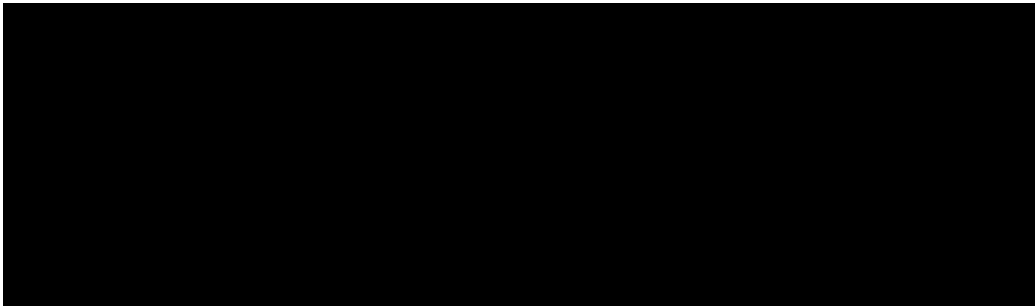


METROLINX - THE SUBWAY PROGRAM UPDATE

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:

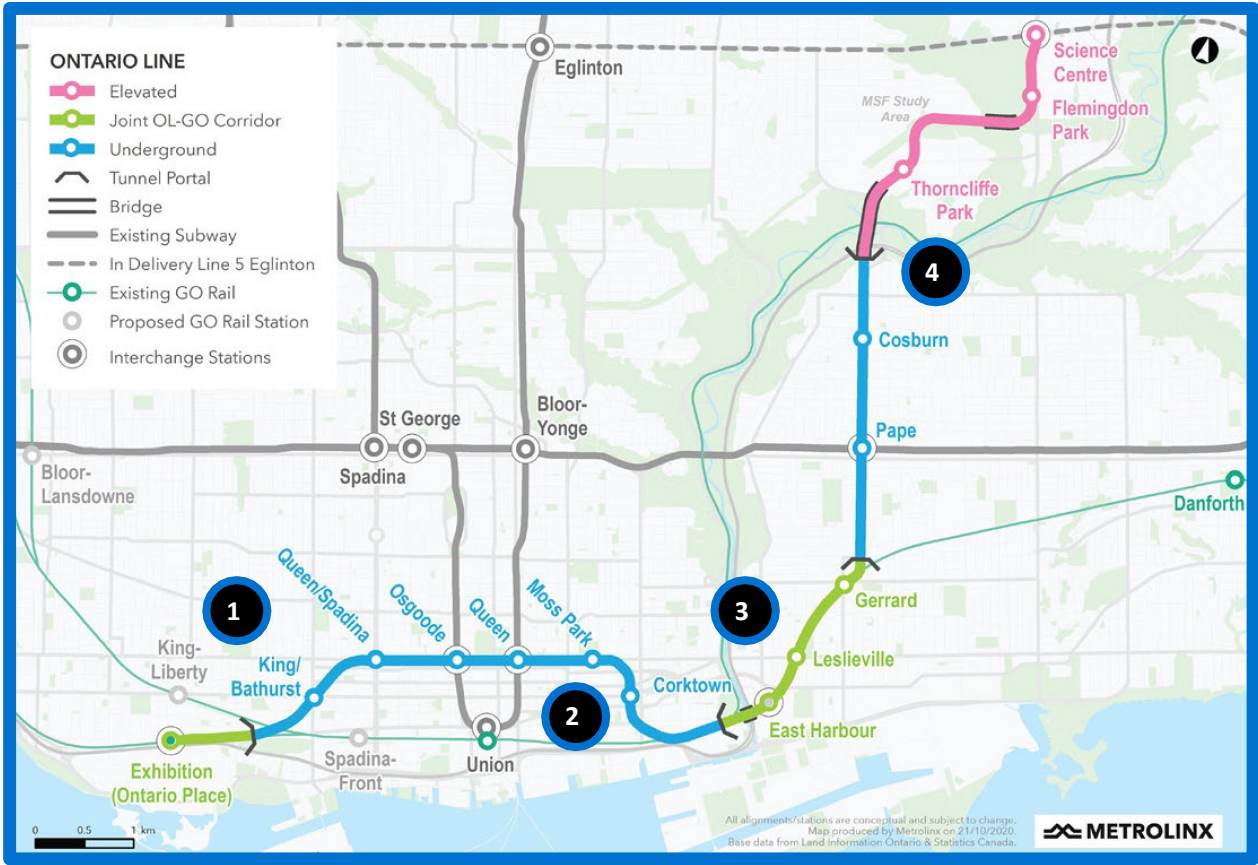
1. The Ontario Line



Today we will be discussing Ontario Line  and specifically the waterways around the projects

Ontario Line

THE ONTARIO LINE



1 West
(Exhibition to Queen/Spadina)

2 Downtown
(Osgoode to Don Yard)

3 East
(East Harbour to Pape South)

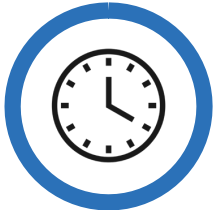
4 North
(Pape to Science Centre)



