

Appendix B3

**Lakeshore East Joint
Corridor Early Works
Consultation and
Correspondence Record**

**Notice of Publication of Draft
Lakeshore East Joint Corridor
Early Works Report**

- **Public Mailout**

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

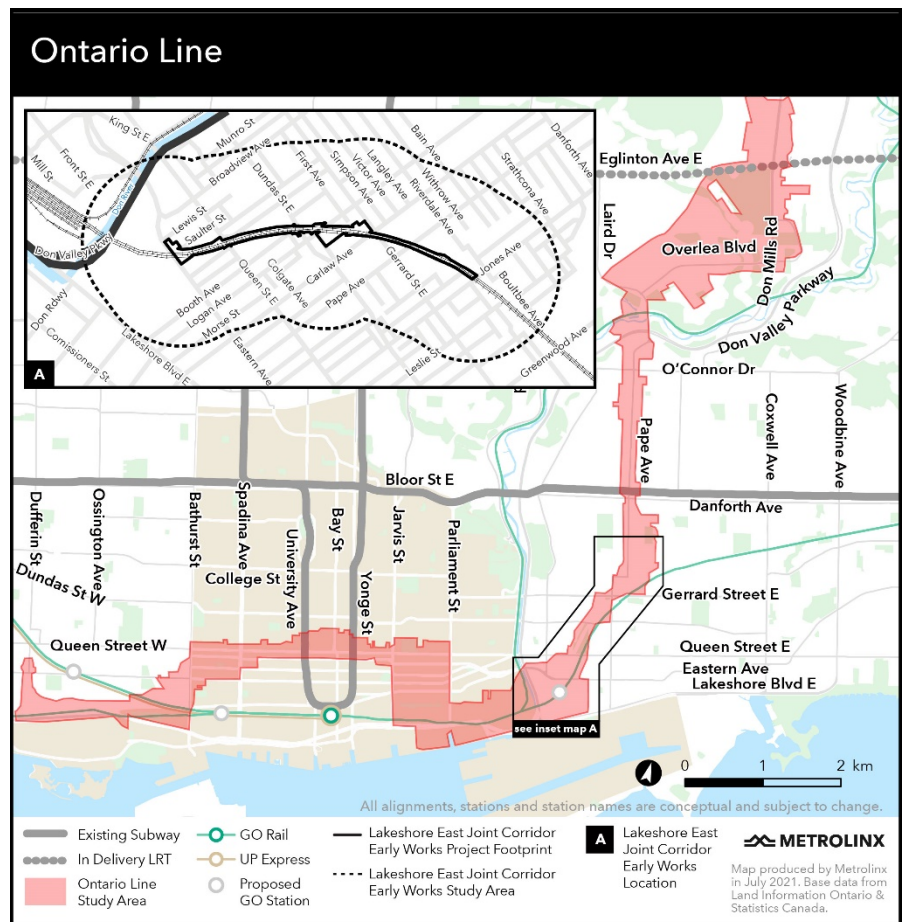
The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks, replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue and construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line infrastructure; construction of a fourth GO track and the foundations for GO Overhead Catenary System poles between Eastern Avenue and Carlaw Avenue; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.

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



The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

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Corridor Early Works Report
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- **Beach Metro**
- **Le Metropolitan**
- **Ming Pao**
- **The Greek Press**
- **Toronto L'Express**
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**Draft Lakeshore East Joint
Corridor Early Works Report
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- **Beach Metro**



Notice of Publication of Draft East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.

The environmental impacts of East Harbour Station and Lakeshore East Joint Corridor early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act*. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft East Harbour Station Early Works Report and the Draft Lakeshore East Joint Corridor Early Works Report (Draft Early Works Reports) that are now available for review.

The Draft Early Works Reports document the assessment of East Harbour Station and Lakeshore East Joint Corridor early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Early Works Reports will be available for review on the project webpage (www.metrolinx.com/ontarioline).

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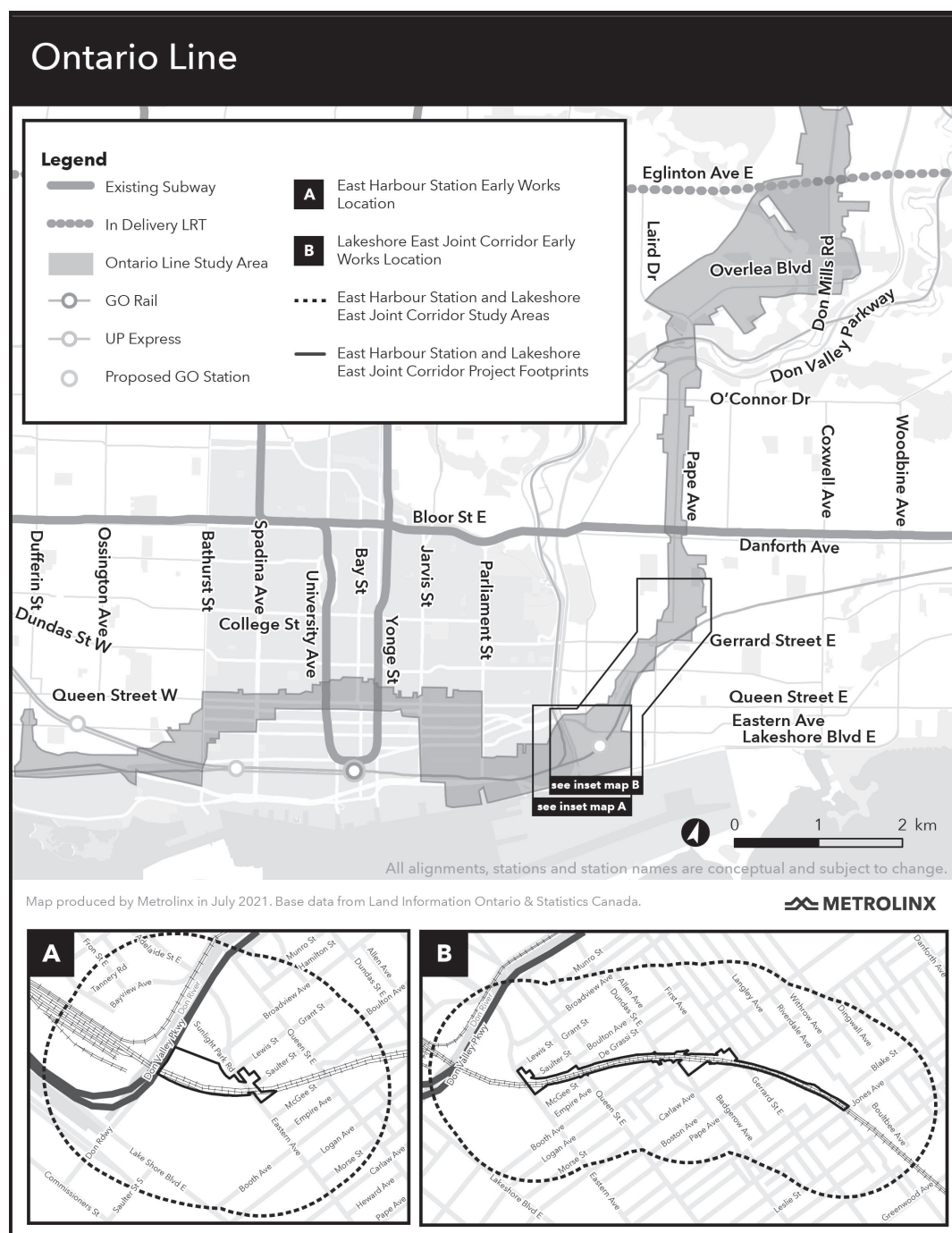
To obtain a copy of the Draft Early Works Reports, please contact the project email listed above.

Franca Di Giovanni (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx. Metrolinx, 130 Adelaide Street West Toronto, Ontario M5H 3P5

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**Draft Lakeshore East Joint
Corridor Early Works Report
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- **Le Metropolitan**



Avis de publication de l'ébauche de rapport sur les travaux préliminaires à la gare East Harbour et de l'ébauche de rapport sur les travaux préliminaires du corridor commun de Lakeshore East

Projet de ligne Ontario

Le projet

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

Travaux préliminaires à la gare East Harbour

Des travaux préliminaires auront lieu à la gare East Harbour, où la ligne Ontario rejoint le service ferroviaire GO. L'achèvement des travaux préliminaires avant le début des principaux contrats de construction aidera à simplifier la réalisation des projets de ligne Ontario et d'expansion du réseau GO et à éviter les retards dans le calendrier des deux projets. À la gare East Harbour, les travaux préliminaires consistent à reconfigurer les voies existantes de la ligne GO de Lakeshore East pour accueillir les installations de la gare et les futures voies de la ligne Ontario; à construire les installations de la gare, notamment les quais et les entrées; à remplacer et élargir l'actuel viaduc ferroviaire de l'avenue Eastern pour faire place à quatre voies de la ligne GO de Lakeshore East et à deux voies de la future ligne Ontario; et à effectuer les activités de préparation du site, notamment le nivellement, la démolition des structures existantes si nécessaire et le déplacement ou la protection des services publics.

Travaux préliminaires du corridor commun de Lakeshore East

Les travaux préliminaires du corridor commun de Lakeshore East auront lieu le long du corridor ferroviaire de Lakeshore East, environ entre l'avenue Eastern et l'avenue Pape. L'avancement des travaux préliminaires dans ce secteur facilitera l'exécution rapide du projet de la ligne Ontario et aidera à réaliser des économies dans la planification, la conception et la mise en œuvre du programme d'expansion du réseau GO. Les travaux préliminaires du corridor commun de Lakeshore East comportent des modifications à l'actuel corridor ferroviaire de Lakeshore East, notamment : la reconfiguration des voies GO existantes pour faire place à la future infrastructure de la ligne Ontario; le remplacement des viaducs ferroviaires existants de la rue Queen Est, de la rue Dundas Est et de l'avenue Logan; la construction de deux nouveaux viaducs sur la rue Dundas Est et l'avenue Logan pour accueillir les voies de la ligne Ontario; la construction des fondations des poteaux du système de suspension caténaire de la ligne GO et de l'infrastructure de soutien pour la quatrième voie GO; la construction de murs de soutènement; et la construction d'écrans acoustiques, notamment à l'est de l'avenue Pape.

Les répercussions environnementales des travaux préliminaires à la gare East Harbour et dans le corridor commun de Lakeshore East sont en cours d'évaluation conformément au Règlement de l'Ontario 341/20, Projet de ligne Ontario (Règl. de l'Ont. 341/20) en vertu de la Loi sur les évaluations environnementales. Conformément à l'article 8 du Règl. de l'Ont. 341/20, Metrolinx a rédigé l'ébauche de rapport sur les travaux préliminaires à la gare East Harbour et l'ébauche de rapport sur les travaux préliminaires du corridor commun de Lakeshore East (les ébauches de rapport sur les travaux préliminaires) qui peuvent maintenant être consultées par le public.

Les ébauches de rapport sur les travaux préliminaires documentent l'évaluation des travaux préliminaires réalisés à la gare East Harbour et dans le corridor commun de Lakeshore East. Les rapports définissent l'objectif des travaux préliminaires, décrivent les conditions de l'environnement local, les répercussions potentielles ainsi que les mesures d'atténuation proposées et contiennent un journal des consultations.

Processus d'examen et de consultation dans le cadre de l'ébauche de rapport sur les travaux préliminaires

À compter du **23 septembre 2021**, les ébauches de rapport sur les travaux préliminaires se trouveront sur la page Web du projet (www.metrolinx.com/ligneontario).

Vous pourrez consulter les rapports du **23 septembre au 24 octobre 2021** et les commenter en ligne à l'aide du formulaire fourni.

Les personnes qui souhaitent envoyer des commentaires sur les ébauches de rapport sur les travaux préliminaires doivent le faire d'ici le **24 octobre 2021** et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

L'article 10 du Règl. de l'Ont. 341/20 exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les Premières Nations au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour les ébauches de rapport sur les travaux préliminaires en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pour répondre aux préoccupations, et l'incidence du traitement des préoccupations sur les calendriers de mise en œuvre des travaux préliminaires, le cas échéant. Metrolinx publiera ensuite le rapport définitif sur les travaux préliminaires à la gare East Harbour et le rapport définitif sur les travaux préliminaires du corridor commun de Lakeshore East sur la page Web du projet, www.metrolinx.com/ligneontario, et émettra un avis de publication du rapport définitif sur les travaux préliminaires à la gare East Harbour et du rapport définitif sur les travaux préliminaires du corridor commun de Lakeshore East.

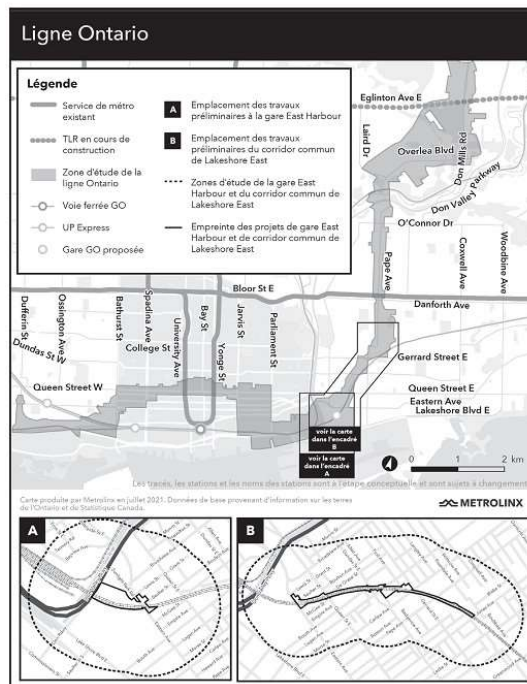
Pour obtenir une copie des ébauches de rapport sur les travaux préliminaires, veuillez écrire à l'adresse courriel indiquée ci-dessous.

Franca Di Giovanni (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com), représentante de Metrolinx.
Metrolinx, 130 Adelaide Street West, Toronto (Ontario) M5H 3P5

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

Date de la première publication : le **23 septembre 2021**.