~16 kilometres
long



15 stations



As frequent as
every 90 seconds
during rush hour



388,000 daily
boardings



40+ connections
to other transit
options

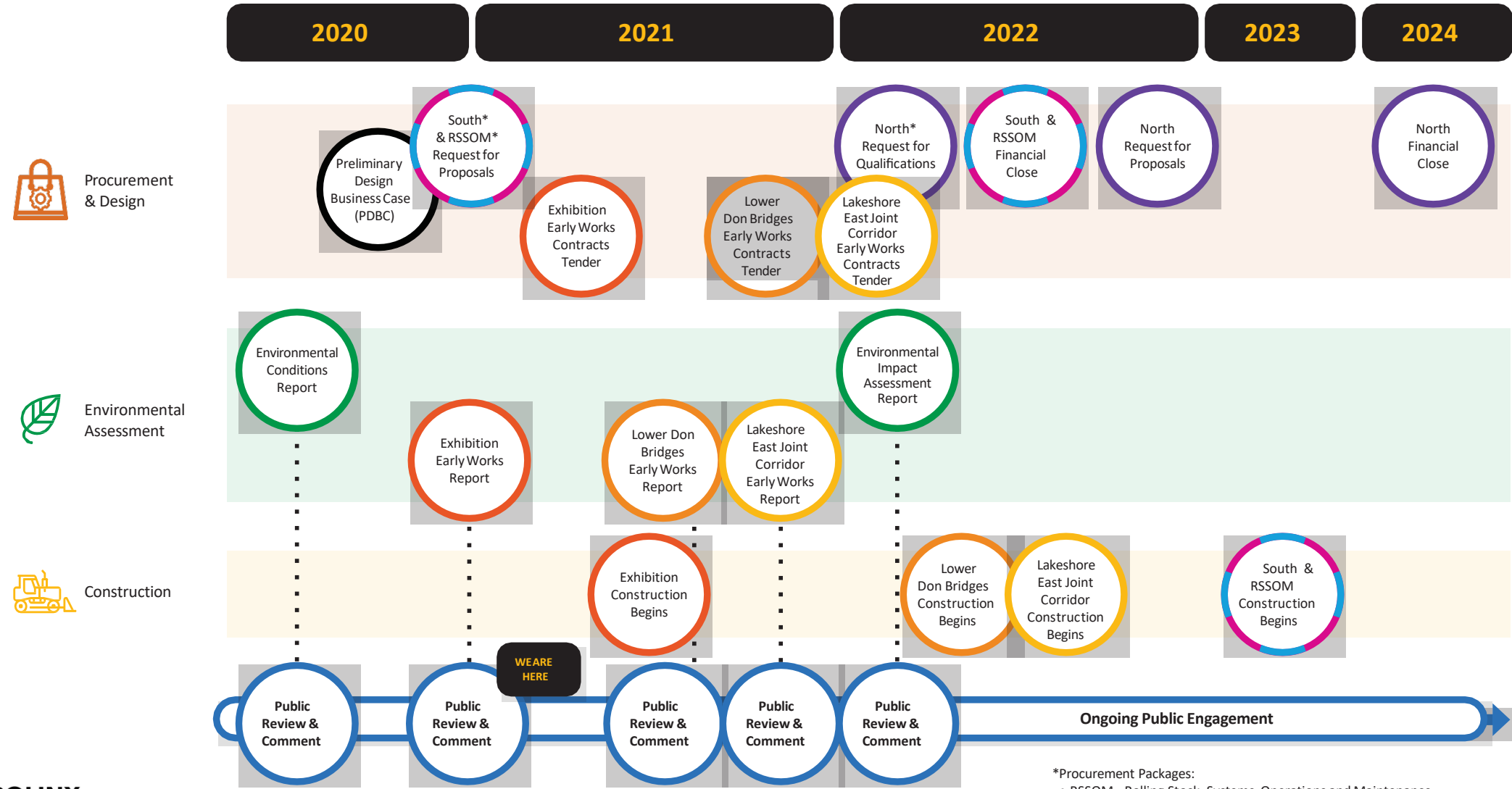


255,000 more
people within
walking distance
to transit



Up to 47,000 more
jobs accessible in 45
minutes or less, on
average

Timeline



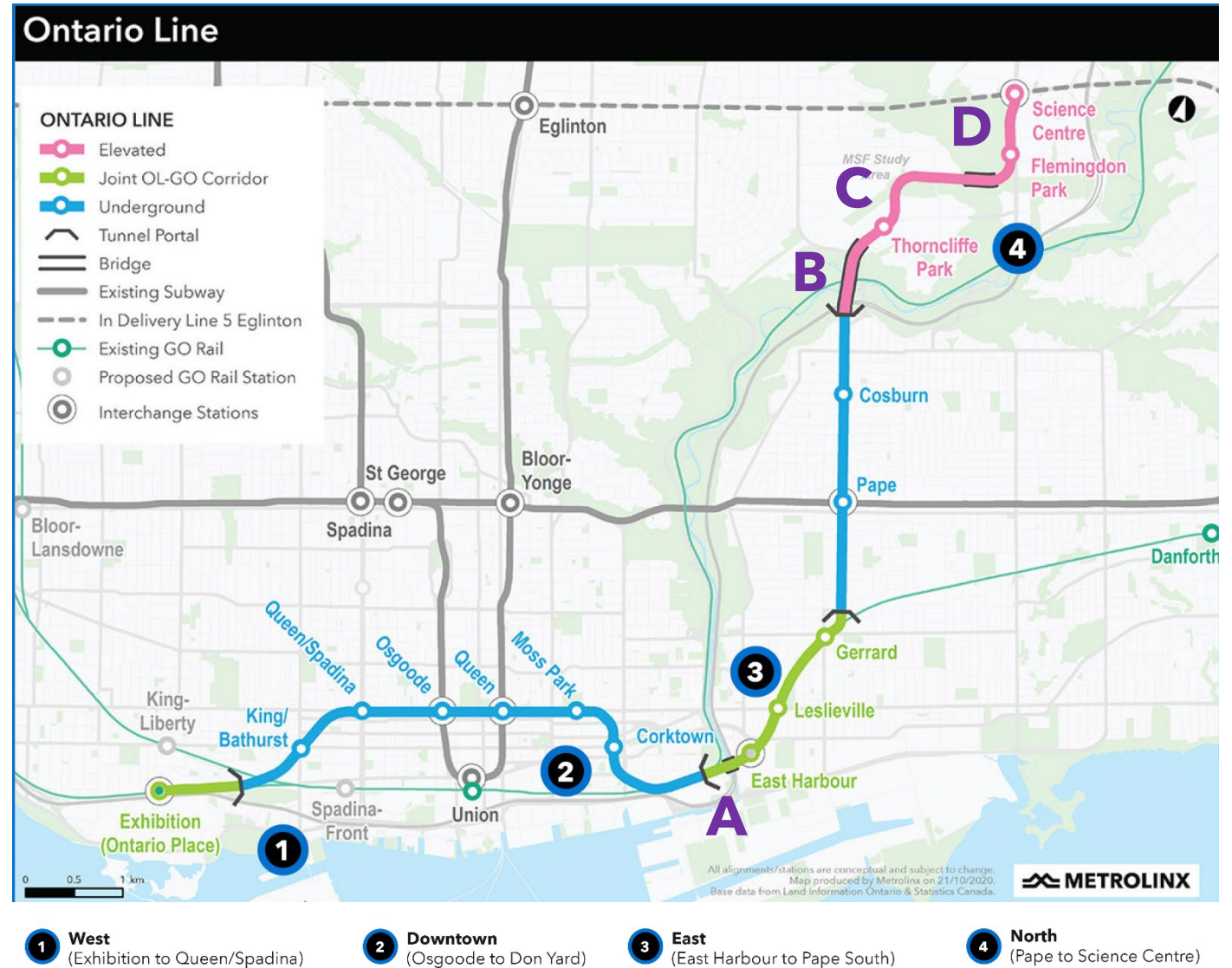
*Procurement Packages:
• RSSOM - Rolling Stock, Systems, Operations and Maintenance
• South - Southern Civil, Stations and Tunnel
• North - Northern Civil, Stations and Tunnel

EA Highlights - Ontario Line Don River Crossings

OL - OVERVIEW OF THE DON VALLEY CROSSINGS

- Don Valley Crossings:

- A - Lower Don Crossing (Lower Don Bridges) at existing Lakeshore East rail bridge
- B - Don River Crossing at Millwood Road
- C - West Don River (Walmsley Brook) Crossing near Beth Neilson Drive
- D - West Don River Crossing at Overlea Boulevard



OL - NATURAL ENVIRONMENT

Metrolinx

Natural Environment Environmental Conditions Report

Ontario Line Project


Prepared by:

AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada

T: 905.886.7022
F: 905.886.9494
www.aecom.com


Date: November 2020

Appendix B. Terrestrial Environmental Conditions Photographic Log



Photograph 9: Dry-moist Old Field Meadow (CUM1-1) located along the south bank of the Don River underneath the Millwood Road Overpass Bridge- June 19, 2019 (facing south)

| Environmental Component | Potential Impacts | Mitigation Measure(s) |
|--|---|--|
| Policy Areas – Urban River Valley under the Greenbelt Plan | Vegetation removal within the Urban River Valley | <ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020) will consider maintaining or enhancing connectivity along the Don River to the extent possible. |
| Vegetation Communities | <ul style="list-style-type: none"> Removal of vegetation communities. Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion | <ul style="list-style-type: none"> Vegetation removal will be kept to a minimum and limited to within the construction footprint. Construction fencing and / or sit fencing, where appropriate, will be installed and maintained to clearly define the construction footprint 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 Species at Risk) and features (e.g., Significant Wildlife Habitat). Refer to the Wildlife, Significant Wildlife Habitat and Species at Risk mitigation measures described below. |
| Vegetation Communities | City and Private Tree Removal | <ul style="list-style-type: none"> An Arborist Report by an A.S.A. Certified Arborist may be prepared with regard to the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report may include, but not be limited to the individual identification of trees within the Study Area including those that require removal or preservation, or trees that may be injured as a result of the Project. Trees to be identified within the Study Area may include those on Metrolinx property, trees on public and private lands, and boundary trees. The City of Toronto by-laws dictate the minimum area buffer to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy / Tree Preservation Plan may be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection |



Photograph 15: Butternut (*Juglans cinerea*) identified within the Millwood Road Area of Investigation in the Dry – Fresh Sugar Maple – Oak Deciduous Forest Type (FOD5-3) – July 9, 2019

- OL Environmental Conditions Report outlines impacts, mitigation measures and monitoring activities, including those related to:
 - Vegetation and Vegetation Communities
 - Wildlife and Wildlife Habitat
 - Aquatic Environment (Fish and Fish Habitat, Wetlands and Waterbodies)
 - Species at Risk (SAR)
- These impacts, mitigation measures and monitoring activities will be further studied and refined in the forthcoming Lower Don Bridges Early Works Report and the Environmental Impact Assessment Report
- Once more project details are available (e.g., specific alignment of crossings and anticipated areas of construction disturbance), further studies will be completed, which may include:
 - Species-specific SAR surveys
 - Additional plant community surveys
 - Detailed fish and fish habitat assessments
- These studies will also support further consultation with applicable regulatory agencies (e.g., DFO) and the necessary permits/approvals

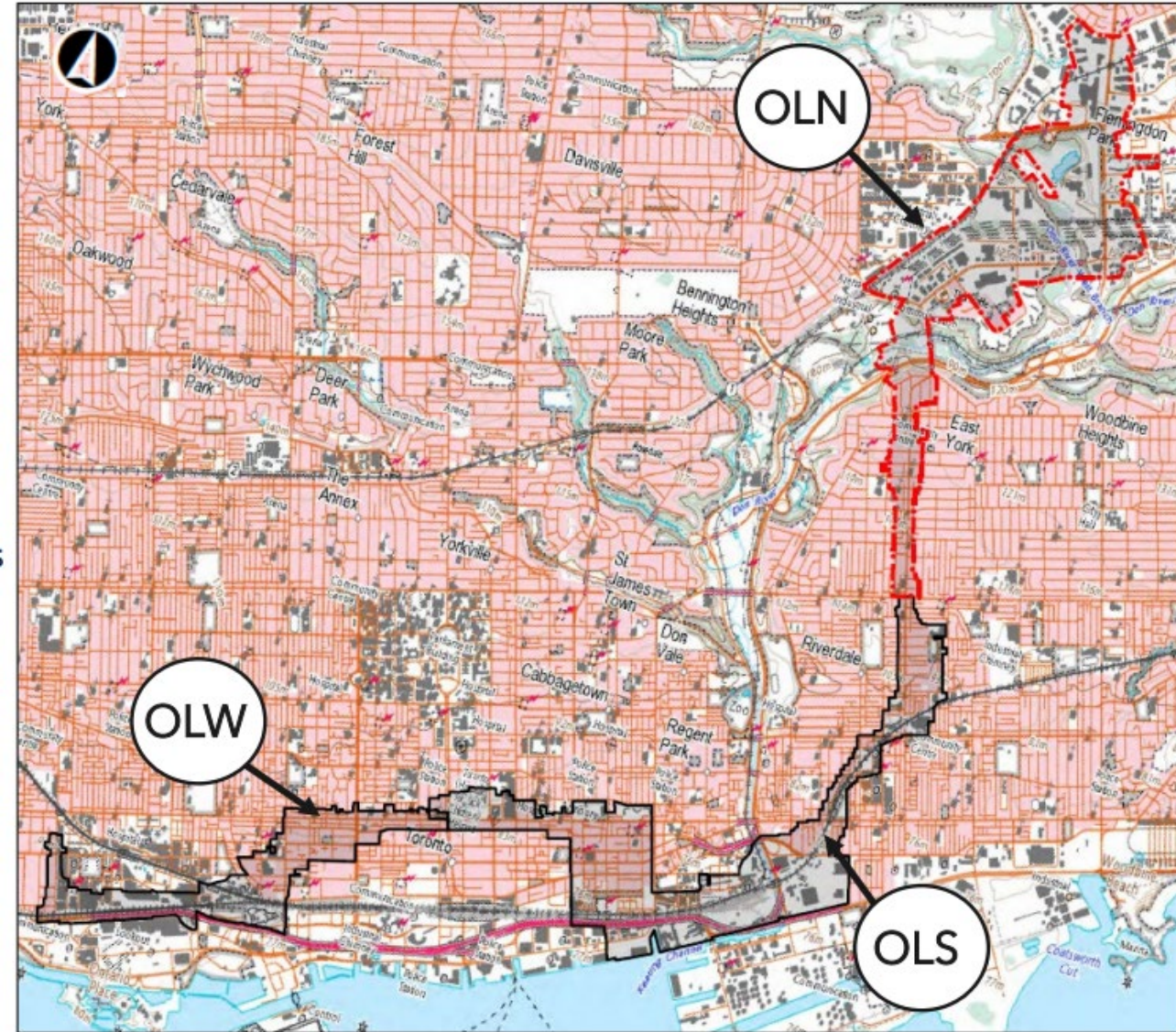
METROLINX

ONTARIO LINE & ECWE UPDATE, FEB 23 2021 - MISSISSAUGAS OF THE CREDIT FIRST NATION

15

OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT OVERVIEW

- Archaeological assessments conducted in three sections: Ontario Line West (OLW), Ontario Line South (OLS) and Ontario Line North (OLN)
- Stage 1 work:
 - Draft reports shared with Indigenous communities in March 2020
 - Reports submitted to MHSTCI in May 2020 and accepted into Registry
 - Draft Addendum to OLS Stage 1 AA report that corrects a mapping error in the Lower Don Bridges area was shared with MCFN on February 5 2021
- Stage 2 work:
 - Stage 2 assessments in Don Valley areas that are anticipated to be impacted are planned to start in Summer 2021, subject to further design detail confirmation and Permission to Enter agreements
 - To facilitate FLR involvement, Metrolinx will share the details of the planned Stage 2 work as soon as this information is available