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



**Draft Lakeshore East Joint
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- **Ming Pao**

emily

CY 藉姦殺案諷英 羅冠聰接招



「中國都有一籬問題 只是人民被蒙鼓裏」

近日英國傳出唔少負面消息，好似英警姦殺夜歸女案，被告上周被判終身監禁。全國政協副主席、前特首梁振英(CY)前日喺facebook發文，向流亡英國嘅立法會前議員羅冠聰「挑機」，叫對方講吓「英國民主制度下的優質生活」。阿聰隔日隔空接招，話醜聞反映民主國家嘅市民擁有知情權，令權力得到制衡。

話港人移民非為優質生活

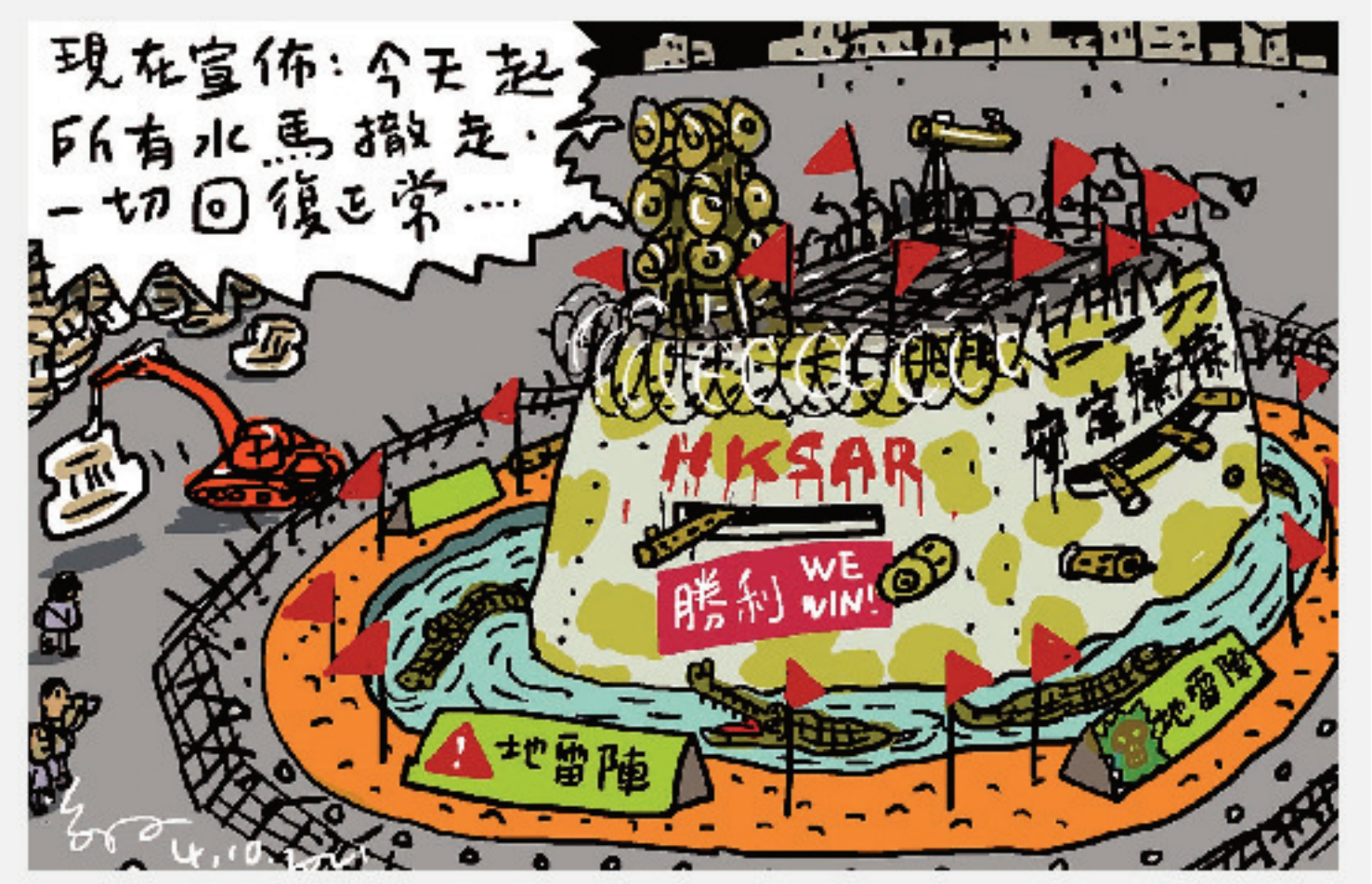
阿聰話CY睇到英國出現問題，就好似「如獲至寶」咁反諷港人移民潮，但

佢話似乎CY忘記咗，中國都肯定有一籬問題，「只是人民被蒙在鼓裏，無法得知國家真正現況……只能沉醉在『中國強大』的春秋大夢中」。

阿聰話今次的姦殺案，反映了民主國家有言論自由，政治人物受大眾監察，而當整個社會無異議聲音時，先會令人心寒。

香港移民潮再起，阿聰認為大部分人唔係為「優質生活」而遠走他鄉，而係逃避常被扭曲、充斥政治暴力嘅城市，當去到英國之後，佢哋至少可以公開批評英國、香港政府，「然後當個有尊嚴、有獨立思考，並且可以付諸行動的人」。

尊子漫畫



李家超同學生講古 學堂操到阿媽唔認得

兩個中四學生Laser同Jobelle暑假時跟政務司長李家超做「工作影子」，Laser話佢見到司長友善親切一面。李家超同兩個學生茶敘，話自己細個時係孬仔，做警察訓練咗大約兩個月，返屋企連阿媽都唔認得佢，「碎」埋門問佢邊位，李家超答「我係你個仔囉」，阿媽聽到佢把聲先敢確認。

「工作影子」學生 當佢人生導師

暑假時40個學生參加咗「與香港同行」計劃，分別做咗

20個政府官員嘅「工作影子」一日。

Jobelle話李家超係一個可以昇到佢人生忠告嘅人，而李家超就鼓勵同學生堅信自己有能力應付問題，唔好低估自己，「最重要當你有問題真係解決唔到，真係要同人傾下」。

Laser話李家超提點咗佢「人生唔係一個死胡同」，應該嘗試多啲唔同嘅嘢，佢參加今次計劃，令佢更了解自己志願。李家超讚揚眼前嘅新一代充滿活力、希望、能量，「等我退休時可以安享晚年喇」。

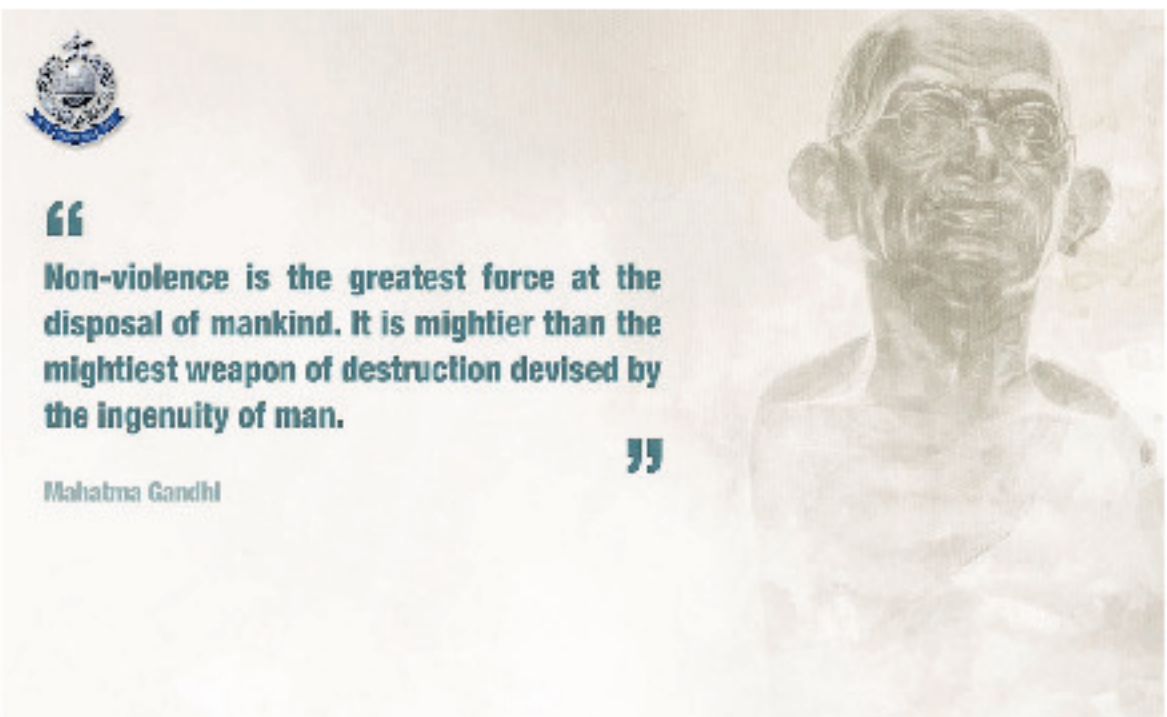


我答她我係你的兒子 I replied "I'm your son"

政務司長李家超(中)同兩個做佢「工作影子」嘅中學生分享成長故事，話自己細個係「孬仔」，入完學堂訓練兩個月後，連阿媽都認佢唔到。(政務司長fb片段截圖)

公民黨陳珮明 辭沙田區議員

新界東(北區、沙田、大埔、西貢)4個區議會區議員今日宣誓。繼陳諾恒後，公民黨陳珮明亦辭任沙田區議員，前日(2日)生效。陳珮明喺facebook回顧任內工作，話早已決定喺宣誓前一兩日辭職，「只是港共連月放風，未有行動，當然八風不動」。佢又話：「港共橫加宣誓要求，乃輸打贏要，旨在推翻二零一九年區議會選舉結果，順道找些借口把議員刁難一番再DQ，唔睬佢。」佢話多謝助理、同事、義工、親友、街坊一直襄助，自己一直未租到寫字樓，區內唯一嘅商場索租甚高，屋邨又有位，雖然有幸得街坊包容體諒，但可惜好多活動如電影會等都難以舉行，唯一好處係離任後唔使處理太多物資同雜務。佢話議會係一個工具，尚手中應當善用，所以佢從未缺席區議會大大小小嘅會議。但最後寄語：「港共對各個民間團體文武嚇，想把社會割成碎片，我們就更更要與家人、朋友、社會上每一個人建立和維持關係。」



▲香港警察以甘地嘅名言製圖，翻譯成中文即係「非暴力是人類可以使用的最強大力量。它比人類憑借心靈手巧所設計的最強大毀滅性武器還要強大」。(香港警察Twitter)



▲警方前日嘅Twitter出post話今年涉及暴力嘅罪案較去年同期上升3.2%，呼籲大家摒棄暴力。(香港警察Twitter)

警隊拋書包講甘地 梁柏堅：放咗戴耀廷先講啦

聯合國將印度聖雄甘地嘅生日，即係每年嘅10月2日訂為「國際非暴力日」。香港警察前日都有嘅Twitter發文響應，引述甘地所言「非暴力係最強嘅武器」，呼籲大眾摒棄暴力。前區議員梁柏堅喺facebook就話，如果今時今日香港學甘地搞「不合作運動」，應該一早會畀警方以「顛覆國家政權」拉咗啦。梁柏堅嘲諷話，警方以甘地講和平非暴力真係「好×好笑」，叫當局讀吓

書先啦，反問邊個教識市民「和平遊行係冇用？」估中發起人、一直主張和平抗爭嘅民主派初選統籌戴耀廷因初選案仍然還押，梁柏堅就叫政府「放咗戴耀廷先講啦！無恥政權」。

「搞不合作運動畀人拉咗啦」

另一個前區議員黃文萱就質疑警方講甘地「係你係煽動我地(咗)，仲要用外國勢力嘅例子」。

METROLINX

東港站 (East Harbour Station) 前期作業報告草案和湖濱東接合走廊 (Lakeshore East Joint Corridor) 前期作業報告草案之發布公告 安大略線 (Ontario Line) 工程項目

安大略線將為多倫多提供長達近15.6公里的新地鐵服務，民眾及旅客每天都能輕鬆快捷地抵達目的地。該線路將由東北方的安大略科學中心 (Ontario Science Centre) 到西南方的加拿大國家展覽場/安省遊樂宮 (Exhibition/Ontario Place)，貫穿整個城市。安大略線包括具6個轉乘點的15個車站，並連接3條GO通勤火車線、2條即有地鐵線、新艾靈頓跨城輕鐵 (Eglinton Crosstown LRT)、以及10個電車車站。該計劃將結合隧道、地面、和架空路段，並將與道路交通完全分隔，讓通勤更為快捷可靠。

東港站前期作業

東港站的前期作業區域計劃讓安大略線與GO通勤火車同時運營。在進行主要工程項目合同之前完成前期作業，可讓安大略線和GO擴建項目的工作流程更加順暢，並如期執行。東港站前期作業將包括重新規劃既有GO湖濱東軌道，進而配合車站設施和未來的安大略線軌道；建設站台、出入口等車站設施；更新和擴建既有的東大道鐵路橋，以容納四條GO湖濱東軌道和兩條安大略線軌道；完成工地準備作業，例如整地、必要時拆除現有結構、以及搬遷或保護公用設施。

湖濱東接合走廊前期作業

湖濱東接合走廊的前期作業計劃介於東大道 (Eastern Avenue) 和彼普道 (Pape Avenue) 之間，將沿著湖濱東軌道走廊執行。推動該區的前期作業將有助於安大略線工程及時執行，並為GO擴建計劃提供規劃、設計、和施工效率。湖濱東接合走廊前期作業將包括對

既有湖濱東軌道走廊之改建，包括：重新規劃既有GO湖濱東軌道，以配合未來安大略線之基礎設施；更換皇后東街 (Queen Street East)、登打士東街 (Dundas Street East)、和洛根道 (Logan Avenue) 之現有鐵路橋；於登打士東街和洛根道建造兩座新橋，以支援未來安大略線軌道；建造GO架空線供電系統電線桿和輔助基礎設施之基礎，以支援未來的第四條GO軌道；構築擋土牆；以及建造隔音牆，包括佩普道以東。

東港站和湖濱東接合走廊前期作業的環境影響現在正根據安大略省法規341/20 (O. Reg. 341/20) 進行評估中：環境評估法 (Environmental Assessment Act) 下之安大略線工程項目 (O. Reg. 341/20)。根據安大略省法規341/20第8節規定，Metrolinx已完成東港站前期作業報告草案和湖濱東接合走廊前期作業報告草案 (“前期作業報告草案”)，現在可供審查。

前期作業報告草案記錄了東港站和湖濱東接合走廊前期作業之評估。報告中概述了前期作業之目的、當地環境條件之描述、潛在影響、擬議的緩和措施和諮詢記錄。

前期作業報告草案審查和諮詢過程

前期作業報告草案將於2021年9月23日，發布於工程項目網頁 (www.metrolinx.com/ontarioline) 上供審查。

您可以在2021年9月23日至10月24日之間，查看該報告，並使用線上提供之表格給予評論。

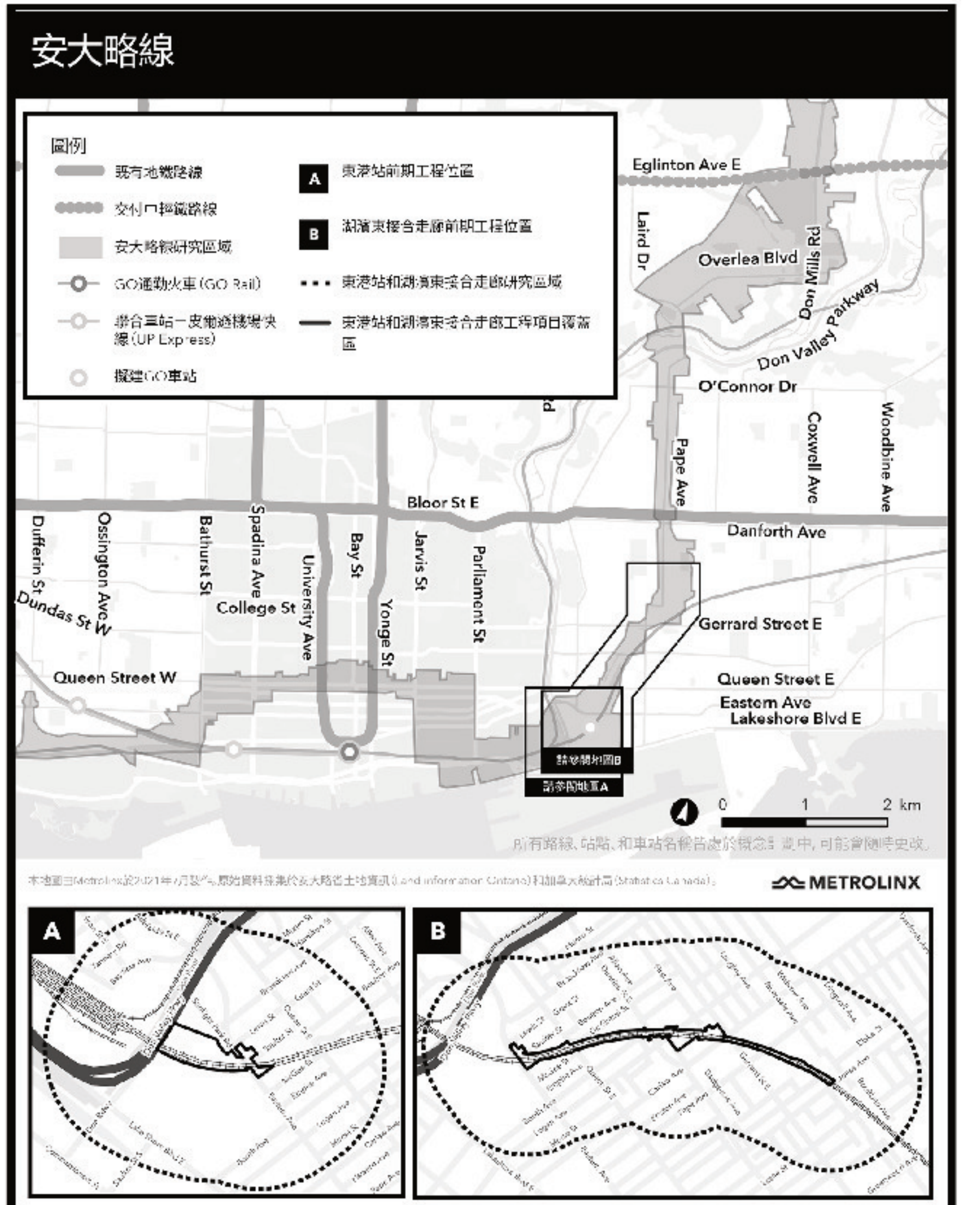
任何對前期作業報告草案之意見必須在2021年10月24日之前提出，並使用其網頁表格提交評論，或發送以下電子郵件地址：ontarioline@metrolinx.com。