LOWER DON BRIDGES CROSSING AREA

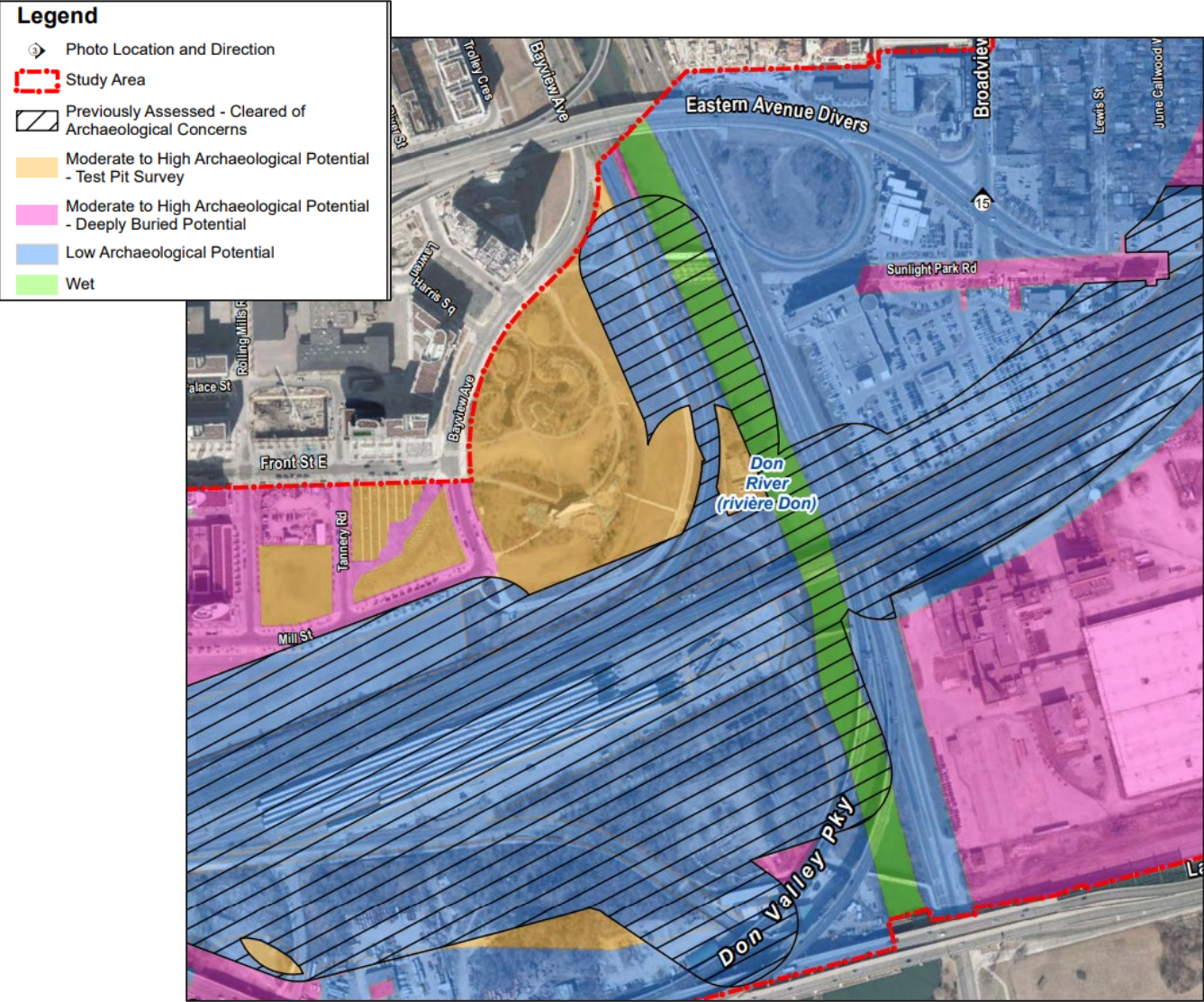


Image: Southern view of the existing rail bridge crossing the Lower Don River.
Source: Metrolinx, 2020



Image: Northern view of the existing rail bridge crossing the Lower Don River.
Source: Metrolinx, 2020

LOWER DON BRIDGES CROSSING AREA

- Existing Conditions Overview:
 - Crossing area is within the Don River floodplain, though no provincially or locally significant wetlands, areas of natural and scientific interest, woodlands, valleylands or environmentally significant areas are present in vicinity of this crossing.
 - Lower Don River provides fish habitat important for migration, feeding and refuge.
 - Species of Conservation Concern (Northern Map Turtle) and Species at Risk (Barn Swallow and Chimney Swift) may occur. There are no recent records of aquatic Species at Risk.
- Anticipated Impacts Summary:
 - Removal of/damage to trees, terrestrial vegetation and wildlife habitat; impacts to aquatic/riparian vegetation.
 - Erosion and sedimentation, and potential for impacts to fish and fish habitat.
 - Disturbance or displacement of wildlife species, and reduced habitat connectivity.
- Mitigation Measures Summary:
 - Tree/vegetation removals will be kept to a minimum and limited to the construction footprint. Temporarily disturbed areas will be restored/re-vegetated.
 - Construction activities will maintain buffers established during the design phase to minimize potential impacts to the Lower Don River. Erosion and sediment control measures will be implemented.
 - Ensure that all in-water activities do not interfere with fish passage, constrict the channel width, or reduce flows.
 - Prior to construction, species-specific surveys will be completed, as required, to avoid or minimize potential impacts and meet all Species at Risk regulatory requirements.

MILLWOOD ROAD CROSSING AREA



Legend

Photo Location and Direction

Location of Don Mills United Church Cemetery

Heritage Property

Study Area

Moderate to High Archaeological Potential - Test Pit Survey

Moderate to High Archaeological Potential - Deeply Buried Potential

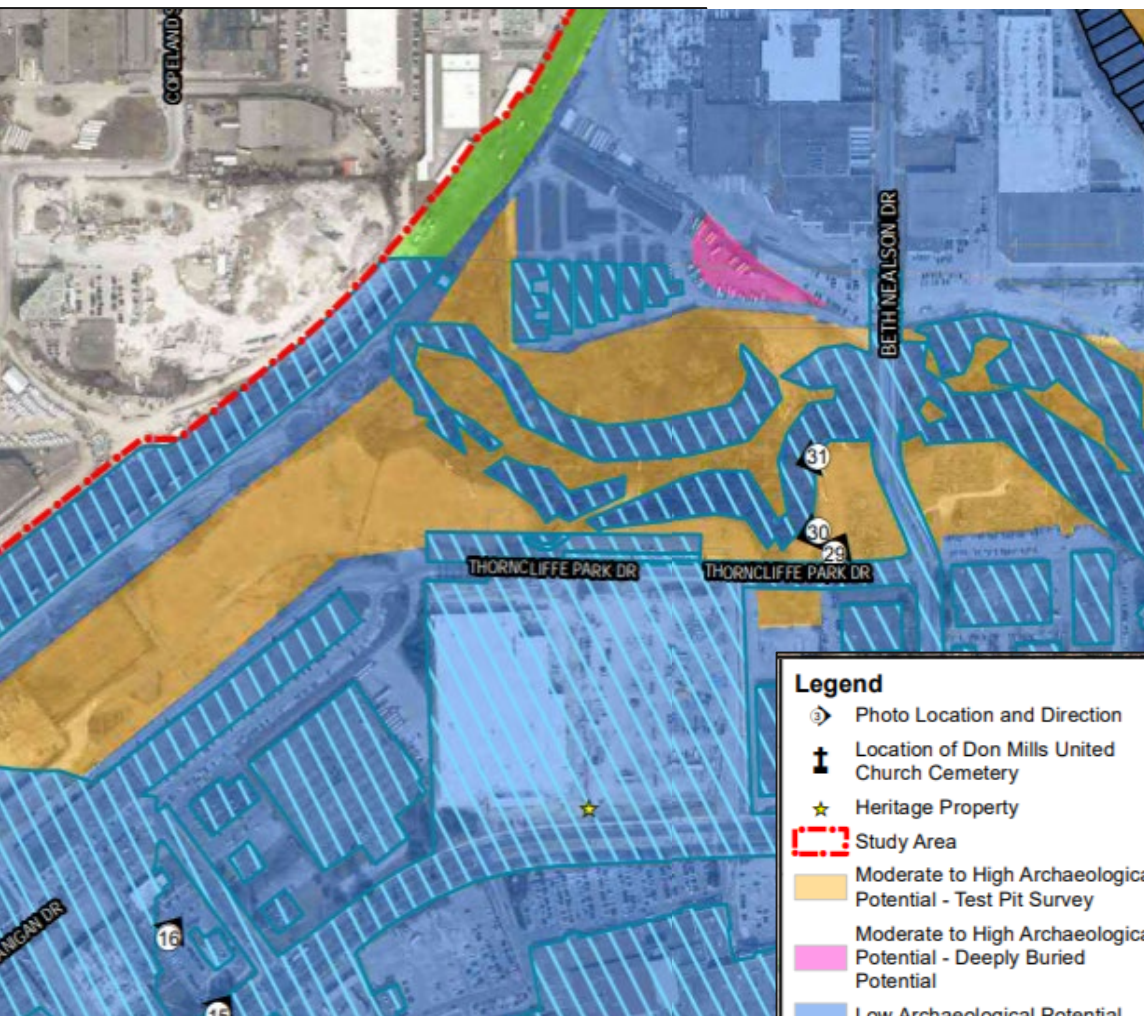
Low Archaeological Potential

Previously Disturbed; No Further Work Required

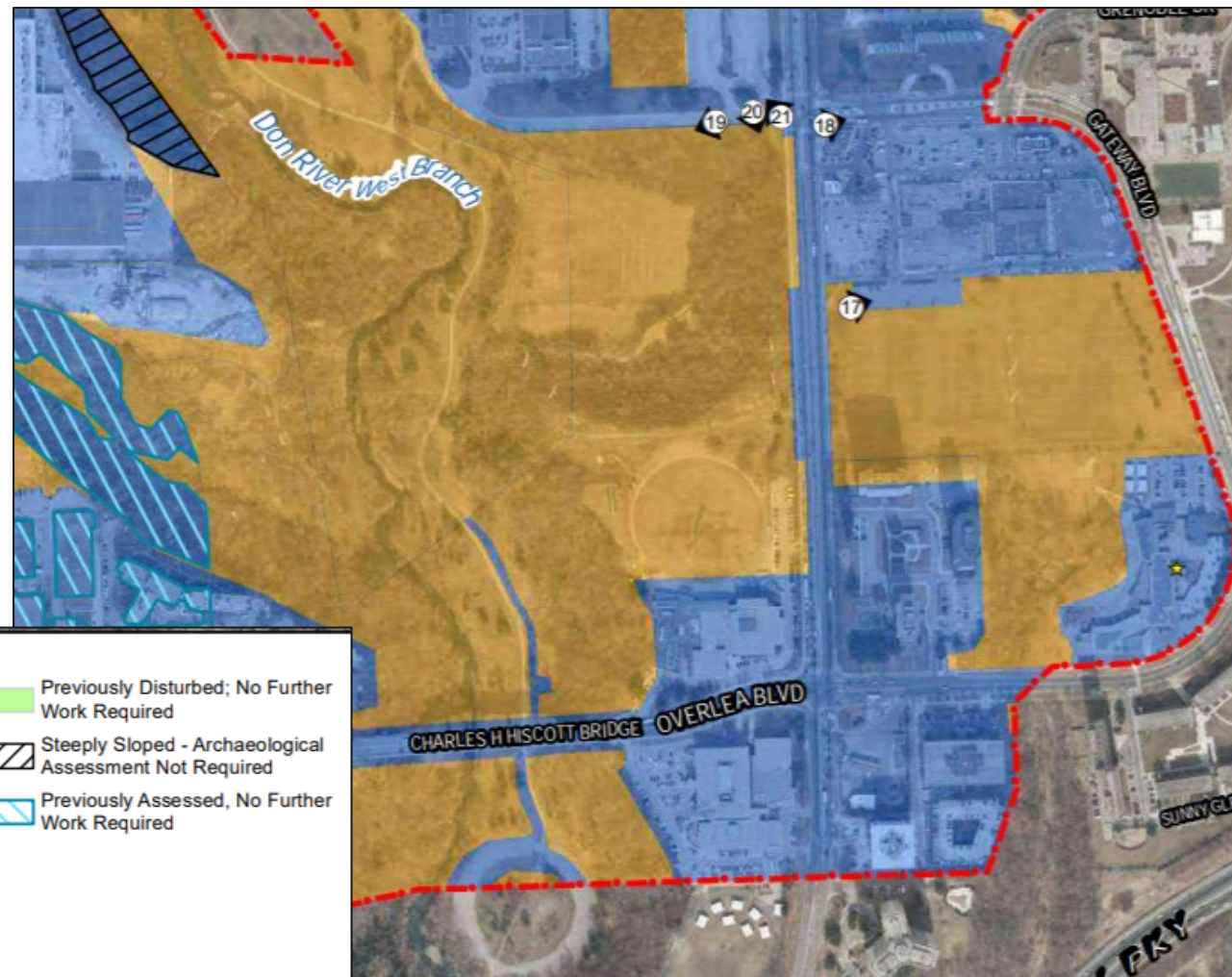
Steeply Sloped - Archaeological Assessment Not Required

Previously Assessed, No Further Work Required

WALMSLEY BROOK CROSSING AREA



OVERLEA BOULEVARD CROSSING AREA



Next Steps

Questions / Discussion on Engagement



Metrolinx and Mississaugas of the Credit First Nation Subways Program Meeting

DATE/TIME: February 23, 2021/ 10:00 am – 12:00pm

LOCATION: Teams Videoconference Meeting

PREPARED BY: Metrolinx

IN ATTENDANCE (by phone)

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Mark LaForme – MCFN • Fawn Sault – MCFN • Megan DeVries - MCFN • Fallon Melander – Metrolinx • Tyler Mayhew - Metrolinx | <ul style="list-style-type: none"> • Laura Durie – Metrolinx • Kelly Thornton – Metrolinx • Carrie Sheaffer – Metrolinx • James Francis – Metrolinx • Catherine Curak - Metrolinx | <ul style="list-style-type: none"> • Jaimi O’Hara – Metrolinx • Daniel Cicero – Metrolinx • Malcom Mackay – Metrolinx • Joshua Engel-Yan– Metrolinx |
|---|--|---|

MINUTES

TOPIC / COMMENTS

Welcome and Introductions

- The purpose of this meeting was to discuss the proposed plans that are on or near waterways for the Ontario Line and [REDACTED] Subway Projects and to ensure participation of MCFN in the projects
- The meeting was chaired by Fallon Melander, Manager of Indigenous Relations at Metrolinx
- Mark LaForme provided a brief overview of DOCA and thanks Metrolinx for embracing the responsibility of working with MCFN
- [REDACTED]
- Fawn Sault indicated that MCFN receives approximately 180 notices a month from various proponents
- Fallon Melander recognized the importance of water and indicated that Metrolinx wanted to understand the expectations of the Nation and expressed a desire to meet with the right people, including if required, chief and council in order to address and hear any concerns. She mentioned that the work along the Humber River fell on lands that are within the boundaries of the TRCA, [REDACTED]

Overview of Subway Program

- Tyler Mayhew provided a high-level overview of the Subway Program, the Ontario Line and the time line related to the Don Bridges
- Mark LaForme had a question about difference between existing conditions report and environmental impact report – James Francis indicated that the reports are connected. The Early Works Report will be included in the Environmental Impact Assessment. He stated that the existing conditions was a smaller look at the project area and the environmental impact report will be the entire project area including four new bridges over Don River and a pedestrian cyclist connection over the river. The Environmental Impact Assessment will also include the operational impacts separate from construction
- Mark LaForme asked if it was a provincial or federal impact assessment. James Francis stated it was a provincial assessment under the provincial EA Act

Environmental and Archaeological Works

Ontario Line EA

- James Francis presented slides on the four proposed Don River Crossings. There will be four total crossings which are being assessed over the Don River in multiple locations. He indicated that the Early Works report had been completed for the Lower Don crossing, but that the other three crossings would be studied in the Environmental Impact Assessment Report and included Natural environment studies that would provide much more detail
- Mark LaForme asked if the lands presented in slide 16 all fall within the TRCA boundaries. James Francis indicated that while much of it does, it is a mixture of landowners including private property owners.
- Mark LaForme asked if there would be any in-water works. James Francis indicated that in-water works are not anticipated for this location.
- James Francis went over the vegetation removal policy – Metrolinx plans to employ a 3:1 tree replacement ratio as we try to lower our impact on the environment, but that those ratios go up within any Designated Natural Areas, for which much of the study area along the Don River is. Ratios within DNAs are compensated also based on the ecological value of specific species which go above and beyond 3:1. **ACTION ITEM:** Follow up with Vegetation Guideline and tree replacement counts
- James Francis indicated that there will be protections in place for soil, and that Metrolinx will be completing a series of species-specific studies in advance of construction
- James Francis indicated that Stage 2 Archaeology (Millwood) would be occurring this year [REDACTED]
- Mark LaForme asked how archaeological potential was determined. James Francis indicated that this was explored and identified through the Stage 1 Archaeological Assessment which had been shared with MCFN
- Megan DeVries indicated that MCFN was reviewing the Ontario Line South Stage 1 Archaeological Assessment Addendum and stated that MCFN's field archaeologists may have technical questions about tunnels. Subways are new to DOCA and would like to possibly have a technical discussion with engineers to provide some clarity about what work would entail in the near future.
- Megan DeVries also commented that the river crossings include natural heritage and environmental field work [REDACTED]
[REDACTED] To date MCFN hasn't had that participation in Mx projects but want to ensure that they will on subways. MCFN continues to have Stewardship responsibilities for the lands and waters which requires an understanding of risk
- [REDACTED] **ACTION ITEM:** Fallon Melander to book another meeting with Megan DeVries
- Fallon Melander inquired as to whether or not the forecast that is sent by IRO is helpful and what other ways IRO could support DOCA
- James Francis confirmed that a technical meeting could be set up to discuss the OLS Addendum if needed
- Fawn Sault inquired about opportunities for education within Stations. Fallon Melander identified that Head Sponsors on the project have identified opportunities for MCFN to have educational components about Indigenous peoples, MCFN, treaties etc. in stations, trains or part of design. One opportunity could be looking to funding partners to fund land acknowledgement art etc. Fallon Melander discussed the development of the Metrolinx network-wide transit map which now includes the treaties. Fallon Melander indicated that Metrolinx is open to ideas about how to acknowledge the original keepers of the land.
- Mark LaForme stated that the Mississauga Business Development Corp has been in touch with Metrolinx to discuss opportunities. Fawn Sault indicated there are many opportunities outside of DOCA to engage MCFN and perhaps Mx could canvas a few people to brainstorm

| | |
|---|--|
| <div></div> <div></div> | |
| Discussion | |
| <ul style="list-style-type: none"> <div></div> <div>ACTION ITEM: Fallon Melander to set up a meeting with Megan DeVries and Joelle Williams <div></div></div> Fallon Melander identified the First Parliament site and reviewed Metrolinx engagement with MCFN regarding participation in the borehole drilling that took place in February and continues into March. She indicated that IRO identified that it may be appropriate that the location of Canada's first parliament commemorate Indigenous Peoples as well. Metrolinx is looking to have a working group and opportunity to engage with others about what the future station site will look like to capture the history of the area Malcolm McKay inquired about who would be appropriate to represent Indigenous Nations for the commemoration of the site and working group Fallon Melander said she did not know, and that Metrolinx would have to ask the Nations who lived and gathered in the area at the time Malcom McKay provided an overview, that the site was in the Don Yard and was planned to be used for a future station and tunneling works. One area of the site was the location of the first parliament and second parliament of Canada, as well as a jail. Metrolinx is looking to develop a working group or table to talk about how to go about archaeological investigations, possible soil contamination due to previous gas station, and how to educate and commemorate the significance of the site. Work is planned to begin Summer of 2021, and Metrolinx is looking for representatives who could provide guidance and input on commemoration. Mark LaForme said that this would need to be more of a political discussion by Chief and Council and that would ask and explore what MCFN's historical connection to the site may be. He asked for further information about the site. Malcolm McKay said he would provide slide deck to Fallon with an overview of the site and proposed working group to share with Mark ACTION ITEM: Fallon Melander to send slide deck to Mark LaForme | |
| Next Steps | |
| <ul style="list-style-type: none"> IRO to follow up on action items Meeting to be booked with Fawn and Megan <div></div> | |