根據安大略省法規341/20第10節規定，Metrolinx必須制定問題解決流程，試圖解決於審查期間公眾或原住民提出之任何問題。在審查期結束時，Metrolinx將對前期作業報告草案進行更新，添加對問題解決過程的描述、Metrolinx為解決任何問題所採取之行動、以及前期作業實施時間表是否會因解決問題而有所變更。Metrolinx隨後將發布東港站前期作業最終報告和湖濱東接合走廊前期作業最終報告之公告，並發布於工程項目網頁中：www.metrolinx.com/ontarioline。

若想獲取前期作業報告草案副本，請聯繫上面列出該工程項目的電子郵件地址。

Franca Di Giovanni (T: 416-202-5100, E: ontarioline@metrolinx.com) 為Metrolinx的聯繫代表。Metrolinx, 130 Adelaide Street West Toronto, Ontario M5H 3P5

Metrolinx將蒐集、處理、和公開於提交意見中所包含的個人資料 - 例如姓名、地址、電話號碼和房地產位置，以進行透明化審核和諮詢服務。所有個人資料於安大略省法規341/20之環境評估法的授權下進行蒐集，或是於信息自由和隱私保護法 (Freedom of Information and Protection of Privacy Act) 第37條所述，對所有個人資料進行蒐集及保留，以建立公共記錄。除非您要求保密個人資料，否則您提交的個人資料將成為公共記錄的一部分。欲瞭解更多相關訊息，請聯繫ontarioline@metrolinx.com或416-874-5900。本公告於2021年9月23日首次發布。請聯繫ontarioline@metrolinx.com瞭解更多相關信息。



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Ανακοίνωση Δημοσίευσης Σχεδίου Έκθεσης Αρχικών Εργασιών στον Σταθμό East Harbour και Σχεδίου Έκθεσης Αρχικών Εργασιών στον Κοινό Διάδρομο Lakeshore East Έργο της Γραμμής Οντάριο

Το Έργο

Η Γραμμή Οντάριο θα προσφέρει 15,6 χιλιόμετρα νέων υπηρεσιών μετρό στο Τορόντο, καθιστώντας πιο γρήγορη και πιο εύκολη την καθημερινή μετακίνηση των πολιτών. Η γραμμή θα εκτείνεται σε όλη την πόλη, από το Κέντρο Επιστημών του Οντάριο στα βορειοανατολικά έως την Τοποθεσία Οντάριο / Εκθεσιακός Σταθμός στα νοτιοδυτικά. Η Γραμμή Οντάριο θα περιλαμβάνει 15 νέους σταθμούς, μεταξύ αυτών έξι σταθμούς ανταλλαγής, συνδέσεις με τρεις γραμμές του τρένου GO, δύο υφιστάμενες γραμμές μετρό, το νέο Eglinton Crosstown Tram και γραμμές τραμ σε δέκα σταθμούς. Το έργο θα συνδυάζει υπόγεια, επιφανειακά και υπερυψωμένα τμήματα και θα είναι πλήρως διαχωρισμένο από την κίνηση ώστε να παρέχει γρήγορη και αξιόπιστη μετακίνηση.

Αρχικές Εργασίες στον Σταθμό East Harbour

Οι αρχικές εργασίες στον Σταθμό East Harbour θα πραγματοποιηθούν στην τοποθεσία όπου η Γραμμή Οντάριο θα λειτουργεί παράλληλα με την λειτουργία του τρένου GO. Η ολοκλήρωση των αρχικών εργασιών πριν την έναρξη κατασκευαστικών έργων μεγάλης κλίμακας θα διευκολύνει την παράδοση των έργων της Γραμμής Οντάριο και της Επέκτασης τρένου GO και θα διασφαλίσει την τήρηση του χρονοδιαγράμματος αυτών. Οι αρχικές εργασίες στον Σταθμό East Harbour θα περιλαμβάνουν αναδιάρθρωση των υφιστάμενων σιδηροδρομικών γραμμών του τρένου Lakeshore East GO για την καλύτερη εξυπηρέτηση των εγκαταστάσεων του σταθμού και των μελλοντικών σιδηροδρομικών γραμμών της Γραμμής Οντάριο, κατασκευή εγκαταστάσεων του σταθμού όπως πλατφόρμες και εισοδοί, αντικατάσταση και επέκταση της υφιστάμενης σιδηροδρομικής γέφυρας Eastern Avenue για την καλύτερη εξυπηρέτηση τεσσάρων σιδηροδρομικών γραμμών του τρένου Lakeshore East GO και δύο σιδηροδρομικών γραμμών της Γραμμής Οντάριο και ολοκλήρωση των προπαρασκευαστικών εργασιών των εγκαταστάσεων όπως ισοπέδωση εδάφους, κατεδάφιση υφιστάμενων δομών όπου απαιτείται και μετεγκατάσταση ή προστασία έργων κοινής ωφελείας.

Αρχικές Εργασίες στον Κοινό Διάδρομο Lakeshore East

Οι αρχικές εργασίες στον Κοινό Διάδρομο Lakeshore East θα πραγματοποιηθούν κατά μήκος του σιδηροδρομικού διαδρόμου Lakeshore East μεταξύ περίπου των οδών Eastern Avenue και Pape Avenue. Η προώθηση των αρχικών εργασιών θα διευκολύνει την έγκαιρη υλοποίηση της Γραμμής Οντάριο και θα παρέχει αποδοτικότητα προγραμματισμού, σχεδιασμού και υλοποίησης για την Επέκταση του τρένου GO. Οι αρχικές εργασίες στον Κοινό Διάδρομο Lakeshore East θα περιλαμβάνουν τροποποιήσεις στον υφιστάμενο σιδηροδρομικό διάδρομο Lakeshore East, μεταξύ αυτών: αναδιάρθρωση των υφιστάμενων σιδηροδρομικών γραμμών του τρένου GO για την υποστήριξη των μελλοντικών υποδομών της Γραμμής Οντάριο, αντικατάσταση των υφιστάμενων σιδηροδρομικών γεφυρών στις οδούς Queen Street East, Dundas Street East και Logan Avenue, κατασκευή δύο νέων γεφυρών στις οδούς Dundas Street East και Logan Avenue για την υποστήριξη των μελλοντικών σιδηροδρομικών γραμμών της Γραμμής Οντάριο, κατασκευή θεμελίων για τους πόλους εναέριας αλυσοειδούς γραμμής του τρένου GO, κατασκευή τοίχων αντιστήριξης και κατασκευή φραγμάτων ηχοπροστασίας συμπεριλαμβανόμενης της περιοχής ανατολικά της οδού Pape Avenue.

Οι περιβαλλοντικές επιπτώσεις των αρχικών εργασιών στον Σταθμό East Harbour και στον Κοινό Διάδρομο Lakeshore East αξιολογούνται σύμφωνα με τον Κανονισμό του Οντάριο 341/20: Έργο της Γραμμής Οντάριο (Κανονισμός Οντάριο 341/20), βάσει του Νόμου Περί Περιβαλλοντικής Αξιολόγησης. Σύμφωνα με την Ενότητα 8 του Κανονισμού του Οντάριο 341/20, η εταιρία Metrolinx ετοίμασε το Σχέδιο Έκθεσης Αρχικών Εργασιών στον Σταθμό East Harbour και το Σχέδιο Έκθεσης Αρχικών Εργασιών στον Κοινό Διάδρομο Lakeshore East (Σχέδια Εκθέσεων Αρχικών Εργασιών) τα οποία είναι τώρα διαθέσιμα προς αξιολόγηση.

Τα Σχέδια Εκθέσεων Αρχικών Εργασιών καταγράφουν την αξιολόγηση των αρχικών εργασιών στον Σταθμό East Harbour και στον Κοινό Διάδρομο Lakeshore East. Οι εκθέσεις διατυπώνουν τον σκοπό των αρχικών εργασιών, περιλαμβάνουν περιγραφή των τοπικών περιβαλλοντικών συνθηκών, πιθανές επιπτώσεις, προτεινόμενα μέτρα μετριασμού καθώς και αρχείο διαβουλεύσεων.

Αξιολόγηση Σχεδίων Εκθέσεων Αρχικών Έργων και Διαδικασία Διαβουλεύσεων.

Με ισχύ από τις **23 Σεπτεμβρίου 2021** τα Σχέδια Εκθέσεων Αρχικών Εργασιών θα είναι διαθέσιμα προς αξιολόγηση στην ιστοσελίδα του έργου (www.metrolinx.com/ontarioline).

Μπορείτε να δείτε και να σχολιάσετε τα Σχέδια Εκθέσεων από τις **23 Σεπτεμβρίου έως τις 24 Οκτωβρίου 2021** μέσω της διαδικτυακής φόρμας που παρέχεται.

Όσοι επιθυμούν να παρέχουν σχόλια επί των Σχεδίων Εκθέσεων Αρχικών Εργασιών πρέπει να το πράξουν έως τις **24 Οκτωβρίου 2021** και να τα υποβάλλουν χρησιμοποιώντας την φόρμα της ιστοσελίδας ή να τα στείλουν στην ακόλουθη διεύθυνση ηλεκτρονικού ταχυδρομείου ontarioline@metrolinx.com.

Η Ενότητα 10 του Κανονισμού του Οντάριο 341/20 υποχρεώνει την εταιρία Metrolinx να καθορίσει μία διαδικασία επίλυσης προβλημάτων σε μια προσπάθεια επίλυσης οποιασδήποτε ανησυχίας που εκφράζει το κοινό ή οι Αυτόχθονες κατά την διάρκεια της περιόδου αξιολόγησης. Στο τέλος της περιόδου αξιολόγησης, η εταιρία Metrolinx θα αναστραρμόσει τα Σχέδια Εκθέσεων Αρχικών Εργασιών προσθέτοντας σε αυτά περιγραφή της διαδικασίας επίλυσης προβλημάτων, τον τρόπο που αντιμετώπισε η εταιρία Metrolinx αυτές τις ανησυχίες και το κατά πόσο τα χρονοδιαγράμματα υλοποίησης των αρχικών εργασιών θα επηρεαστούν ως αποτέλεσμα της αντιμετώπισης ανησυχιών. Τότε η εταιρία Metrolinx θα δημοσιεύσει την Τελική Έκθεση Αρχικών Εργασιών στον Σταθμό East Harbour και την Τελική Έκθεση Αρχικών Εργασιών στον Κοινό Διάδρομο Lakeshore East στην ιστοσελίδα του έργου: www.metrolinx.com/ontarioline και θα εκδώσει την Ανακοίνωση Δημοσίευσης της Τελικής Έκθεσης Αρχικών Εργασιών στον Σταθμό East Harbour και της Τελικής Έκθεσης Αρχικών Εργασιών στον Κοινό Διάδρομο Lakeshore East.

Για να λάβετε αντίγραφο των Σχεδίων Εκθέσεων Αρχικών Εργασιών, παρακαλώ επικοινωνήστε με την διεύθυνση ηλεκτρονικού ταχυδρομείου του έργου που αναφέρεται παραπάνω.

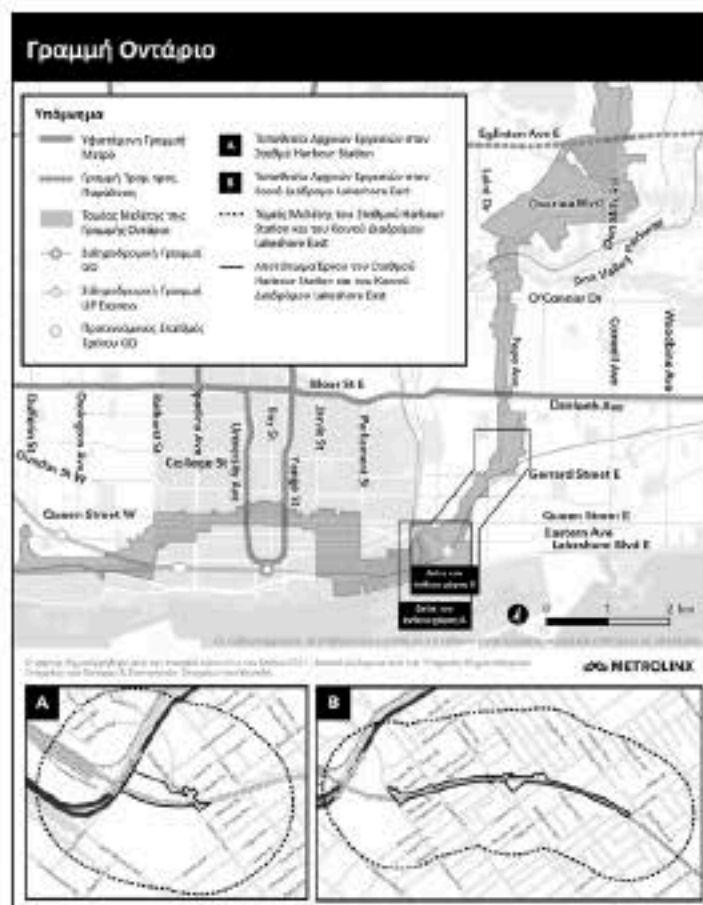
H Franca Di Giovanni (T: 416-202-5100, E: ontarioline@metrolinx.com) είναι διαθέσιμη για επικοινωνία εξ ονόματος της Metrolinx.

Metrolinx, 130 Adelaide Street West Toronto, Ontario M5H 3P5

Όλα τα προσωπικά στοιχεία που περιλαμβάνονται στην φόρμα υποβολής - όπως όνομα, διεύθυνση, αριθμός τηλεφώνου και τοποθεσία στέψου - συλλέγονται, διατηρούνται και δημοσιοποιούνται από την εταιρία Metrolinx για λόγους διαφάνειας και διαβούλευσης. Οι πληροφορίες συλλέγονται υπό την εποπτεία του Κανονισμού του Οντάριο 341/20 βάσει του Νόμου περί Περιβαλλοντικής Αξιολόγησης ή συλλέγονται και διατηρούνται με σκοπό τη δημοκρατία αρχείου διαθέσιμου στο ευρύ κοινό όπως περιγράφεται στο πεδίο 37 του Νόμου περί Ελευθερίας Στοιχείων και Προστασίας Απορρήτου. Τα προσωπικά στοιχεία που υποβάλλετε θα ενσωματωθούν σε δημόσιο αρχείο διαθέσιμο στο ευρύ κοινό, εκτός εάν ζητήσετε να μην αποκαλυφθούν τα προσωπικά σας στοιχεία. Για περισσότερες πληροφορίες, παρακαλώ επικοινωνήστε με το ontarioline@metrolinx.com or 416-874-5900.

Πρώτη δημοσίευση της παρούσας Ανακοίνωσης πραγματοποιήθηκε στις **23 Σεπτεμβρίου 2021**.