*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

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

- 1 Yonge–University Line
- 2 Bloor–Danforth Line
- 3 Sheppard Line
- 4 Eglinton Line
- GO Lines
- A Yonge North Subway Extension to Richmond Hill
- B Three-stop Scarborough Subway Extension
- C Ontario Line
- D Eglinton West Extension to Pearson Airport
- E Sheppard East Extension
- F Hurontario LRT
- G Finch West LRT



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:

1. The Ontario Line

- [REDACTED]
- [REDACTED]
- [REDACTED]

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 [REDACTED] and [REDACTED] 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

[redacted] and [redacted] projects currently underway will be making significant updates to existing EPRs. This significant addendum process will follow O. Reg. 231/08:

- Metrolinx releases Notice of Significant Addendum
- 30-Day Public Review Process to make any Objections

☐

☐ - 35-Day Minister’s Review of Objections

☐

☐

☐

THE PROPOSED ONTARIO LINE EA REGULATION

The Ontario Line is planned to be assessed in accordance with the new Ontario Line Environmental Assessment Regulation.

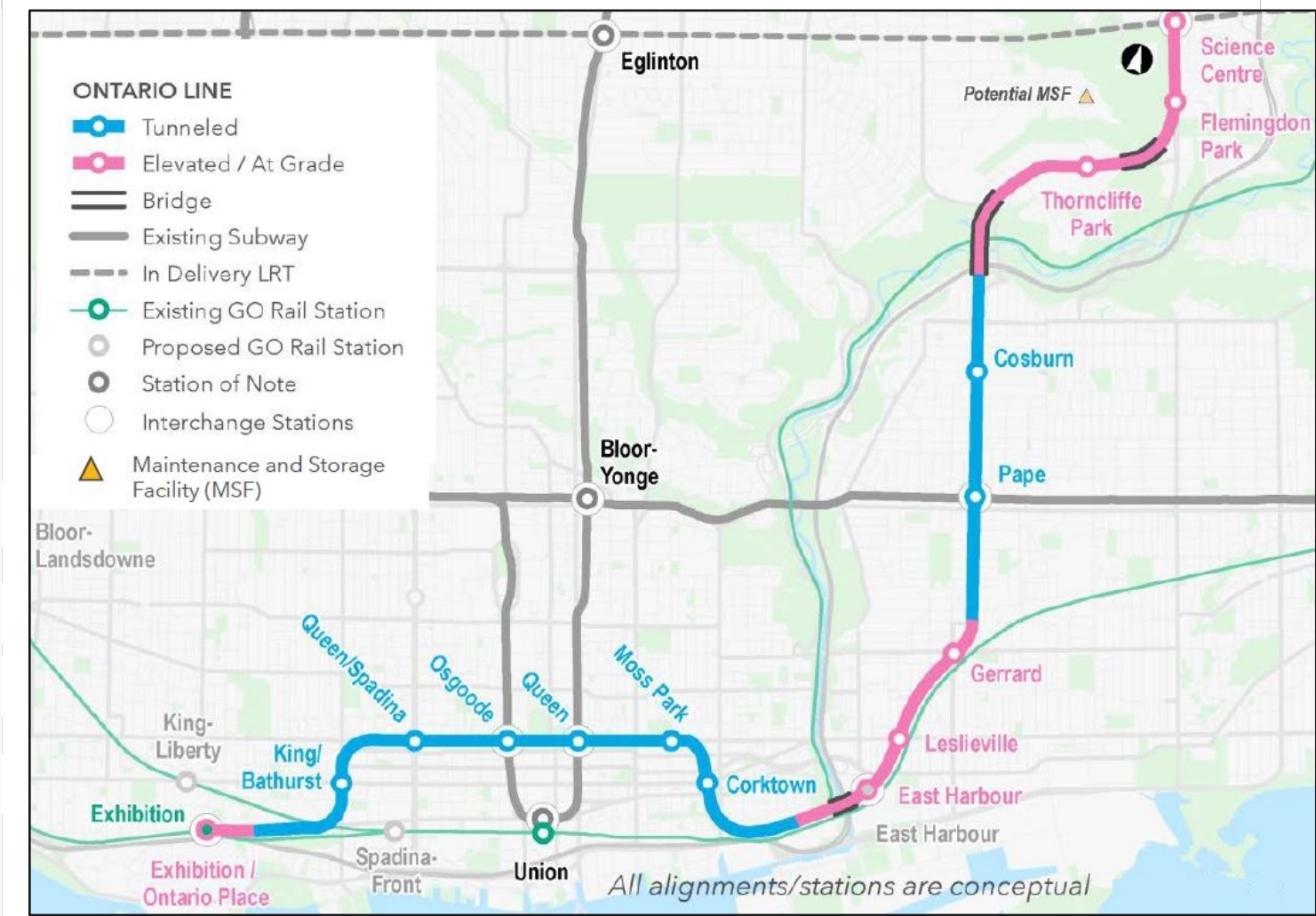
This regulation was available for review from February 18th, 2020 to March 19th, 2020 on the Environmental Registry of Ontario. The regulation outlines a Project-specific EA process that requires:

- ☐ 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 <ul style="list-style-type: none">3 GO lines4 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:

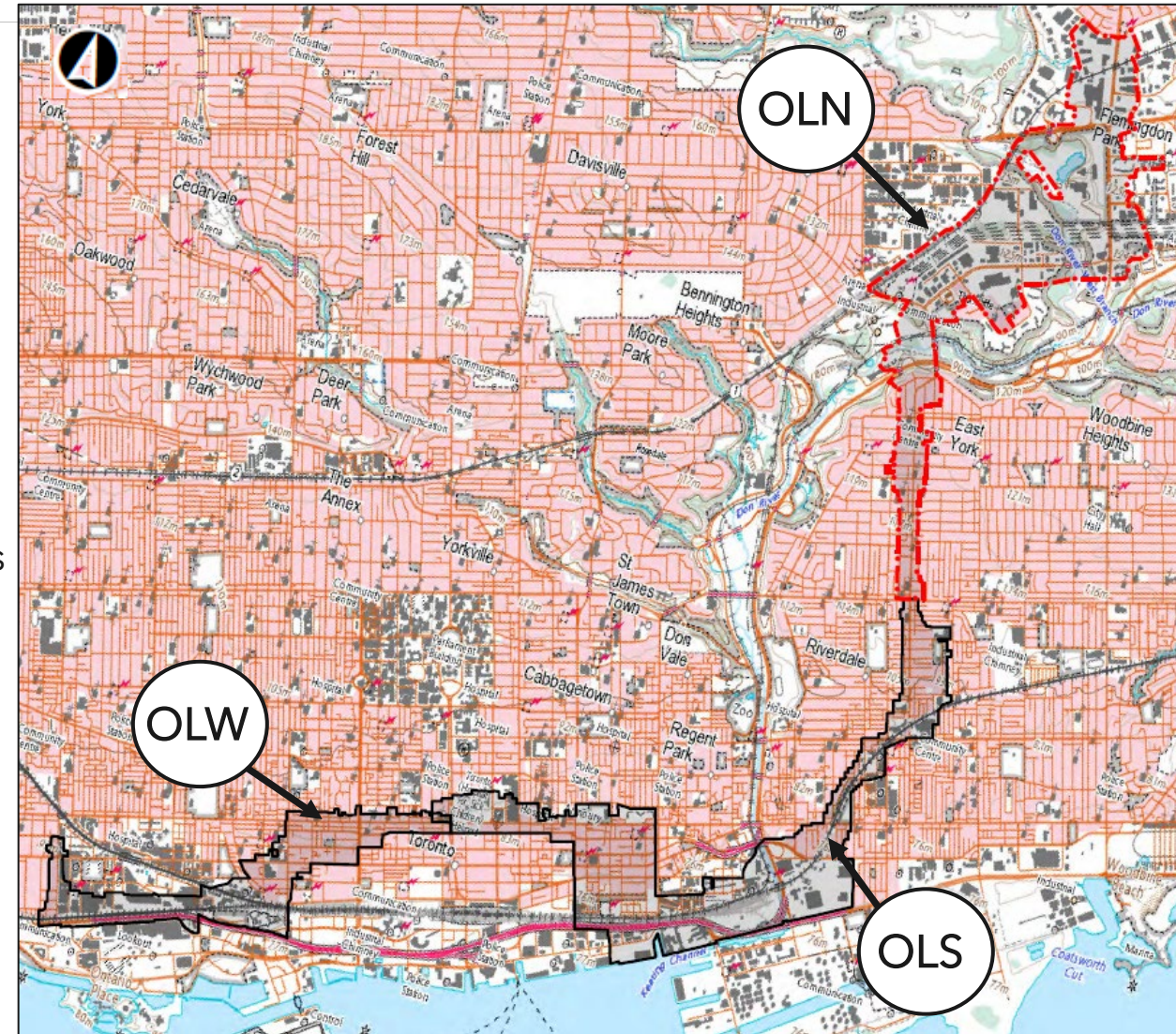
- Ontario Line North (OLN)
- Ontario Line South (OLS)
- Ontario Line West (OLW)