Για περισσότερες πληροφορίες, παρακαλώ επικοινωνήστε με το ontarioline@metrolinx.com



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Rentrée à l'Université de l'Ontario français : des défis pour Pierre Ouellette

CLÉMENT LECHAT

Les 151 étudiants de la première promotion de l'Université de l'Ontario français (UOF) ont fait leur rentrée en ligne le 9 septembre dernier. Un jour historique signifiant l'aboutissement d'un projet de longue haleine, qui aura suscité des débats houleux au sein même de la communauté.

La rentrée a eu lieu à quelques semaines du Jour des Franco-Ontariens, le 25 septembre. Une coïncidence plus que symbolique pour Pierre Ouellette, recteur de l'Université.

« J'ai travaillé toute ma vie en Ontario français. Je suis né ici. J'ai étudié ici. L'Ontario français m'est tatoué sur le cœur », a-t-il dit dans une intervention au Club canadien de Toronto le 23 septembre. « Faire partie de cette première rentrée, c'est une fierté incroyable », insiste celui qui fut de 2011 à 2016 recteur à l'Université de Hearst.

Cette inauguration met fin à une inégalité d'accès à l'enseignement post-secondaire pour les francophones dans le Centre et le Sud-Ouest. Environ 225 000 des 620 000 Franco-Ontariens habitent dans cette région, soit 36 % d'entre eux. Un nombre qui ira en s'accroissant dans les prochaines années, selon Pierre Ouellette.

Cours transdisciplinaires... à distance

Située au 2^e étage du 9 Lower Jarvis, dans un immeuble neuf, l'institution a décidé de ne pas accueillir ses étudiants en présentiel pour le moment. Mais ce n'est qu'une question de semaines avant de basculer vers un format hybride, assure M. Ouellette.

« Nous avons reçu notre campus qu'à quelques jours de la rentrée. Nos professeurs n'ont ainsi pas reçu la



« Nous entendons les commentaires de la communauté et entrons en contact avec elle pour réfléchir aux prochaines pistes de développement. Nous voyons des besoins de main-d'œuvre dans plusieurs secteurs. »

PIERRE OUELLETTE, recteur de l'Université de l'Ontario français

formation pour utiliser les technologies de pointe pour l'enseignement en salle de classe. Nous étions soucieux de ne pas les mettre dans une

situation de vulnérabilité, et nous voulions miser sur la qualité de l'enseignement. Donc, nous avons opté pour un enseignement entièrement à

distance pour le moment. Ces cours « hybrides », aussi appelés « en comodalité », feront partie intégrante de la pédagogie de l'UOF,

même après la pandémie.

Certains programmes se sont révélés plus populaires que d'autres. Les études de l'économie et de

l'innovation sociale ont le vent en poupe. Les cultures numériques arrivent en seconde position, suivies de l'étude des environnements urbains. Le programme sur la pluralité humaine a été le moins plébiscité.

D'autre part, une quinzaine d'étudiants se sont inscrits dans des certificats (1an) ou micro-certificats (1 semestre), comme en pédagogie ou en sciences humaines appliquées.

Se voulant innovante, l'université adopte une approche transdisciplinaire qui mélange les disciplines pour mieux cerner la complexité des problèmes du XXI^e siècle.

De nouveaux programmes pour l'Ontario français

L'Université de l'Ontario français ne s'arrêtera pas à 4 programmes principaux. L'objectif est d'enrichir l'offre dans les années à venir.

« Nous entendons les commentaires de la communauté et entrons en contact avec elle pour réfléchir aux prochaines pistes de développement. Nous voyons des besoins de main-d'œuvre dans plusieurs secteurs », indique M. Ouellette.

Par exemple, un nouveau baccalauréat en éducation est en cours de préparation. Actuellement en attente d'approbation par le ministère, ce 5^e programme sera présenté en avril et viendra répondre à la pénurie d'enseignants francophones dans les écoles secondaires et d'immersion.

En effet, rien que pour les écoles d'immersion, l'Association canadienne des professionnels de l'immersion (ACPI) chiffre à 20 000 le nombre d'enseignants supplémentaires requis dans les années à venir.

Pourquoi ne pas avoir proposé ce programme dès la rentrée 2021? « Les 4 programmes que nous avons lancés cette année sont urgents pour former un leadership francophone dans nos communautés. Nous en avons besoin. Cela fait 5 ans que je vis à Toronto. Je vois un leadership ici, mais il pourrait être renforcé. Il n'est pas le même que celui des autres milieux universitaires francophones ailleurs dans la province et au pays », insiste Pierre Ouellette.

Attirer les Franco-Ontariens à l'UOF Les défis sont nombreux pour cette jeune université qui devra se faire une place au milieu d'autres institutions plus anciennes.

En priorité, l'Université de l'Ontario français souhaite rééquilibrer le ratio entre étudiants internationaux et locaux, pour ainsi mieux correspondre à son mandat initial: « Par et pour les Franco-Ontariens ».

Lors de l'année universitaire 2021-2022, 70 % des étudiants sont étrangers, contre 30 % de Canadiens.

« Pour le recrutement domestique, notre fenêtre de recrutement en 2020 a été raccourcie, car nos programmes ont été approuvés tardivement par le ministère, en octobre. L'UOF n'a pas été présente dans les écoles secondaires autant que nous l'aurions voulu. En comparaison, lorsqu'on recrute à l'international, nous sommes face à une population étudiante qui a déjà pris la décision d'aller étudier ailleurs. Le Canada est très attractif. C'est donc une décision qui se prend très rapidement », analyse-t-il.

Pour attirer davantage de Franco-Ontariens, surtout ceux des régions du Centre et du Sud-Ouest, l'UOF entend aller au contact des élèves tout au long de leur cursus secondaire, et approcher les conseillers d'orientation pour se faire connaître.

Cependant, Pierre Ouellette admet qu'il faudra s'armer de patience. « Une université ne se crée pas en 3 semaines, ni en 3 mois, et peut-être même pas en 3 ans », souligne-t-il.

Un autre défi de taille pour attirer les étudiants concerne l'accès à un logement abordable. L'université, située en plein centre-ville, a dorénavant tissé un premier partenariat pour proposer des logements à proximité du campus.

L'UOF au 2^e étage du 9 Lower Jarvis au centre-ville de Toronto, presque au bord du lac. PHOTO: FRANÇOIS BERGERON

METROLINX

Avis de publication de l'ébauche de rapport sur les travaux préliminaires à la gare East Harbour et de l'ébauche de rapport sur les travaux préliminaires du corridor commun de Lakeshore East Projet de ligne Ontario

Le projet

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

Travaux préliminaires à la gare East Harbour

Des travaux préliminaires auront lieu à la gare East Harbour, où la ligne Ontario rejoint le service ferroviaire GO. L'achèvement des travaux préliminaires avant le début des principaux contrats de construction aidera à simplifier la réalisation des projets de ligne Ontario et d'expansion du réseau GO et à éviter les retards dans le calendrier des deux projets. À la gare East Harbour, les travaux préliminaires consistent à reconfigurer les voies existantes de la ligne GO de Lakeshore East pour accueillir les installations de la gare et les futures voies de la ligne Ontario; à construire les installations de la gare, notamment les quais et les entrées; à remplacer et élargir l'actuel viaduc ferroviaire de l'avenue Eastern pour faire place à quatre voies de la ligne GO de Lakeshore East et à deux voies de la future ligne Ontario; et à effectuer les activités de préparation du site, notamment le nivellement, la démolition des structures existantes si nécessaire et le déplacement ou la protection des services publics.

Travaux préliminaires du corridor commun de Lakeshore East

Les travaux préliminaires du corridor commun de Lakeshore East auront lieu le long du corridor ferroviaire de Lakeshore East, environ entre l'avenue Eastern et l'avenue Pape. L'avancement des travaux préliminaires dans ce secteur facilitera l'exécution rapide du projet de la ligne Ontario et aidera à réaliser des économies dans la planification, la conception et la mise en œuvre du programme d'expansion du réseau GO. Les travaux préliminaires du corridor commun de Lakeshore East comportent des modifications à l'actuel corridor ferroviaire de Lakeshore East, notamment : la reconfiguration des voies GO existantes pour faire place à la future infrastructure de la ligne Ontario; le remplacement des viaducs ferroviaires existants de la rue Queen Est, de la rue Dundas Est et de l'avenue Logan; la construction de deux nouveaux viaducs sur la rue Dundas Est et l'avenue Logan pour accueillir les voies de la ligne Ontario; la construction des fondations des poteaux du système de suspension caténaire de la ligne GO et de l'infrastructure de soutien pour la quatrième voie GO; la construction de murs de soutènement; et la construction d'écrans acoustiques, notamment à l'est de l'avenue Pape.

Les répercussions environnementales des travaux préliminaires à la gare East Harbour et dans le corridor commun de Lakeshore East sont en cours d'évaluation conformément au Règlement de l'Ontario 341/20, Projet de ligne Ontario (Règl. de l'Ont. 341/20) en vertu de la Loi sur les évaluations environnementales. Conformément à l'article 8 du Règl. de l'Ont. 341/20, Metrolinx a rédigé l'ébauche de rapport sur les travaux préliminaires à la gare East Harbour et l'ébauche de rapport sur les travaux préliminaires du corridor commun de Lakeshore East (les ébauches de rapport sur les travaux préliminaires) qui peuvent maintenant être consultées par le public.

Les ébauches de rapport sur les travaux préliminaires documentent l'évaluation des travaux préliminaires réalisés à la gare East Harbour et dans le corridor commun de Lakeshore East. Les rapports définissent l'objectif des travaux préliminaires, décrivent les conditions de l'environnement local, les répercussions potentielles ainsi que les mesures d'atténuation proposées et contiennent un journal des consultations.

Processus d'examen et de consultation dans le cadre de l'ébauche de rapport sur les travaux préliminaires

À compter du 23 septembre 2021, les ébauches de rapport sur les travaux préliminaires se trouveront sur la page Web du projet (www.metrolinx.com/ligneontario).

Vous pourrez consulter les rapports du 23 septembre au 24 octobre 2021 et les commenter en ligne à l'aide du formulaire fourni.

Les personnes qui souhaitent envoyer des commentaires sur les ébauches de rapport sur les travaux préliminaires doivent le faire d'ici le 24 octobre 2021 et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

L'article 10 du Règl. de l'Ont. 341/20 exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les Premières Nations au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour les ébauches de rapport sur les travaux préliminaires en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pour répondre aux préoccupations, et l'incidence du traitement des préoccupations sur les calendriers de mise en œuvre des travaux préliminaires, le cas échéant. Metrolinx publiera ensuite le rapport définitif sur les travaux préliminaires à la gare East Harbour et le rapport définitif sur les travaux préliminaires du corridor commun de Lakeshore East sur la page Web du projet, www.metrolinx.com/ligneontario, et émettra un avis de publication du rapport définitif sur les travaux préliminaires à la gare East Harbour et du rapport définitif sur les travaux préliminaires du corridor commun de Lakeshore East.

Pour obtenir une copie des ébauches de rapport sur les travaux préliminaires, veuillez écrire à l'adresse courriel indiquée ci-dessous.

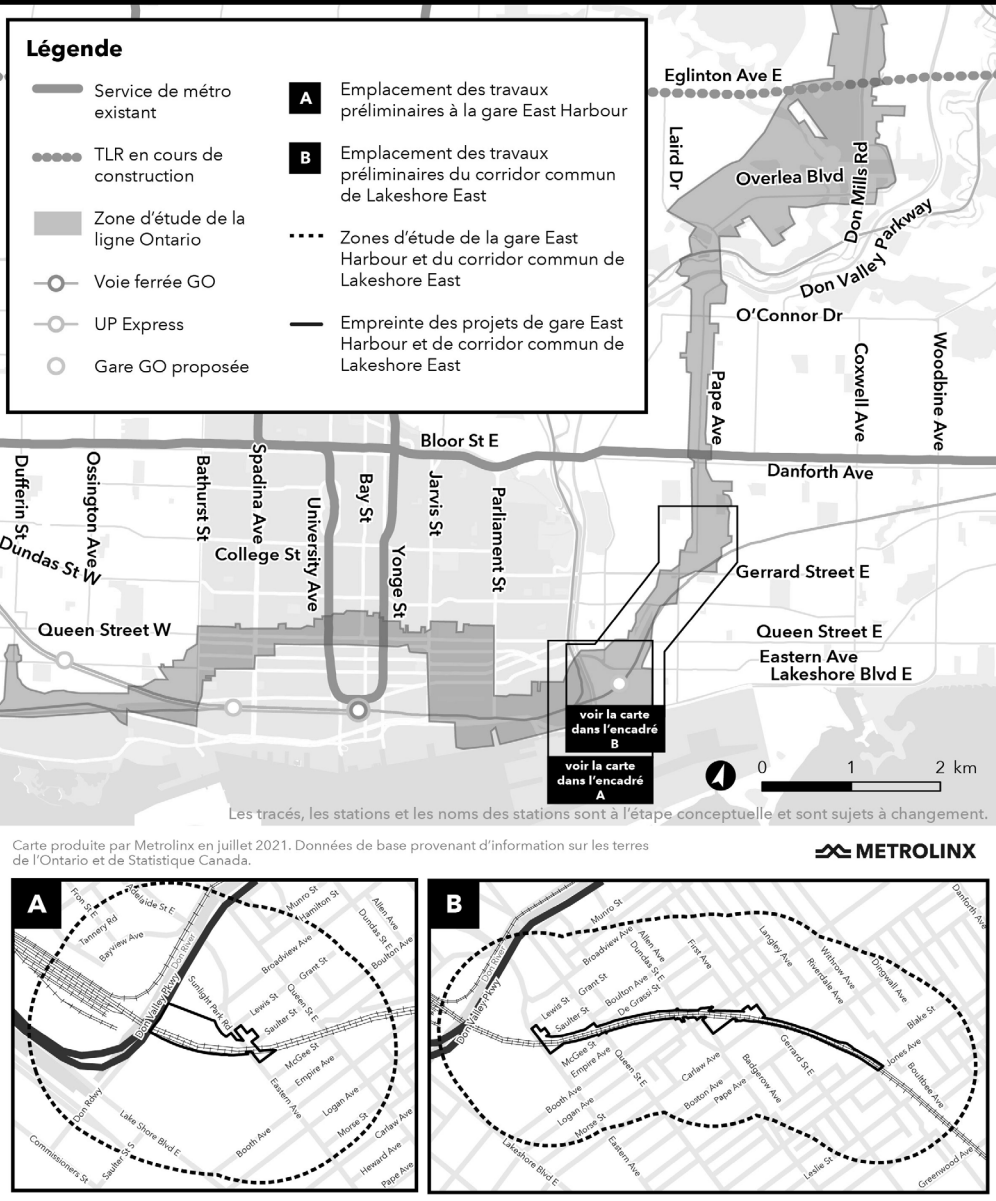
Franca Di Giovanni (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com), représentante de Metrolinx.
Metrolinx, 130 Adelaide Street West, Toronto (Ontario) M5H 3P5

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

Date de la première publication : le 23 septembre 2021.

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

Ligne Ontario



**Draft Lakeshore East Joint
Corridor Early Works Report
Newspaper Advertisements
and News Features**

- **Metrolinx Blog**

Ontario Line design consultations start in the East Segment following release of latest report

SEPTEMBER 23, 2021

Having a strategy to reduce the impacts of new transit projects is critical to their success. That's why Metrolinx takes time to do thorough environmental assessments and gather public feedback well before construction begins. Today (Sept. 23), the transit agency released a report for upcoming work along the Lakeshore East GO rail corridor, where new Ontario Line trains will run on dedicated new tracks. The report confirmed that new noise solutions will keep sound levels the same or lower than they are today in most areas, and residents are now invited to weigh in on design and construction plans.

Riverside and Leslieville residents can learn more about Metrolinx plans for noise walls that will block sound along the Lakeshore East GO rail corridor between approximately Eastern Avenue and Pape Avenue.

The release of [a report on early works in the area](#) kicks off the start of consultation around the plans, which also call for new retaining walls that will shrink the physical footprint of the corridor [and create more green space](#).