Stage 1 Archaeological Assessment

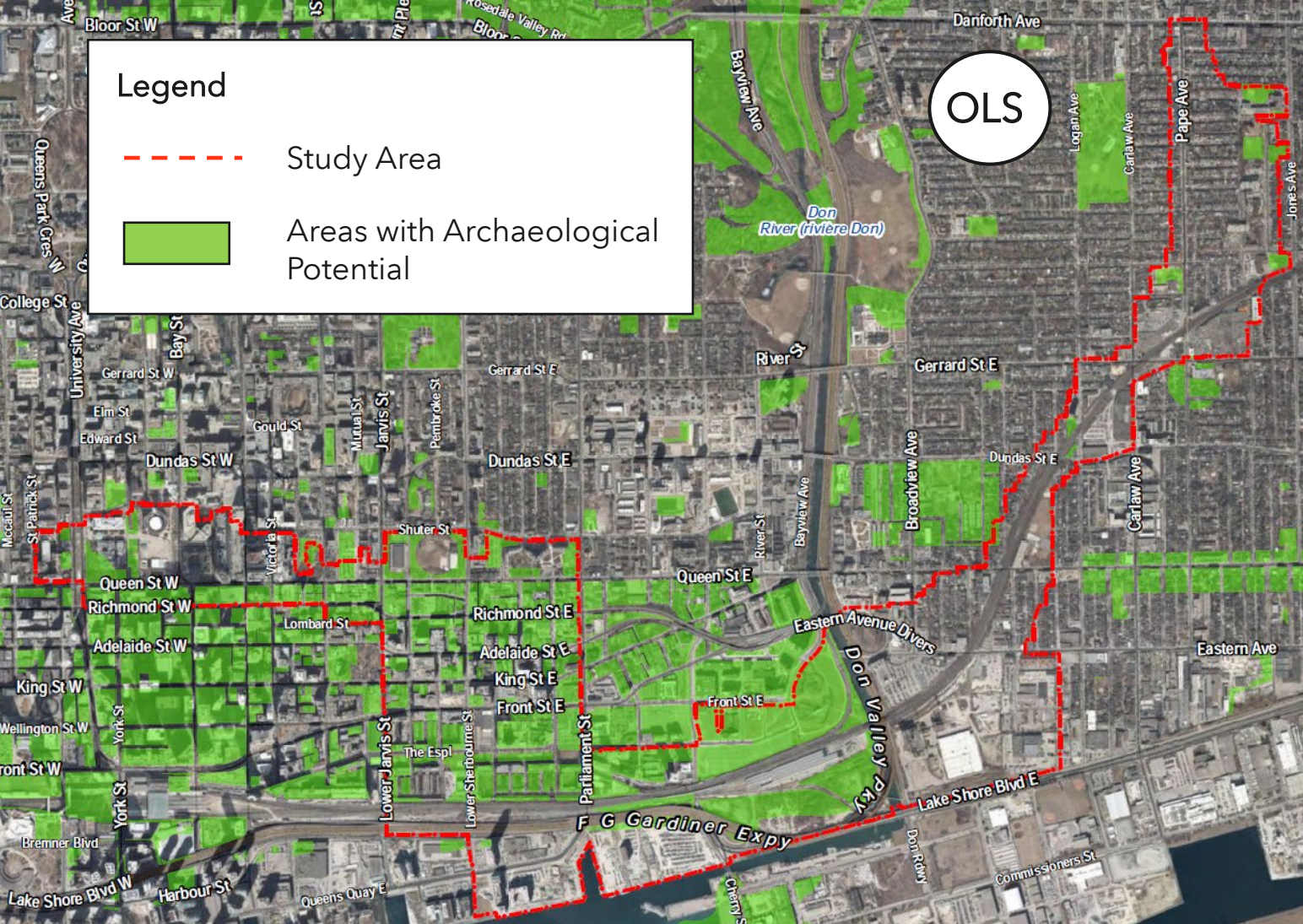
- Assessments were conducted for all three sections, with field review completed on October 30th, 2019
- Stage 1 reports were shared with Indigenous Communities on March 26th, 2020
- Stage 1 reports were submitted to the MHSTCI on May 29th, 2020

Stage 2 Archaeological Assessment

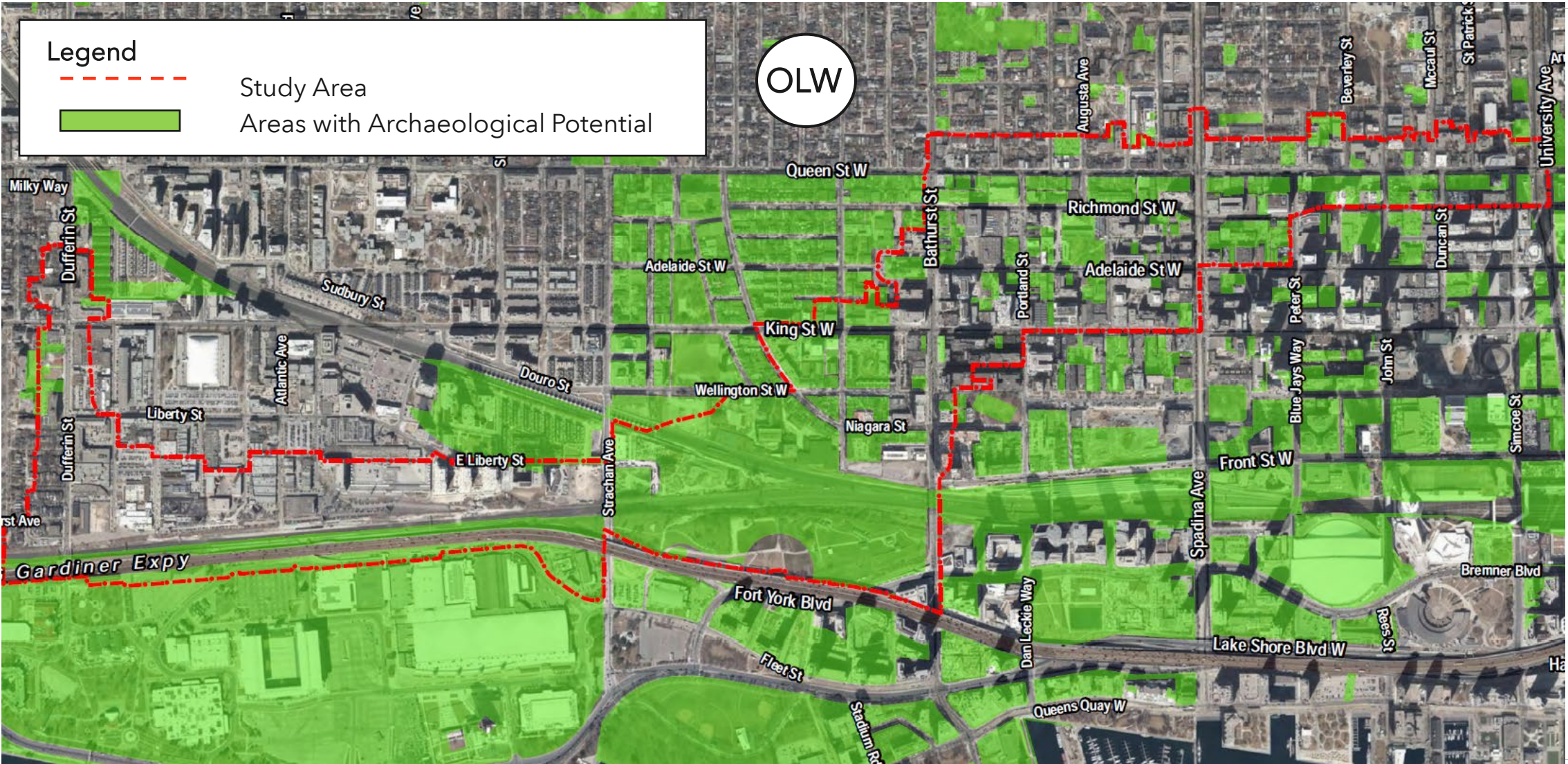
- Stage 2 assessments for areas with archaeological potential will start as early as summer 2020



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:

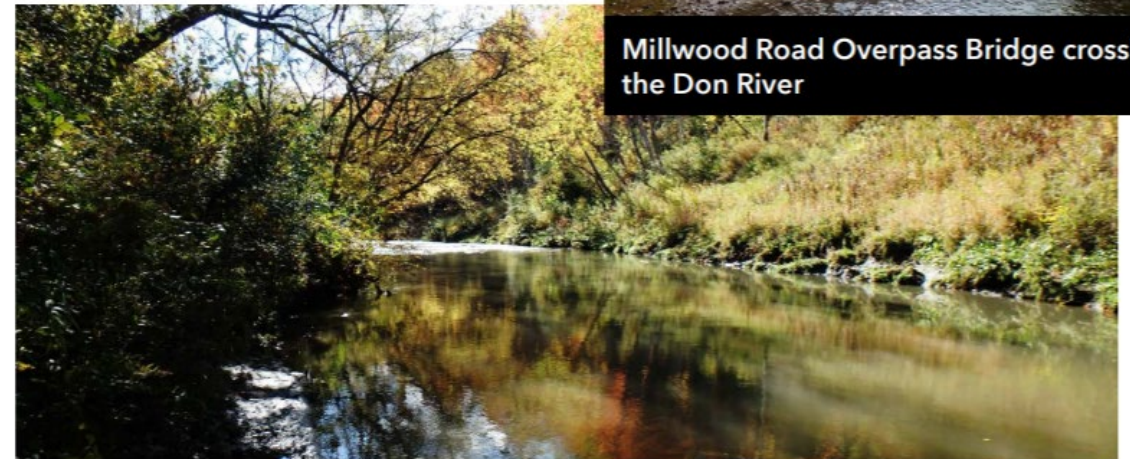
- Report sent to Indigenous Communities on June 4th, 2020
- Comments requested by July 2nd, 2020