Open House

To help gather feedback on the plans, Metrolinx has also launched an online sound demonstration and a design questionnaire for the new walls. These developments will be

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RECENT POSTS

Signal bridges going up as Metrolinx makes progress on GO train signal modernization at Union Station October 28, 2021

See Crosstown LRT video of Eglinton Station tracks going

discussed during a virtual open house taking place today (Sept. 23). A second report released today also looks at the works planned for the future [East Harbour station](#).

“We’ve been working for many, many months on an effort to develop comprehensive design concepts that integrate noise barriers, retaining walls and vegetation to help this new infrastructure fit in within the community,” said John Potter of the Metrolinx Design Division.



Here’s an example of elements that make up the look and feel of the noise and retaining walls that the public will be asked for feedback on. (Photos from SvN)

Noise Walls and Vibration

Noise walls are proposed as a tool to block noise generated by the Ontario Line and GO trains in the area and are just one part of an integrated plan to manage noise and vibration in the area.

Metrolinx will also explore a number of proven solutions to address or avoid increases in vibration. These could include rubber mats placed under the track structures for GO trains and specialized fasteners for the rails. Vibration solutions for GO tracks will be installed as part of the upcoming early works along the Lakeshore East GO rail corridor. Exact solutions for the Ontario Line tracks will be determined once a project partner is on board for the Northern Civil, Stations and Tunnel project and experts complete detailed designs for this work.

Metrolinx has not only studied how walls will reduce noise – the transit agency also worked with AECOM, an infrastructure consulting firm, to create an online [sound demonstration](#). At select locations along the rail corridor in Riverside and Leslieville, people can hear today’s noise levels and noise levels predicted for the future, when new Ontario Line trains are up and running. This provides an easy comparison between current sound levels and what can be expected once noise walls and new train trips are in place.

Online Questionnaire

Eglinton Station tracks going in and caissons being taken out October 28, 2021

New artwork aims to further transform Union Station Bus Terminal in Toronto October 27, 2021

SEARCH

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ARCHIVES

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Metrolinx Land Acknowledgement

Of course, people don't just want to hear about how the walls will block sound. They want to know how they will look together with retaining walls, and once landscaping around them is complete. That's the focus of the [online questionnaire](#) Metrolinx launched today, which is open until Oct. 14.

Wherever possible, noise and retaining walls will be lined by trees, shrubs, vines and other plants to enhance the appearance of the space.

"We want to create welcoming spaces around the new walls so people can continue to enjoy their neighbourhood," Potter said.

"Our goal is to ensure the neighbourhood has a green, self-sustaining border to the rail corridor that is made up of healthy native plantings."



A look at Jimmie Simpson Park, earlier in the year, on a very sunny day. (Metrolinx photo)

The guiding principle is to make sure Jimmie Simpson Park and other green spaces along the rail tracks will look better than ever after construction is complete.

"We are aiming not just to return it to what it was but to bring it to a new state," Potter said. "Over time, we want there to be an improvement on what's there today."

The Early Works Reports for the [Lakeshore East Joint Corridor](#) and [East Harbour Station](#) are available on [MetrolinxEngage](#). Public consultation on the reports will run until October 24. Comments can be submitted on the website or to ontarioline@metrolinx.com.

If you haven't yet registered to participate in tonight's open house, which starts at 6:30 p.m., you can do that [here](#).

Metrolinx has scheduled an additional virtual open house to review the Early Works Report for East Harbour on Oct. 5 at 6:30 p.m. More details and a registration link will be posted [here](#) in the coming days.

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples. In particular these lands are covered by 20 Treaties, and we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration. Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.


Want to find out more about the online sound tool? Here's that story.

Story by Mike Winterburn, Metrolinx News senior writer

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[EAST HARBOUR STATION](#) [NOISE WALLS](#)

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Lakeshore East Joint Corridor Early Works Public Flyers

- **The Ontario Line:
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Questions, Answered**
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Lakeshore East Joint Corridor Early Works Public Flyers

- **The Ontario Line:
Your Network
Questions, Answered**

The Ontario Line

YOUR NETWORK QUESTIONS, ANSWERED





FASTER TRAVEL

From one end of the line to another in 30 minutes or less, making it fast and convenient to get where you need to go.



BETTER CONNECTIONS

15 new stops across the city, with dozens of subway, GO train, streetcar and bus connections along the way.



LESS TRAFFIC & POLLUTION

28,000 fewer cars on the road each day and 7.2 million fewer litres of fuel consumed each year.

The Ontario Line will be the largest single subway expansion in Toronto's history, helping to ease congestion and bring better transit to underserved neighbourhoods. It will stretch 15.6 kilometres across the city, from the Ontario Science Centre at Eglinton Avenue, under Danforth Avenue, through the downtown core and on to Exhibition Place. Connections to GO and TTC lines will put the Ontario Line at the centre of a true network, making it faster and easier for hundreds of thousands of people to get where they need to be, across Toronto and across our region.

Big projects with lots of details come with many questions, so here are some of yours, answered.



**388,000
TRIPS**

PER DAY BY 2041



RELIEVE CROWDING BY

**6,000
PEOPLE**

ON LINE 1 DURING
MORNING RUSH HOUR



—41M—

**100-METRE
LONG TRAINS**

LONGER THAN TRAINS ON MANY OTHER
NEW TRANSIT LINES IN CANADA

Q

QUESTION

Will the Ontario Line have enough capacity for our growing region?

A

ANSWER

Yes! Fast and frequent Ontario Line trains will serve up to 388,000 trips each day by 2041. This will relieve crowding on Line 1 by as much as 15% - or 6,000 people - during the morning rush hour. The trains will also be up to 100 metres long, which is longer than trains used for many other new transit lines in Canada. The Ontario Line has been designed to grow as demand grows.

Q

QUESTION

Is the Ontario Line running above ground because the trains are smaller?

A

ANSWER

No, going above ground has nothing to do with train size. We're building above ground in certain areas because it will create better connections to other transit, like the GO trains at the future East Harbour transit hub. This will make it faster and easier for about 8,600 people to transfer between the Ontario Line and the Lakeshore East and Stouffville GO lines during morning rush hour. On the other side of downtown, the station at Exhibition Place will also offer connections between GO trains and the Ontario Line, with another 6,300 morning rush-hour transfers expected.

Q

QUESTION

Why are we building a subway that will only serve Toronto?

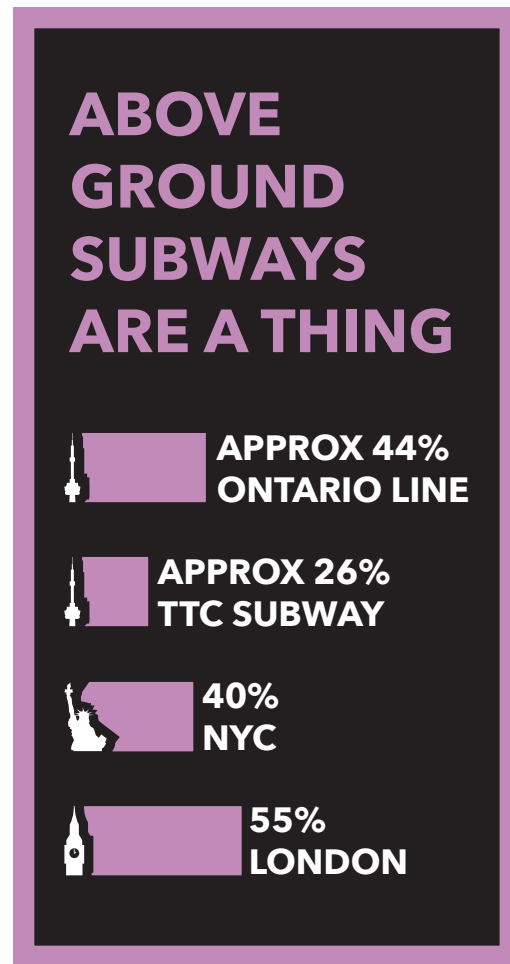
A

ANSWER

The Ontario Line will serve customers well beyond the Toronto boundary. It will make more than 40 vital connections to other transit lines including:

- Lakeshore West, Lakeshore East and Stouffville GO trains
- Line 1 and Line 2 TTC subways
- the Eglinton Crosstown LRT (Line 5)
- streetcars at 10 stations
- buses at 12 stations

These connections will transform our existing system into a true network that will seamlessly move people to more destinations around Toronto and across our entire region.



Q

QUESTION

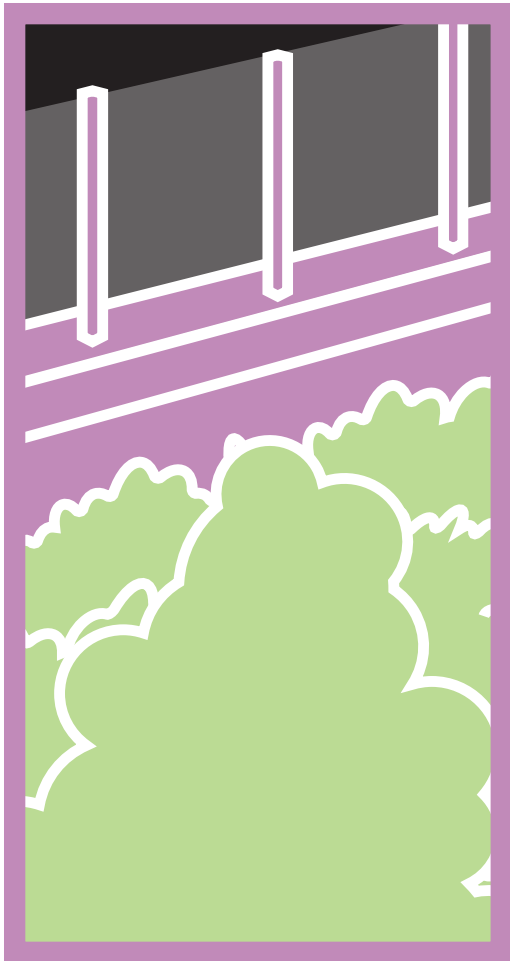
Aren't subways supposed to always run underground?

A

ANSWER

No. In fact, many subway systems have significant above ground stretches, including the current TTC subway system in Toronto.

Nearly 26% of the TTC's subway network runs above ground. Lines 1 and 2 have seven stations each with tracks at or above surface. In New York City, 40% of the subway runs in open air. And 55% of the London Underground runs above ground.



Q

QUESTION

Will communities have a say on the materials and design of the noise walls?

A

ANSWER

Absolutely! We will be holding consultations on noise wall materials and surrounding landscaping treatments this summer. We'll have a range of options for the community to weigh in on, and are eager to work together to keep your community spaces beautiful and green.



FAST AND FREQUENT SERVICE

As little as 90 seconds between trains during morning rush hour.



EASIER ACCESS TO TRANSIT

More than 255,000 people living within a 10-minute walk of an Ontario Line station.



MORE ACCESS TO JOBS

Up to 47,000 more job opportunities that can be easily accessed by transit.

ONTARIO LINE



WE'RE HERE FOR YOU

We understand you have concerns, and we are here to be your source of truth.

Please don't hesitate to reach out to us if you have questions or want to talk more about our plans for the Ontario Line.

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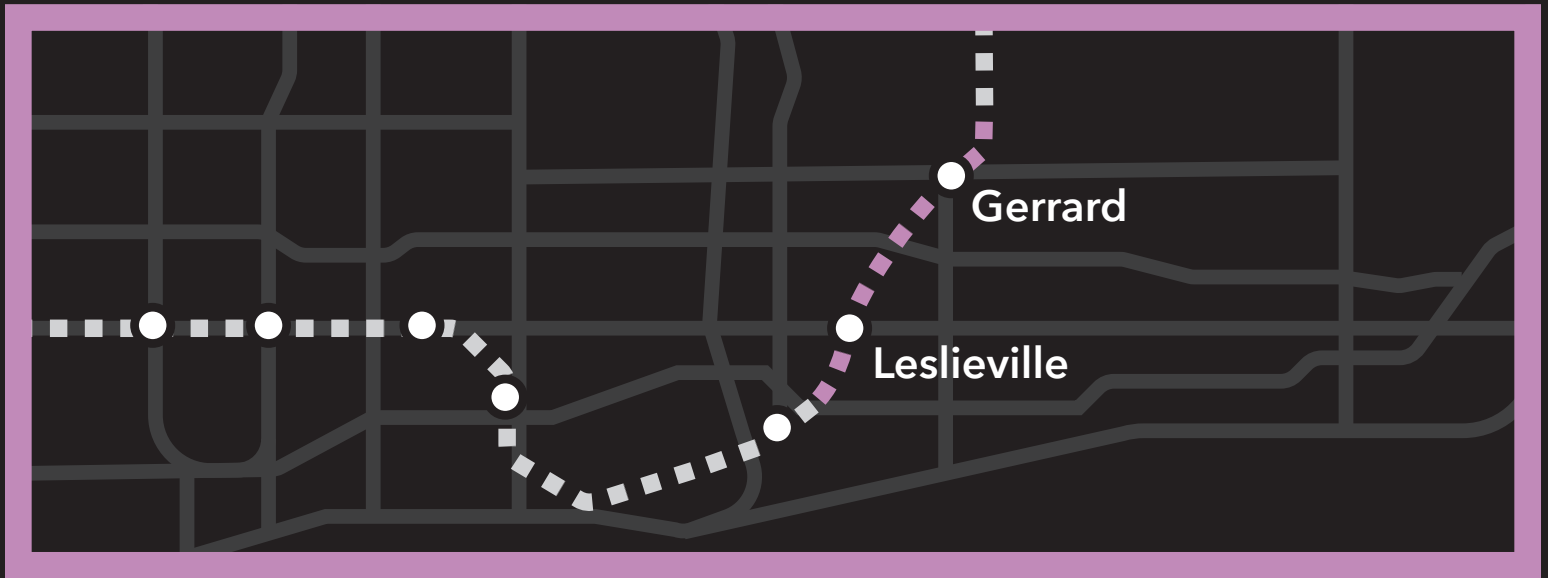
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Lakeshore East Joint Corridor Early Works Public Flyers

- **The Ontario Line:
Facts and Fiction**

FACTS AND FICTION





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15 new stops across the city, with dozens of subway, GO train, streetcar and bus connections along the way.



LESS TRAFFIC & POLLUTION

28,000 fewer cars on the road each day and 7.2 million fewer litres of fuel consumed each year.

At Metrolinx we are here for you - to listen to your questions about the new Ontario Line and provide the accurate answers you deserve.

The Ontario Line will be a critical addition to our transit network, bringing 15.6 km of much-needed relief and new connections across the city. But with a project so large, it's no surprise that incorrect information and myths are making their way around.

We want to make sure you're getting the facts. Read on for a few specific misleading claims that need correcting for Leslieville and Riverside residents.



MYTH

The rail corridor will be widened and extend far into neighbouring properties and streets.



INCORRECT CROSS SECTION THAT HAS BEEN CIRCULATING ONLINE



REALITY

It won't. The green line someone painted in the community is incorrect. We have the space and that's where we will build. New Ontario Line and GO tracks will fit almost entirely in the rail corridor where trains run today.

It's true that we will extend past our boundaries in park areas around the new stations at Queen and Gerrard, but we will keep this to a minimum and give park space back to the community in other areas.



TRUE-TO-PLAN METROLINX CROSS SECTION WITH BOTH ONTARIO LINE AND GO SERVICES WITHIN EXISTING PROPERTY BOUNDARIES (NORTH OF REC CENTRE)



MYTH

The Ontario Line will destroy parks.



REALITY

This is not true - we will protect your parks. Keeping almost all of our work within the existing Metrolinx property means no parks will be lost.

Our guiding principle is to avoid using park space during construction, but if we do need space on a short-term basis, we'll keep it to an absolute minimum. We'll also make safety our top priority and work with the community to restore it to a better state after we're done.





MYTH

Important community spaces will close because of the Ontario Line.



REALITY

They won't - they will stay open.

Jimmie Simpson Park and its recreation centre, basketball court and hockey rink will stay open during construction and beyond.

There is simply no reason that Ontario Line work would force these spaces to close.