Crossing of the Lower Don River Valley at Millwood Road Overpass Bridge



Millwood Road Overpass Bridge crossing the Don River

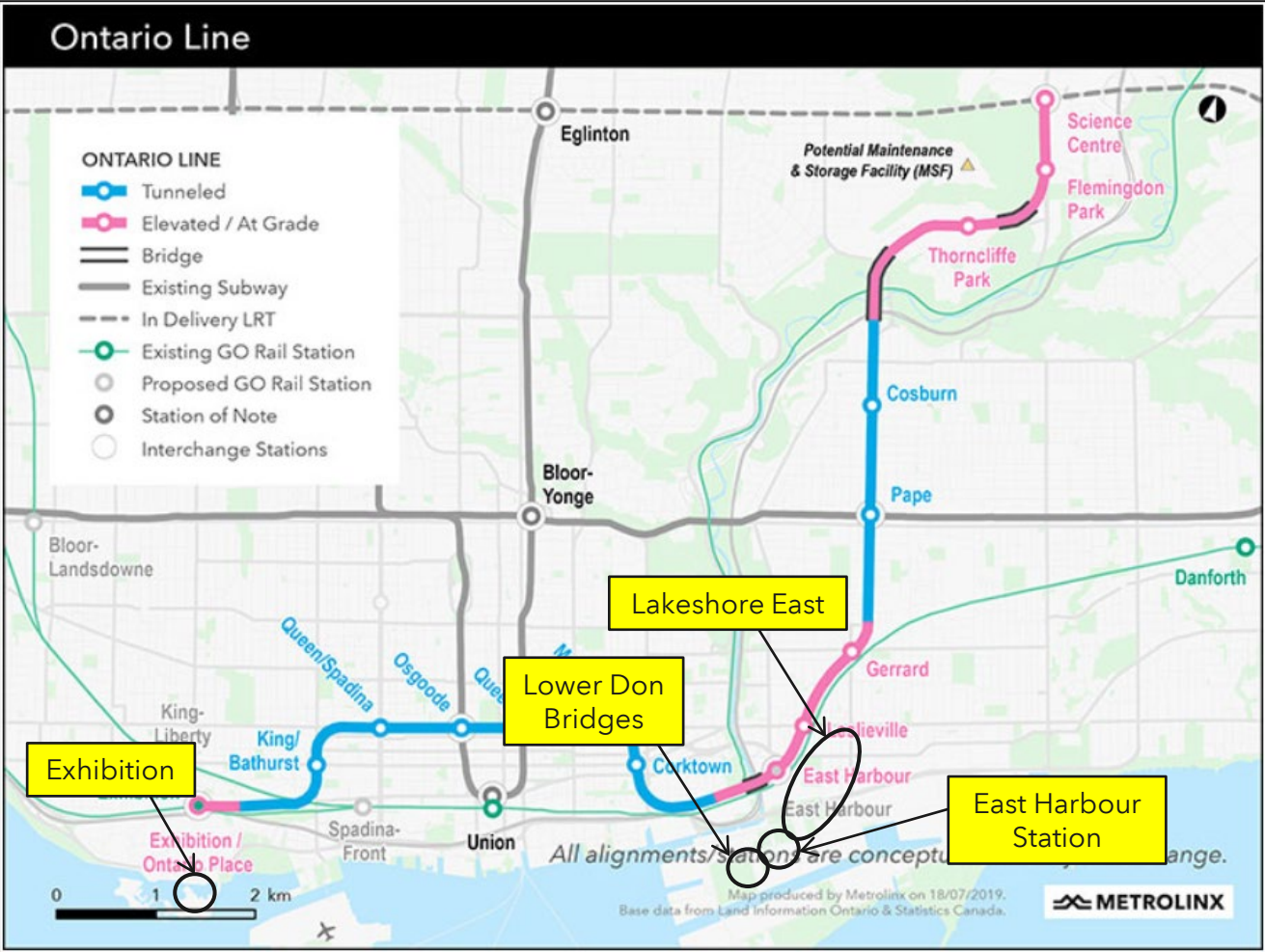


Don River West Branch north of Overlea Boulevard

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



| Early Works Locations | Scope of Work |
|-----------------------|---|
| Exhibition | <ul style="list-style-type: none">• New passenger tunnels and vertical accesses• Platform improvements |
| Lower Don Bridges | <ul style="list-style-type: none">• Two (2) new OL bridges for the OL tracks and multi-use access |
| East Harbour Station | <ul style="list-style-type: none">• Two (2) island platforms• Platform access tunnels and vertical accesses• Eastern Ave bridge replacement and expansion |
| Lakeshore East | <ul style="list-style-type: none">• Rail corridor widening• Two (2) bridges at Dundas St E, Queen St E and Logan Ave (total of 6)• Noise Walls |

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 Environmental Assessment Work | Draft Early Works Report Draft Environmental Conditions Report | |
| Upcoming Milestone | Notice of Early Works and Environmental Conditions Report | |
| Estimated Milestone Date | Mid-late July | |

Questions / Discussion on Engagement



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 | • Aaron McMillan – Metrolinx | • Jaimi O’Hara – Metrolinx |
| • Fawn Sault – MCFN | • Franca Di Giovanni – Metrolinx | • Rodney Yee – Metrolinx |
| • Megan DeVries - MCFN | • Carrie Sheaffer – Metrolinx | • Malcom Mackay – Metrolinx |
| • Fallon Melander – Metrolinx | • James Francis - Metrolinx | • Paul Ritchie – Stantec |

MINUTES

TOPIC/COMMENTS

ACTION BY

Welcome and Introductions

- The purpose of this meeting was to discuss the Subways Program, and specifically the Ontario Line project. The meeting was chaired by Fallon Melander, Manager of Indigenous Relations at Metrolinx.
- Mark LaForme and Megan DeVries provided an overview of the Mississaugas of the Credit First Nation, the Department of Consultation and Accommodation and the Archaeological Field Liaison Representatives program.
- 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.

MX – Indigenous Relations

Overview of MCFN, DOCA and the FLR Program

- Mark LaForme, Director of the Department of Consultation and Accommodation 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 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

| | |
|--|--|
| <ul style="list-style-type: none"> 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 | |
| <ul style="list-style-type: none"> 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. [REDACTED] 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. | |
| [REDACTED] | |

| | |
|---|--|
| [REDACTED] | |
| <div> <div></div> <div>[REDACTED]</div> </div> | |
| Next Steps | |
| <ul style="list-style-type: none"> Mark LaForme thanked Metrolinx for the presentation and reiterated that MCFN would like to be involved in any archaeology. He commented on future environmental assessments work, and expressed interest in being involved. He noted that DOCA is working on a process to issue notice of receipt on project notification letters, but until that time, they do not mind follow up calls. | |

*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

Indigenous Nations

- **Mississaugas of Scugog Island First Nation**

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Michael Thoms](#); [Monica Sanford](#); k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:29:21 PM
Attachments: [REDACTED]

Dear Chief LaRocca,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know 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



April 30, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects Mississaugas of Scugog Island First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Mississaugas of Scugog Island First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Mississaugas of Scugog Island First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

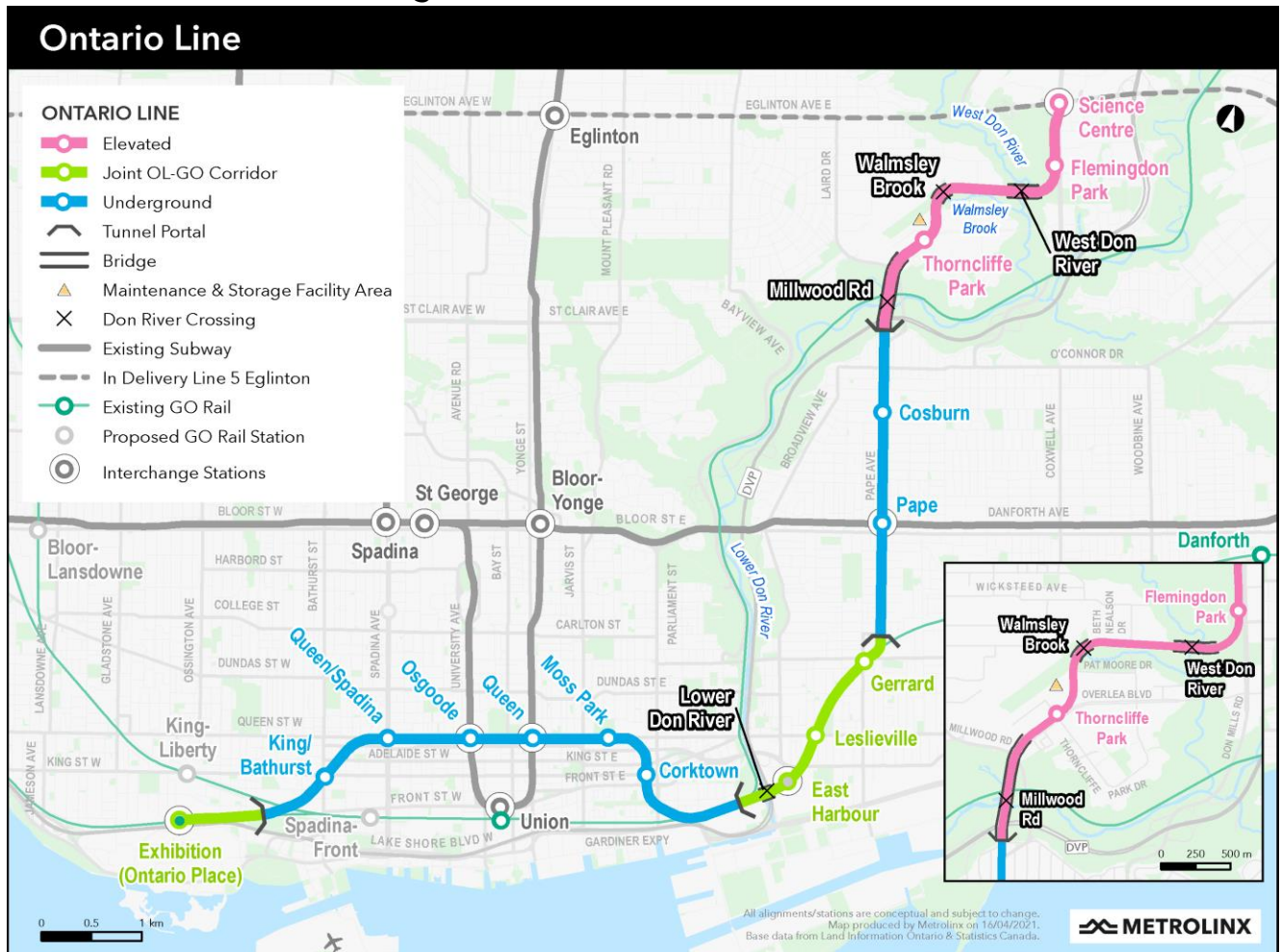


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Mississaugas of Scugog Island First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Mississaugas of Scugog Island First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Mississaugas of Scugog Island First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may



occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Mississaugas of Scugog Island First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Mississaugas of Scugog Island First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Mississaugas of Scugog Island First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