MYTH

The Ontario Line will eliminate all tree cover in neighboring green spaces.



REALITY

This is incorrect - we intend to maintain and improve tree cover in neighbouring green spaces.

First, we'll protect as many mature trees as possible.

Second, we will replace any trees we need to remove.

If we must remove a tree outside of our property, we will work with the City of Toronto to plant three new ones nearby.





MYTH

The community will be noisier than it is today.

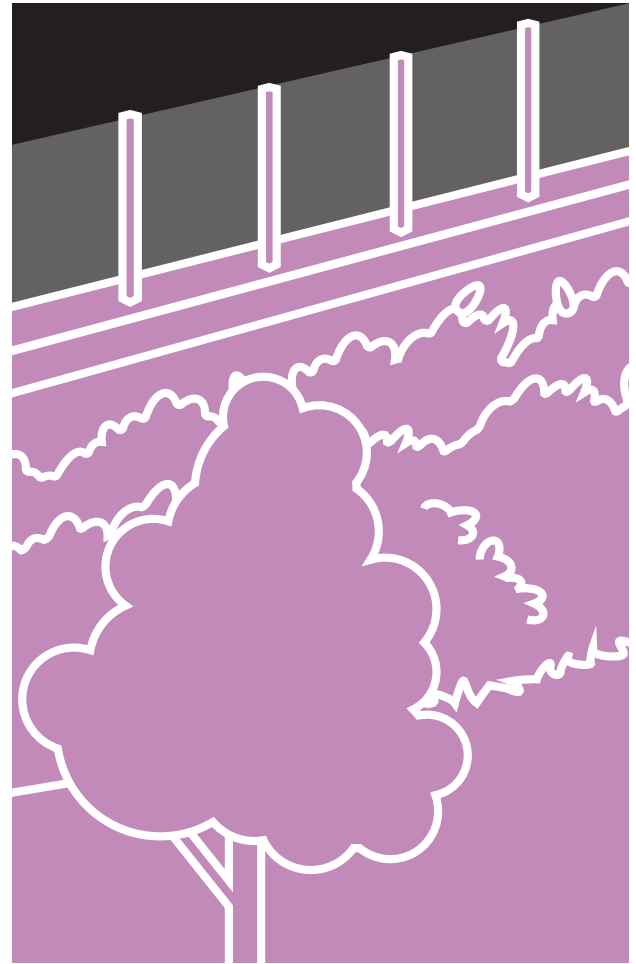


REALITY

It will not be noisier - it will be quieter.

New noise walls will reduce noise levels in most areas in the community.

Further, the Ontario Line will be electrified, which means the trains themselves will be much quieter than the diesel ones you hear today.







WE'RE HERE FOR YOU

We understand you have concerns, and we are here to be your source of truth.

Please don't hesitate to reach out to us if you have questions or want to talk more about our plans for the Ontario Line.

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Ontario Line LIVE: East – Question and Answer

- **September 23, 2021**
- **October 5, 2021**

Ontario Line LIVE: East – Question and Answer

- September 23, 2021

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Why no study of the underground option?	There is viable underground route proposed between Gerrard and Eastern - based on the approved (but cancelled) Relief Line. Why is there no comparison of cost, construction impact and health impacts? The Metrolinx above ground proposal has huge impacts on people living/working here - especially people in apartments above the proposed noise wall. The 2019 "business case" for Ontario Line does not include your proposed widening/rebuilding 6 bridges and raising the entire track bed by 1+ metre. It appears that the proposed alignment above ground is being driven by developers (No-frills, Carlaw Dundas, East Harbour) and NOT by an evaluation of impacts. Why no detailed study of underground?	Anonymous	Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.
My greatest concern this segment; it should be buried here?	My greatest concern is with this segment; noise, visually distracting, and just plain wrong to ram this through these mature neighbourhoods - It should be buried along here	[REDACTED]	Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Alignment	<p>Running tracks beside the GO has led to many complaints, and also constrains potential future GO expansion, or inclusion of GO platforms.</p> <p>Follow a route from downtown more similar to the Relief Line route. Have the station at Broadview roughly between the Relief and Ontario Line stations proposals. Then continue cut-and-cover along Eastern (or just south of it) right to Pape. Head north on Pape, cut-and-cover to Pape and then to Don Valley.</p> <p>Linear cut-and-cover with precast tunnel segments takes a matter of months - a small disruption and a moving operation. The stations would be much shallower and likely take half the time of the deep bore stations (~12m deep versus 40m). The line could be quite shallow as it comes out the Don Valley, reducing the grade to cross the Don near Millwood.</p> <p>Essentially, this satisfies the locals by making the line fully underground. It provides a more reliable fully underground transit line. It adds a Queen station farther into Leslieville. It has reduced grade changes and only one significant curve. It frees up GO corridor for a Gerrard Station.</p>	Anonymous	<p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
<p>Cost comparison above vs below</p>	<p>Why are you refusing to do a side by side cost comparison with your current above ground plan vs. our community Underground plan? The City has asked for it (Motion 31.12] and a provincial order question was logged at Queen's Park asking the same question.</p>	<p>Anonymous</p>	<p>The Ontario Line businesses cases determined the best alignment to solve the transit problem, maximize benefits and reduce impacts. The environmental assessment process investigates the preferred alignment, presents studies to understand impacts and suggests proven solutions to reduce those impacts.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
<p>Impact of above ground</p>	<p>When can the community expect to see some quantitative data about the Ontario Line?</p> <ul style="list-style-type: none"> - Indoor noise measurements to ensure the above ground option does not lead to inhospitable living conditions - Vibration measurements where train frequency is expected to increase 10-fold - Number of trees which may be cut down to accommodate the above ground OL and its impact on parks and greenspaces <p>It seems like Metrolinx is deliberately keeping the community in the dark because the impacts of this above ground option are too awful.</p>	<p>Anonymous</p>	<p>The Draft Lakeshore East Joint Corridor Early Works Report includes a noise and vibration study both during construction and once the Ontario Line is in operation.</p> <p>Vegetation within the rail corridor will have to be cleared in order to meet the safety requirements of the new electrified infrastructure. Removals have already started and will continue into 2022. An arborist report will be released in early 2022 that details the number of trees adjacent to the corridor that may need to be removed or pruned. Metrolinx following all relevant City bylaws and our own Metrolinx Vegetation Guideline to ensure appropriate compensation is followed.</p> <p>All parks will be open during construction and once Ontario Line is in operation serving customers. The only exception is Gerrard Carlaw Parkette and Dog Park where we are exploring alternative programming space with our partners at the City of Toronto.</p>

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
<p>Compare the level of disruption of above grade vs tunnelling</p>	<p>You have said at previous consultations that tunnelling would cause as much disruption as the proposed above grade concept. Now that we know the bridges over Eastern, Queen and Gerrard have to be entirely rebuilt higher and wider, that the rail bed has to be raised in elevation, and that tall retaining walls must be built each side of the rail bed, how can this possibly be true?!!</p>	<p>Anonymous</p>	<p>Residents will see obvious improvements to their neighbourhoods as aging railway bridges are replaced at Eastern Avenue, Queen Street, Dundas Street and Logan Avenue. The bridges, which currently accommodate both GO and VIA Rail services, are located within the shared rail corridor where Ontario Line tracks will also be located.</p> <p>We are replacing the bridges because they need to line up with the new tracks we are adding to support expanded GO services as well as the existing tracks that will be repositioned to make room for the Ontario Line. Ontario Line-only bridges will be built next to the new GO rail bridges.</p> <p>We are consulting with the city and building the bridges to their current standards for new bridges, with five metres between the bottom of the bridge and the roadway. By comparison, the existing Queen Street bridge has a clearance of only 3.9 metres.</p> <p>Replacing these bridges now means they will last for at least another 100 years and will avoid the need for frequent and disruptive repair work on aging infrastructure.</p>
<p>Public health risks</p>	<p>Community members have raised serious concerns with the above ground Ontario Line:</p> <ul style="list-style-type: none"> - loss of greenspace and trees (just how many trees will you cut down??) - elevated levels of noise and vibration in a residential area - disruption of 24/7 traffic - years of overnight construction to widen the live rail corridor - a portal near school - 8m tall noise wall permanently dividing our community in half (just how high will this noise wall be??) <p>Has Metrolinx considered public health risks associated with the above ground Ontario Line?</p> <p>How on earth can this public transit agency justify a plan that prioritizes the interest of Cadillac Fairview over community health and safety?</p>	<p>Anonymous</p>	<p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Joint OL-GO Corridor	Does expanding the corridor mean closing some intersections to do it	Anonymous	We are currently working on a traffic impact analysis and management strategy with City of Toronto that looks at the impacts of Metrolinx work along with other projects in the area. Findings from this study will be communicated to the public in early 2022. Some closures may be necessary in order to safely complete certain construction activities in a safe manner. Duration of closures will be limited to the extent feasible, and notifications issued ahead of any closures.
Track between East Harbour and Leslieville	how will GO track go in between Ontario line tracks from East Harbour to Leslieville	Anonymous	The fourth GO track will be on the eastern side of the rail corridor. We have a cross section available on Metrolinx Engage here: https://www.metrolinxengage.com/sites/default/files/ol_-_cross_section_near_jimmie_simpson_park_-_dft_v13_-_2021-06-24.jpg
How will the line affect Jimmie Simpson park?	Will the community center be turned into a transit hub and will expansion of the rail take away green space in the park?	Anonymous	No, there are no plans to turn the Jimmie Simpson Recreation Centre into a transit hub. That said, we are protecting Jimmie Simpson Recreation Centre during construction and beyond. At Jimmie Simpson Park, we are going to be increasing the green space available to the public since the new infrastructure will be closer into the existing rail corridor than the current fence line. We have created a video walkthrough of the neighbourhood parks which you can find here: https://blog.metrolinx.com/2021/11/15/new-ontario-line-video-details-park-plans-for-east-end-of-toronto/
Can Trucks must be cleaned before they get onto the road	That are not cleaned on a job site make a horrific mess on the road and it's impossible to clean up. Other advanced countries make trucks clean themselves on a job site so they don't track the mud onto the roads. This is a 10-year construction project we don't want the mess for that long.	Anonymous	As part of the Lakeshore East Joint Corridor Early Works Report's Air Quality study, Metrolinx will ensure daily removal of accumulated mud, dirt and debris deposits on-site, and regular truck washing.

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Underground costing	City of Toronto passed a motion asking Metrolinx to cost out the Steve Munro underground option. Why is Metrolinx deliberately ignoring the directive from City Council and wishes of host community?	Anonymous	<p>The cost difference is \$870 million however there are more factors than just cost such as property impact, community impact and customer experience.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
WHERE IS THE EARLY WORKS REPORT??!!!!	WHERE IS THE EARLY WORKS REPORT and WHY ARE YOU HAVING COMMUNITY CONSULTATIONS WHEN NO ONE HAS READ THE ONLY ENVIRONMENTAL REPORT WE WILL TO GIVE FEEDBACK ON GET BEFORE CONSTRUCTION BEGINS NEXT SUMMER? This is another example of your calculated attempt to control community information and feedback on this project.	Anonymous	The goal of this virtual open is to raise awareness of the Lakeshore East Joint Corridor Early Works Report. We scheduled an additional session on October 5 to answer questions, once folks have had a chance to review the content in the report.
East Harbour Station	With the East Harbour station being built will both the Ontario Line and the Go have Screen Protective doors on there platforms and how can one transfer from Go to Ontario Line at this station?	Anonymous	The Ontario Line will feature platform screen doors to ensure quick and safe journeys across the entire line. Design for East Harbour is still ongoing so we cannot commit to platform screen doors for GO trains. Transfers between Ontario Line and GO trains will be completed via shared concourse.
can we limit the dust that is created by the construction	We get so much dust from dirt coming from site construction can we eliminate this.	Anonymous	As part of the Lakeshore East Joint Corridor Early Works Report's Air Quality study, Metrolinx will ensure daily removal of accumulated mud, dirt and debris deposits on-site, and regular truck washing.

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
<p>Is Metrolinx required to conduct value engineering reviews?</p>	<p>Contrary to Metrolinx' assertions, the tunnel option looks cheaper, less disruptive and better for all concerned, and yet Metrolinx has discarded it without even doing the normal course value engineering of potentially cost-saving alternatives (July 6 Metrolinx letter to Toronto Executive Committee). How does your owner let you get away with this?</p>	<p>Anonymous</p>	<p>The cost difference is \$870 million however there are more factors than just cost such as property impact, community impact and customer experience.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
<p>Gerrard Go Station</p>	<p>As part of the GO RER expansion planning it was announced that Carlaw and Gerrard would have both a GO station and an Ontario Line Subway Station, but now seems is being advertised as only having an Ontario Line Station. What happened to the original plans for a GO station at this location and why was it changed?</p> <p>Pape / Carlaw is the East End's busiest / densest North South artery with substantial commercial and residential activity. It already has high density and is will densify increasingly with the expected redevelopment of the Riverdale Mall and further redevelopment of Carlaw Ave. Furthermore a GO stop at this location would seamlessly connect with the 506 Streetcar and the 72 Bus, both heavily used routes.</p> <p>Furthermore is located much more equidistance between current Lakeshore East GO stations (Danforth GO and Union) than East Harbour, which won't see any real density for another decade at earliest.</p> <p>Finally, if a GO Station is not being built at this location, is Metrolinx committed to an integrated fare system, to ensure easy and affordable transfers between GO and the TTC? If so, can this be rolled out before the completion of the Ontario line and RER expansion?</p>	<p>Anonymous</p>	<p>With current plans, there will be only one Ontario Line station at Gerrard and Carlaw to serve customers. There is no planned GO station at Gerrard and Carlaw anymore as GO trains will continue onwards to East Harbour station.</p> <p>There will be an integrated fare between Ontario Line and existing TTC networks. That said, we are exploring integrated fare systems between GO and TTC with our partners at the City however there is no commitments or timelines we can speak to at this time.</p>

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Number of trains	Please provide the current and future projected number of trains per day for the LSE GO and the Ontario Line over the next decades. What will be the hours of operation for the Ontario Line?	Anonymous	Number of GO trains travelling along the LSE joint corridor, as well as number of Ontario Line trains are provided in the Lakeshore East Joint Corridor Operational Noise and Vibration Report.
between East Harbour & Gerrard	how will you fit the Ontario Line above ground ?	Anonymous	Metrolinx will rearrange the tracks in the existing corridor and add fill to each side in order to make room for the new six track corridor.
Public Spaces	With the stations at Gerrard, Leslieville and East Harbour being along the GO Corridor, will there be public spaces built below?	Anonymous	There are no plans to build public spaces below the new stations. That said, we are creating additional green space at Jimmie Simpson Park, Bruce Mackey Park, McCleary Park and Gerrard Carlaw Parkette. In addition, we are working with our partners at the City to look into park enhancements for the community.
Elevators	What kind of elevators will you use for the Ontario line? The ones used on the Toronto subway or the ones used on the Eglinton Crosstown?	Anonymous	Details regarding station design is still ongoing and we do not have the specific type of elevators available yet this early in the procurement process.
Signage Typeface	what kind of typeface should the Ontario line use for wayfinding signage? ClearviewADA or Swiss721?	Anonymous	This information is not available yet this early in the procurement process. We will ensure the typeface is accessible and ensures strong wayfinding for our future customers.
Property values	In Rosedale there's a subway line AND a heavy rail line (with big, long freight trains) running above ground through that neighbourhood. Will the OL make my Riverdale property as valuable as the homes in Rosedale? If not, why do they have such high property values AND so many trains which aren't in a tunnel?	Anonymous	We cannot comment on the real estate market however you are correct that there are examples in Toronto where subways run above ground and next to heavy rail.
How high is the top of the sound barrier walls from Grade	i.e when combined with retaining wall aspects etc.		In the October 5 virtual open house, we detailed the heights of the retaining walls on slide 22: https://www.metrolinxengage.com/sites/default/files/oct_5_east_voh_final_0.pdf

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
East Harbour	at East Harbour, how many GO platforms will it take to connect the Stouffville line and the Lakeshore East line to the Ontario line	Anonymous	Two platforms to serve exclusively GO trains are currently planned at the East Harbour Station. Ontario Line trains will be served by a single platform. Connections between GO and Ontario Line will be via a shared concourse.
How long will the DVP be closed to build bridge over the Don?	Construction Over the Don Valley	Anonymous	Duration of DVP closures, if any are required, is currently being determined. If required, closures will be limited to least busy periods and advance notice of any closures issued.
Leslieville	Should Leslieville station be named that way or should it be changed to Riverside ?	Anonymous	The station names you see right now are working titles and will change as we decide on their final names. That said, we have changed how we refer to the station at Queen Street East and De Grassi. It will now be referred to as Riverside and Leslieville.
What is being done about the noise of the Ontario Line?	<p>What type of sound barriers are being installed on above ground parts of the Ontario Line and where. Seeing that there's four sets of tracks, which include three different types of trains (i.e TTC, Go and Via) and the frequency of these trains, there will be tremendous noise and vibrations from the tracks, since it's going to be above ground. Currently with the Go and VIA trains the noise is extremely loud and these do not run as frequently or as late a TTC would.</p> <p>Please share with the community how metrolinx plans on appeasing our community and keeping it undisturbed by the number of trains running through it daily.</p>	Anonymous	We are currently looking at installing transparent noise walls along the rail corridor. Our studies tell us these barriers will be effective in maintaining or reducing noise levels despite increasing transit service.
It looks like all noise modellign is right beside the noise wall	I understand noise will be reflected and increased throughout the community - in fact the worst impacts could be some distance from the noise shadow beside the walls - affecting many more people. Why are you not dealing this question?	█	In order to reduce the visual impact of the new walls, the noise barriers will be made of a transparent material. We just finished a consultation with the community to determine how much transparency the noise walls will have in addition to other design elements to ensure the new infrastructure fits within the fabric of Riverside and Leslieville.

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Where will it exit underground	Why complete silence on the Pape route south of O'Connor? Am I on the wrong call? I've asked repeatedly where the subways will exit underground south of Danforth and no one will answer my question other than to say it's still uncertain. South of Pape school will result in many houses being impacted. What is the answer??	Anonymous	We are still refining the design of the tunnel portal at Gerrard and Pape. Once design has sufficiently advanced, we will provide an update to the community and any impacted property owners.
Houses 30 meters from Pape requiring permits from Metrolinx	We've been told (via a letter in the mail) that because we are 30 meters from Pape we require special permission from Metrolinx to do any outdoor repairs or changes to our house. In fact we are more than 30 meters from Pape however it appears that all of our street (Dingwall) has been designated in this way as being above the corridor for building. It says "we are not appropriating your house", which is great news!! Why are houses more than 30 meters away forced to get permission from Metrolinx for any repairs or reno's?	Anonymous	In the previous municipal permitting process for these repairs or renovations, Metrolinx was always a background commenting agency since we need to coordinate to ensure there is no conflict with our work to deliver transit. The new changes described in the letter help ensure this process is more transparent and easily coordinated between property owners and Metrolinx directly. Please reach out to our permitting development team to inquire if you need a permit and we will make it as quick as possible.
Westward Extension	Are there plans to extend the line westward?	Anonymous	We have protected for possible westward and northern expansion. At this time, we are focused on delivering current Ontario Line plans with 15 planned stations.
Bridge Construction	Do you plan to proceed with all the new bridge construction prior to a full environmental assessment?	Anonymous	The Draft Lakeshore East Joint Corridor Early Works Report is an environmental report that looks at potential impacts of bridge construction and suggests proven solutions Metrolinx will use. Once approved, bridge construction activities will begin in 2022.
Why are you destroying our neighborhood for a new development?	n/a	Anonymous	It's important to note there are no Transit Oriented Community planned for the Ontario Line station at Queen Street East and De Grassi Street.
Are there plans for new buildings AROUND the Leslieville station	Plans or PREplans? Who decides where such new buildings will be and what they will look like? Will there be the same process around ALL the Ontario Line stations? Thanks!	Anonymous	No, there are no Transit Oriented Community planned for the Ontario Line station at Queen Street East and De Grassi Street.

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
Escalators	<p>You didn't answer my question from the previous two meetings. What kind of elevators will you use for the Ontario line?</p> <p>The ones used on the Toronto subway or the ones used on the Eglinton Crosstown?</p>	Anonymous	Details regarding station design is still ongoing and we do not have the specific type of elevators available yet this early in the procurement process.
Additional Green Space	While you very cleverly and disingenuously toss out large numbers in relation to the "additional greenspace" that you say the project will "add" the community, in reality it looks like this is just narrow bands of additional green space along the corridor - nothing that would effectively enhance any use of the area by the community. How wide are any of these anticipated additional green spaces and what effective use do you actually think the community would be able to make of them? How do you see this as mitigating the profoundly negative impact that this project will have on the neighbourhood where the above-ground portion will run?	Anonymous	After the construction of the Ontario Line and GO Expansion in the Joint Corridor, Metrolinx is creating additional green space thanks to the location of the new infrastructure. We have received feedback from the community through a survey and are working with our partners at the City of Toronto to determine what this new green space could used for and how it can best integrate in Riverside and Leslieville.
What is the timeline?	n/a	Anonymous	Construction for the east segment of the Ontario Line serving Riverside and Leslieville will begin in mid-2022.
Why are you not providing real information?	Malcolm just said the Ontario Line "performed" better than the proposed relief line. But he gave ABSOLUTELY NO DETAILS on why or how it was measured to have performed better? Very disappointing.	Anonymous	Additional details can be found in the Ontario Line Initial Business Case: https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF
two different kind of stations with the same name	Hold it. If the future Gerrard GO station on the Stouffville line cannot connect with Gerrard station on the future Ontario line, won't that confuse riders if they're both built?	Anonymous	With current plans, there will be only one Ontario Line station at Gerrard and Carlaw to serve customers. There is no planned GO station at Gerrard and Carlaw anymore as GO trains will continue onwards to East Harbour station.

Ontario Line LIVE: East - September 23, 2021

Head Line	Question	Questioner	Response
How will traffic and noise be minimized	Disruptions during construction phase and ongoing noise from train traffic. Residents along the airport express line going to Pearson experience ongoing noise and shaking in their homes despite the noise minimizing walls. What will Ontario line residents recourse be if currently designed noise minimizers are not sufficient	Anonymous	The Lakeshore East Joint Corridor Early Works Report comprehensively studies potential noise and vibration impacts and suggests proven solutions both during construction and operations. Metrolinx will control construction noise and vibration via developing and implementing a construction noise and vibration management plan, setting project-specific construction noise limits and implementing appropriate mitigation measures such as scheduling noisiest activities during the day-time and others. Operational noise study shows that noise barriers will be effective in ensuring noise levels from passing trains remain the same or are reduced in many areas of Riverside and Leslieville despite the increase in transit service. Noise barriers through Riverside and Leslieville will be built as part of the Lakeshore East Joint Corridor early works.
Why go up Pape so far west?	Pape is so far west to go north. It barely brings transit to new people. Wouldn't it make more sense to continue east further, perhaps going north on Woodbine or Kingston/VicPark, bringing dedicated rail lines to more people? Going north too soon just means you're bringing rail to people who are already along the Eglinton or Danforth lines, minimizing the benefit.	Anonymous	We have protected for possible westward and northern expansion. At this time, we are focused on delivering current Ontario Line plans with 15 planned stations.

Ontario Line LIVE: East – Question and Answer

- October 5, 2021

Ontario Line LIVE: East – October 5, 2021

Head Line	Question	Questioner	Response
<p>What is the cost of the "Munroe" underground option?</p>	<p>You are asking for comments and questions about noise walls and tree plantings but our community is not ready to move on from the fundamental decision about the alignment of the Ontario Line through Leslieville-Riverside. At the Sept 23rd Open House the most popular question asked for a detailed cost comparison of your plan to run the OL along the elevated rail corridor with the community and Toronto City Council endorsed plan to run this 1.5 km section underground (the "Munroe Option"). Your answer was not acceptable. Given the expense and disruption involved, it is your responsibility to give serious consideration to this viable alternative. We believe the Ontario Line should be buried between East Harbour and Gerrard Street. You will never convince this community that you have chosen the best alignment until you respond to the very reasonable request from this community to provide a detailed analysis of the underground Munroe Option. When will you provide this?</p>	<p>Anonymous</p>	<p>The cost difference is \$870 million however there are more factors than just cost such as property impact, community impact and customer experience.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
<p>Underground alignment</p>	<p>The question of underground alignment will not go away - likely because it was not address properly. These 2 questions must be answered:</p> <p>1) What is the cost and cost difference between the current plan using the rail corridor and the underground "Munro" option (e.g. continue on Eastern to Carlaw to Gerrard to Pape station).</p> <p>2) What alternatives are there and what concessions can the local community provide to reduce the cost difference to allow the underground alignment to proceed (e.g. a) go under Eastern to Pape, eliminating the Carlaw "jog", and/or b) using cut-and-cover for the portion of the line from East Harbour Station to Pape Station and to Minton Place)</p>	<p>Anonymous</p>	<p>The cost difference is \$870 million however there are more factors than just cost such as property impact, community impact and customer experience.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>

Ontario Line LIVE: East – October 5, 2021

Head Line	Question	Questioner	Response
Sound demonstration	<p>Your "noise demo" https://www.ontariolinesoundstudio.ca/listen/ is an interesting idea. To be closer to reality, please add these options so we can hear the sound of:</p> <ul style="list-style-type: none"> - an OL and GO train passing at the same time as they are likely to do given there will be 1500 trains a day - a diesel GO train given that it will be years before all GO service is electric - an OL train braking and starting up at Queen and Degrossi rather than just passing through the station since all OL trains will stop there - announcements/bells etc that will be audible on the street level of Queen and Degrossi from the open-air station above. We need to have a demo of the "peak/breakthrough noise" 	Anonymous	<ul style="list-style-type: none"> - The demonstration videos were prepared to enable comparison of the simulated noise characteristics of the Ontario Line vehicles and GO trains, and to create an audio representation of the predicted effects of noise barrier and retaining walls at the demonstration locations. To enable these scenarios to be experienced and compared, single pass-by events provide a more straightforward demonstration. As such, simultaneous pass-bys have not been included in the sound demonstrations. The noise barriers are expected to significantly reduce noise from train pass-bys at the sound demonstration locations, whether during single pass-bys or simultaneous pass-bys. The operational noise model, which assessed the noise impacts for the project and investigated the effects of noise barriers, included the cumulative effects from all rail services operating in the Lakeshore East Joint Corridor throughout the daytime and night-time periods. The results are detailed in the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report - GO trains in the demo are diesel trains currently running through the corridor - Stopping and starting at the station is good feedback for future demos. As the noise model accounted for a worst case scenario (the train passing through at a full speed), this was what was reflected within the sound demo for this location. - The purpose of the demo is to demonstrate relative differences in noise levels associated with passing trains. - Station announcements and other noise associated with station operations, is related to indoor acoustics and architectural design rather than train operations. The station and its announcement and other systems can be designed to mitigate noise intrusion at street level and will be determined as detailed design progresses.
Tree Removals on the Corridor	<p>Why is your plan for tree removals not part of the EWR? We have 30 days to comment on the plans and they are not included, nor any timeline for removals. How will you address the lack of community feedback and issue resolution process on this priority issue for our community?</p>	Anonymous	<p>Vegetation clearing in the rail corridor is scheduled for November 2021. The first phase will be GO Expansion removals as approved through the GO Rail Network Electrification TPAP EPR (2017). Any vegetation removals required for Lakeshore East Joint Corridor early works will not be removed until the Lakeshore Joint Corridor Early Works Report is finalized and approved by the Ministry of the Environment, Conservation and Parks. We do not expect this second phase of removals to begin until 2022. The Arborist Report outlining planned removals on City- and privately owned lands is anticipated to be shared with the public in early 2022. Metrolinx following all relevant City bylaws and our own Metrolinx Vegetation Guideline to ensure appropriate compensation is followed.</p> <p>Separate Arborist Report(s) will be prepared for tree removals not part of early works.</p>

Ontario Line LIVE: East – October 5, 2021

Head Line	Question	Questioner	Response
How is this consultation being used?	It's not clear what the objective of this "consultation" is. Metrolinx is vigorously promoting an above ground design with slogans e.g. "Awkward...", billboards and glossy promotional booklets. It appears that the proposed design will have huge impacts on the host community. But you have not costed or evaluated the community's proposed underground option in spite of repeated requests. This process is meaningless if it does not evaluate other less impactful designs. Slogans and advertising in the middle of a consultation demonstrates how this process is disingenuous and simply a corporate communications exercise. Might that change?	Anonymous	<p>Feedback from the questionnaire on noise barriers, retaining walls and vegetation designs options will be considered in the final design for the look and feel of the rail corridor in Riverside and Leslieville.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
Frequency and simultaneous passby in your noise calculations	What is the frequency calculation you are using? Your average passby DBA for OL trains with mitigation shows 60-70 DBA per passby, which is under the MOEE protocol - however, how do you account for the frequency of passbys vs. the current level of passbys DBA's? OL passby predicted at every 90 seconds vs. current GO passby - every 15 minutes to 7 mins - which will create a constant level of noise duration vs. what is current. Have you mapped this to understand how the overall level of noise will increase due to overlapping simultaneous passby and duration?	Anonymous	<p>The assessment documented in the Draft LSE JC N&V Operations Report accounts for the increased cumulative frequency of pass-bys of GO, VIA, freight, and Ontario line trains. When reading the report: Leq,16h and Leq,8h values are the equivalent sound level over 16 hours (day-time, 7AM-11PM) and 8 hours (night-time, 11PM -7AM) respectively. These predicted values account for all of the train volumes and fluctuations in noise over these periods. This metric is applicable to trains on GO tracks and Ontario Line vehicles, as per the MOEE/GO and MOEE/TTC protocols.</p> <p>For comparison, the Lpassby accounts for only 1 pass-by at a time, and is the equivalent sound level of one single train pass-by over the pass-by time interval given the length and speed of the train. This metric is applicable to the Ontario Line trains in order to meet MOEE/TTC protocol criteria.</p>
Other types of Noise Walls materials	You have only given one choice of noise wall material - and from the EWR you've only modelled for one choice - clear walls- and yet you are asking what kind of noise walls we want. What other choices are there and what sound absorption properties do they have?	Anonymous	Our current modelling tells us we can maintain and even reduce existing sound levels with transparent noise walls. We have engaged the community through a questionnaire, open houses, door knocking and correspondences to understand the preferred level of transparency for the future noise walls.
Baseline noise standards not met.	Why is Metrolinx not meeting the standard noise & vibration limits of 55 dB during the day and 50 dB during the night as their baseline for the rail corridor? Your average 'Project w Barrier' Day noise levels are significantly over the 55 dB standard. Shouldn't you be doing everything you can to meet these existing standards?	Anonymous	As per the MOEE/GO and MOEE/TTC protocols, the noise level objective is the higher of existing day-time (Leq,16h) or night-time (Leq,8h) levels, or 55 dBA (day)/50 dBA (night). As existing levels were predicted to be higher than 55 dBA during the day and 50 dBA during the night time periods at all assessed receptors within the report, the existing predicted railway noise level was used as the objective noise level for the assessment