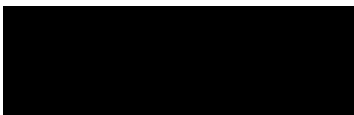
Invitation for Input

We are committed to an open, respectful, and transparent engagement with Mississaugas of Scugog Island First Nation. We recognize the potential significance of this project to Mississaugas of Scugog Island First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Mississaugas of Scugog Island First Nation.

We are happy to address any questions that Mississaugas of Scugog Island First Nation may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,




James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of
Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog
Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Ontario Line](#)
To: ["klarocca@scugogfirstnation.com"](mailto:klarocca@scugogfirstnation.com)
Cc: ["msanford@scugogfirstnation.com"](mailto:msanford@scugogfirstnation.com); ["k.a.sandy-mckenzie@rogers.com"](mailto: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: 

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





From: Ontario Line
Sent: Friday, June 05, 2020 5:13 PM
To: klarocca@scugogfirstnation.com
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 [REDACTED] 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' <klarocca@scugogfirstnation.com>
Cc: 'msanford@scugogfirstnation.com' <msanford@scugogfirstnation.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 <Maria.Zintchenko@metrolinx.com>
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 [REDACTED].

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' <klarocca@scugogfirstnation.com>

Cc: 'msanford@scugogfirstnation.com' <msanford@scugogfirstnation.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 <Maria.Zintchenko@metrolinx.com>

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 [REDACTED].

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: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); msanford@scugogfirstnation.com
Subject: Ontario Line Subway Project
Date: February 12, 2020 1:13:10 PM
Attachments: [REDACTED]

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:

[REDACTED]

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,

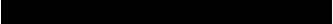
Fallon

Fallon Melander
Manager, Indigenous Relations
[Metrolinx](#)
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



Indigenous Nations

- Six Nations of the Grand River

From: [Indigenous Relations](#)
To: [Lonny Bomberry](#)
Cc: [Dawn LaForme](#); [Dawn Russell](#); [Jen Mt.Pleasant](#); [Robin Linn](#); [Tanya Hill-Montour](#); [Mark B. Hill](#); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Friday, April 30, 2021 1:31:17 PM
Attachments: 

Dear Lonny and Team,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

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Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Six Nations of the Grand River. Metrolinx appreciates and respects Six Nations of the Grand River's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Six Nations of the Grand River about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Six Nations of the Grand River.

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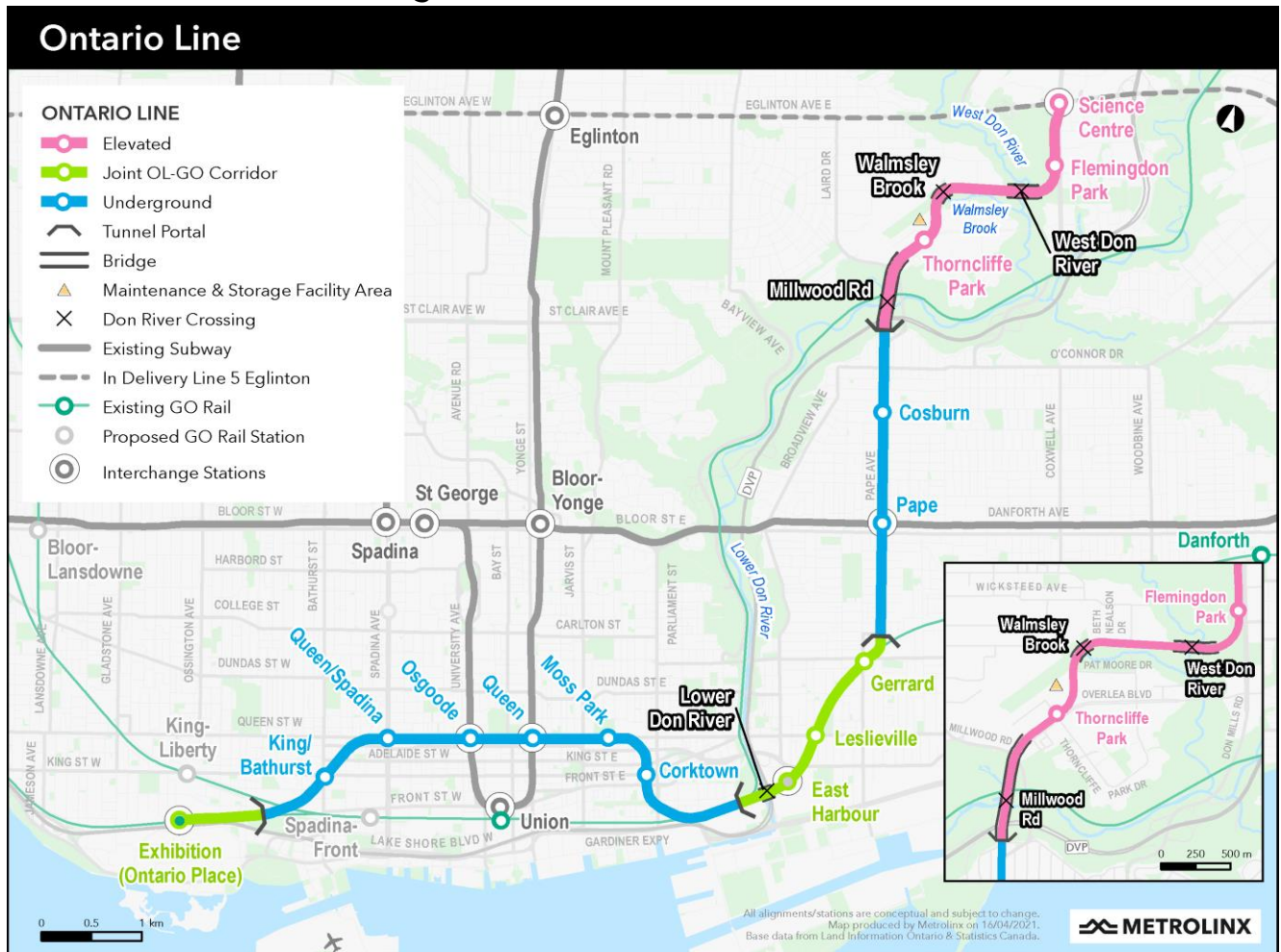


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Invitation for Input

We are committed to an open, respectful, and transparent engagement with Six Nations of the Grand River. We recognize the potential significance of this project to Six Nations of the Grand River and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Six Nations of the Grand River.

We are happy to address any questions that Six Nations of the Grand River may have about the work proposed in the Don River system or the Ontario Line Project as a whole. If you require additional information or materials, or if you wish to discuss this Project in more detail or set up an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Yours Truly,



James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Jen Mt. Pleasant, Consultation Point Person, Six Nations of the Grand River
Robbin Vanstone, Land Use Officer, Six Nations of the Grand River
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: lonnybomberry@sixnations.ca
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: [REDACTED]

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:

- Early Works Report: [REDACTED]
- Early Works Natural Environment Report: [REDACTED]

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



Indigenous Nations

- **Six Nations of the Grand River Meeting Materials**

Metrolinx & SNGR

DATE/TIME: November 25, 2020 / 10:30 – 12:00

LOCATION: Microsoft Teams

PREPARED BY: Metrolinx

IN ATTENDANCE

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

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

MINUTES

TOPIC / COMMENTS

Welcome and Introductions

- [REDACTED]
 - [REDACTED]
 - [REDACTED]
 - [REDACTED]
- Fallon identified that the Subways Program includes archaeology work near two main waterways, the Humber and Don Rivers, and stated that Metrolinx wanted to understand SNGR's interests
- [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Discussion

-
- A horizontal bar chart with the following data series:
- | Category | Percentage (%) |
|--------------|----------------|
| 18-29 | 95 |
| 30-49 | 95 |
| 50-69 | 15 |
| 70+ | 45 |
| Male | 92 |
| Female | 90 |
| Hispanic | 40 |
| White | 98 |
| Black | 92 |
| Asian | 35 |
| Other | 95 |
| Unaffiliated | 95 |
| Rep/Lean Rep | 10 |
| Dem/Lean Dem | 95 |

2

| | |
|--|-------------|
| [REDACTED] | |
| ■ | [REDACTED] |
| | [REDACTED] |
| ■ | [REDACTED] |
| [REDACTED] | |
| ■ | [REDACTED] |
| ■ | [REDACTED] |
| ■ | [REDACTED] |
| [REDACTED] | |
| [REDACTED] | |
| [REDACTED] | |
| <ul style="list-style-type: none">• Jen indicated that she was able to review the Ontario Line Archaeology reports and that it doesn't speak specifically to the Nations specific to the areas. She indicated that Metrolinx should address the inaccuracies for instance the missing Treaty 13, Nan Fran, Fort Albany 1701. | |
| • | [REDACTED] |
| | [REDACTED] |
| ■ | [REDACTED] |
| | [REDACTED]s |
| | |

*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.