Ontario Line LIVE: East – October 5, 2021

Head Line	Question	Questioner	Response
Explain why you are saying you meet noise standards?	Are trains not running simultaneously? Please explain why would 'additive vibration' be a rare occurrence on a 6 lane railway -- as per this quote from the EWR. "In the rare occurrence of additive vibration, such as during a simultaneous GO train and Ontario Line vehicle pass-by, sample calculations indicate that overall vibration levels would not be significantly higher than that of the dominant individual source. Therefore, the results within this report are based on the worst case single pass-bys of trains operating on GO or Ontario Line tracks" page 82.	Anonymous	The word 'rare' used in the referenced sentence is subjective and was removed from Section 4.3. There would be no consideration for additional mitigation based on additive pass-bys as it is standard practice to assess based on single pass-by events, and the overall level would not be significantly higher (and the change in vibration would be unlikely to be perceptible) than the dominant individual source (e.g., a GO train travelling along the GO track closest to a given receptor), partially because secondary sources would be relatively further away (e.g., Ontario Line train travelling along Ontario Line track further away from that receptor). Additional simultaneous pass-by events would have diminishing incremental cumulative impact for the same reason.
Staging Area – Impacts	You haven't listed Staging Areas as impacting Heritage properties and other sensitive receptors. Why and will you update the EWR to include them?	Anonymous	Potential impacts to heritage properties are captured in the report. The project footprint assessed in the report is inclusive of areas that may be used for staging.
Peak levels vs Average noise levels	Please explain the difference between average noise levels and peak noise levels. Where is the data for peak levels? How have you accounted for diesel trains with 1 or 2 locomotives and either 6 or 12 cars?	Anonymous	The metrics assessed within the report per the MOEE/GO and MOEE/TTC protocol are the Leq,16h and Leq,8h values are the equivalent sound level over 16 hours (day-time, 7AM-11PM) and 8 hours (night-time, 11PM -7AM), and that of a single Ontario Line train pass-by (LPassby). The Leq16h and 8h values account for all pass-bys throughout the day. Diesel trains with 12 cars and 2 locos as well as 6 cars and 1 loco are both considered in the noise model. Full data on this is presented in Appendix C, where the ones mentioned are referred to as "D2L12" and "D1L6" .
MOEE/TTC Noise/Vibration Protocols	MOEE/TTC protocol was written 30 years ago -and clearly states it should only be used to assess TTC vehicles. How can you claim that the TTC SUBWAY DBA standard at 80 DBA passby is applicable to above ground OL trains as a baseline?	Anonymous	The MOEE/TTC criteria provide sound level limits for airborne noise, which is applicable to subway trains above ground. Given the absence of other provincial subway pass-by limits, this guidance was adopted for the Ontario Line trains.
Trains will be running during construction	Why have you not included noise & vibration data showing those levels for construction equipment/activities COMBINED with existing corridor noise and vibration levels? How do you plan to factor in the current corridor noise levels into construction and mitigate for it?	Anonymous	The assessment was based upon conservative worst case construction noise levels, which will not happen for the majority of the construction period. The worst case predicted construction levels will control the noise levels during the worst case period (train contribution over the 8 hour assessment period will be much less than the assessed worst case continuous 8 hour construction noise). Existing trains will not affect the predicted worst case construction noise level.

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Head Line	Question	Questioner	Response
No alternative explored in this EA	<p>You present only the disruptive above ground option in this report. Shouldn't you explore different options and consult the public about pros and cons of different routes? If there's one alignment that is being presented, what exactly is the point of this meeting? What are you consulting us on?</p> <p>Cost out the underground option!</p> <ul style="list-style-type: none"> - Let's see how the underground option performs in terms of noise and vibration. - Let's see how many trees we can save. - Let's see how less disruptive the construction is. - Let's see if we can keep Riverside and Leslieville healthy and livable. 	Anonymous	<p>The cost difference is \$870 million however there are more factors than just cost such as property impact, community impact and customer experience.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
Further Vibration mitigations	<p>Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations). page 40</p> <p>We note the 30 day feedback for issue resolution process will be over by the time this vibration plan is released. What is the timing of this further study and will the community have access to it?</p>	Anonymous	<p>Vibration will be mitigated at the source, on Metrolinx property at track level and not at private properties. We are refining construction plans to reduce impacts to private properties where possible. Once details are finalized we will share them with the community through meetings with community groups, open houses, construction notices and Metrolinx Engage. So far, we have released construction staging plans and access requirements. In our latest open house, we released a construction sequencing video along with timelines. Once more details are finalized, we will share them immediately with the community.</p>
More noise mitigation for Seniors High Rise Buildings	<p>We have 3 high-rise buildings of vulnerable senior populations - how can you not provide additional noise mitigation for these buildings, one next to the 'Leslieville Station', one between and overlooking 2 major bridges at Dundas & Logan, and one overlooking the portal at Pape/Gerrard?</p>	Anonymous	<p>Existing noise levels at the Fontbonne building are predicted to be met. At the residences at Logan and Pape, we predict that noise impacts will be below the protocol criteria though above predicted existing levels. We are looking into exploring means such as receptor-based mitigation to achieve our beyond-protocol goal.</p>
Overnight track work	<p>Please describe the mitigations you will be providing the community during overnight track work prior to the noise walls being installed?</p>	Anonymous	<p>Construction noise mitigation measures that will be considered to reduce noise impacts from early works are identified in the Draft Lakeshore East Joint Corridor Early Works Report. Suggested mitigation measures include establishing and applying project-specific construction noise criteria, using construction equipment compliant with noise level specifications from the Ministry of the Environment, Conservation and Parks, and use of upgraded construction hoarding between construction equipment and noise sensitive receivers.</p>

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Head Line	Question	Questioner	Response
Air Quality Monitoring during construction	"A plan to manage air quality will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, from the construction site. The following mitigation measures should be considered in the plan to manage air quality" Who develops this plan, Metrolinx or Contractor? Who is responsible for monitoring and adherence of it?	Anonymous	The air quality management plan will be developed by the Contractor, though Metrolinx has oversight of this process and ensures that this plan is in prior to construction commencing. Monitoring and adherence to the plan would be a joint responsibility between Metrolinx and the contractor.
Fix your Noise Contour Map -	In many cases your noise contour maps for 'Future Day' and 'Future Night' are incorrect and do not match the data tables included for 'Project with Barriers' noise levels. Will you be revising these maps to accurately reflect the data? (Colours indicate 55-60 when levels are over 60 dB at POW- 02, POW - 03, POW-11, POW-24, POW-20, POW 19,) chiefly, Fontbonne Ministry, Jimmie Simpson Centre, Ray McCreery Towers, Francis Beavis Towers)	Anonymous	Noise contour maps are provided in Appendix F of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, for day-time receptors at a height of 1.5 metres (representing ground level at an outdoor receptor), and night-time receptors at a height of 4.5 metres (representing the plane of window for a 2nd storey window), for both existing and "with barrier" future scenarios. It should be kept in mind that while contours are presented at "general" heights, the results presented within this report were for receptor heights accounting for the number of storeys at the specific respective locations.
Construction plans	Please clarify how homeowners and residents would find out more about the specific construction plans for their homes and when?	Anonymous	We have created a construction animation video which can be found here: https://hdr.wistia.com/medias/czrk84lfbg . Once we advance construction plans to more detail, we will communicate that update to the community directly.
24 Hour Construction Hotline	Will you be provide 1 week or more notice of night work and details and 24 construction hotline to call for complaints/information?	Anonymous	As we get closer to construction, we will set up a 24 hour construction hotline to keep residents informed. Yes, we aim to provide as much notice of upcoming nighttime work as possible via our website, newsletter and physical canvassing.
Disingenuous consultation	After ignoring community wishes for months about wanting an underground route, now you're disingenuously 'consulting' about the colour of the noise wall. If you're serious about letting the public have a say, you need to provide better data as to how different types of noise walls perform in terms of noise mitigation. Your report provides predicted noise levels with barrier. Well, which barrier? Clear one, absorptive one? Don't you think the public needs to know? You're not fooling anyone with these farcical open houses. No noise wall can effectively reduce the noise from 6 lanes of rail traffic in our residential neighbourhood. BURY THE LINE!	Anonymous	Noise modelling was completed based on the predicted minimum required barrier heights presented in Appendix D of the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report in order to reduce future noise levels (day, Leq,16h and night Leq,8h) to existing predicted railway noise levels. Barriers were modelled assuming a transparent barrier with an absorption coefficient of alpha=0.21. Regardless of the minimum barrier heights modelled and presented within the report, Metrolinx has committed to raise barrier heights to a minimum height of 5 metres where modelled heights were less than 5 metres. While noise barriers are predicted to be the primary reason for the reduction of future railway noise levels, Ontario Line trains are expected to be significantly quieter than existing diesel GO trains, and future electric GO trains are also expected to be quieter.

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Head Line	Question	Questioner	Response
Re: Expropriation	Has it been determined what properties in the East segment will require expropriation and have all affected property owners been informed?	Anonymous	Property requirements continue to be confirmed as project planning and design progresses. Impacted property owners are actively engaged and kept up to date with project requirements and timelines
Drainage of water/snow from corridor	Please explain how water and snow will drain off the elevated corridor, and will the drainage plans impact property owners and their land who back onto the corridor? There have been many flooding complaints where noise walls back onto properties in other areas of the city.	Anonymous	Early works will include installation of the drainage system for the joint corridor. The main approach will be infiltration within the corridor. The system will be designed to all applicable standards, including ability accommodate stormflows of high volume, and design will be reviewed by the City of Toronto as it progresses.
Wifi	Will all stations have Wifi?	Anonymous	Public Wi-Fi will be available at each Ontario Line station.
Who is running the 'consultations'? Name please.	The noise 'simulation' is completely biased in two ways. First, we only get to hear noise without the barrier that Metrolinx has already chosen and the noise without. There is no underground option, what the local Leslieville and Riverside communities have been promoting, and the city too. Second, the high frequency of GO and the OL will mean that we neighbours get the CUMULATIVE noise of several different trains at once, very often in the course of a day. Why not do a proper study of the CUMULATIVE impacts of all the trains?	Anonymous	<p>The assessment documented in the Draft LSE JC N&V Operations Report accounts for the increased cumulative frequency of pass-bys of GO, VIA, freight, and Ontario line trains. When reading the report: Leq,16h and Leq,8h values are the equivalent sound level over 16 hours (day-time, 7AM-11PM) and 8 hours (night-time, 11PM -7AM) respectively. These predicted values account for all of the train volumes and fluctuations in noise over these periods. This metric is applicable to trains on GO tracks and Ontario Line vehicles, as per the MOEE/GO and MOEE/TTC protocols.</p> <p>For comparison, the Lpassby accounts for only 1 pass-by at a time, and is the equivalent sound level of one single train pass-by over the pass-by time interval given the length and speed of the train. This metric is applicable to the Ontario Line trains in order to meet MOEE/TTC protocol criteria.</p>
Additional park land created	During the last update additional park land was brought up many times as a benefit for the above ground Ontario line option. Is there a map that shows the additional park land locations?	Anonymous	We have recently created a video walkthrough of the neighbourhood parks which you can find here: https://blog.metrolinx.com/2021/11/15/new-ontario-line-video-details-park-plans-for-east-end-of-toronto/
Rail Bridges	Does the bridge over Eastern Avenue not need replacement or alteration? Will the bridge over Queen Street be added to or replaced?	Anonymous	The existing Eastern Avenue rail bridge will be replaced and expanded to accommodate four Lakeshore East GO tracks and two future Ontario Line tracks. The existing Queen Street rail bridge will be replaced to support the realigned Lakeshore East GO rail tracks.

Ontario Line LIVE: East – October 5, 2021

Head Line	Question	Questioner	Response
<p>Why are you planning to ruin south riverdale?</p>	<p>Its not an opinion, its a fact that the sound barriers used will only baffle sound close to the track and amplify it for those who are about 100 meters away. The sound barrier technology proposed has a long and solid history of not working as intended. Not just that, but this involves removing mature trees and replacing them with nonsense. Furthermore this is not what anyone in the east end wants. This is not smart development, this is cost cutting at the expense of one of the most up and coming neighbourhoods in Toronto. This asinine idea it can go above ground needs to stop.</p>	<p>Anonymous</p>	<p>Noise barriers are an industry standard method of reducing noise levels, especially from transportation noise, at distances both within and exceeding 100 meters. Barrier effectiveness is dependant on not just distance to a receptor, but barrier height, barrier extents, barrier construction (no gaps or holes), surface type (absorptive, reflective, a combination) and other nearby reflections, such as parallel barriers.</p> <p>The noise model accounts for receptors at different distances, and reflections are accounted for in the noise model as well from barriers to other directions. Barrier heights within the noise model were adjusted accordingly to account for these parameters.</p> <p>Metrolinx will provide compensation for tree removals in accordance with the Metrolinx Vegetation Guideline (2020), striving to provide compensation tree plantings as close to the areas where trees will be removed as possible.</p>
<p>Health consequences from excessive noise from trains</p>	<p>Your report suggests the noise generated from the Ontario Line trains overnight to be around 70 dB. You provided no data at all about cumulative noise impacts from GO, VIA, freight and OL trains. OL train alone generating ~70dB is a significant concern, especially overnight! This will wake people up along the rail corridor. You can't build transit that prevents thousands of local residents from sleeping.</p> <p>Are you consulting with Toronto Public Health or Ministry of Health about your plans?</p> <p>The data clearly shows we need an underground alignment in our neighbourhood.</p>	<p>Anonymous</p>	<p>The Leq,16h and Leq,8h noise levels evaluated take into account the number of cumulative pass-bys from OL, GO, VIA, and Freight trains during the day-time and night-time periods, respectively, described as an equivalent continuous sound level (the constant sound pressure level that would result in the same total sound energy as the fluctuating sound level within the same period) per the MOEE/GO and MOEE/TTC protocol. It should be noted as well that overall noise levels are expected to be significantly lower indoors than outdoors.</p> <p>Per the Environmental Assessment Government Review Team Master Distribution List from the Ministry of the Environment, Conservation and Parks, the Ministry of Health requests that only EAs for sewage and water-works, and for waste facility projects which may have health implications be sent to the public health unit for the geographical area. Although the Ontario Line EA does not fall under this category, Metrolinx consults with the City of Toronto through the City's Transit Expansion Office.</p>

Ontario Line LIVE: East – October 5, 2021

Head Line	Question	Questioner	Response
Underpass	You are creating a very large area under the railway corridor that already, with the existing one, is a dark unpleasant space that receives no sunlight and suffers from moisture and water problems. Your design will not only increase these problems, but even makes walking along the underpass a very unpleasant experience. Your design shows no sensitivity to a neighborhood that is supposed to be a friendly walkable community. You are creating a "Gardiner expressway" within a heritage district under the pretense of building "better and cheaper" transit . You have not provided detailed costs for this project compared to other alternatives, which have been submitted and are supported by the community. Any reasonable explanation for this?	Anonymous	<p>Residents will see obvious improvements to their neighbourhoods as aging railway bridges are replaced at Eastern Avenue, Queen Street, Dundas Street and Logan Avenue. The bridges, which currently accommodate both GO and VIA Rail services, are located within the shared rail corridor where Ontario Line tracks will also be located.</p> <p>We are replacing the bridges because they need to line up with the new tracks we are adding to support expanded GO services as well as the existing tracks that will be repositioned to make room for the Ontario Line. Ontario Line-only bridges will be built next to the new GO rail bridges.</p> <p>We are consulting with the city and building the bridges to their current standards for new bridges, with five metres between the bottom of the bridge and the roadway. By comparison, the existing Queen Street bridge has a clearance of only 3.9 metres.</p> <p>Replacing these bridges now means they will last for at least another 100 years and will avoid the need for frequent and disruptive repair work on aging infrastructure.</p>
Please extend the 30 day limit for submitting comments	You released the EWR for the East Segment on Sept 23, on the same day as the EWR for the East Harbour Station. The public has until October 24 to comment on both of these reports. It is unreasonable to expect members of the public to read, understand and make comments on two reports that are hundreds of pages long within the same 30 day period. This shows a lack of desire on the part of Metrolinx to conduct meaningful community consultation with the public. Will you extend the 30 day comment period for these reports? How about until November 15?	Anonymous	The Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report were prepared in accordance with Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act. This review period length is consistent with review period lengths of other Metrolinx transit projects. Both Early Works Reports were available for review for 31-days from September 23 to October 24, 2021. We have had two virtual open houses on September 23 and October 5 to provide summaries and answer questions. We have met with the LSE CAC to answer their questions about the Lakeshore East Joint Corridor Early Works Report. We are also working to respond to the 60-70 questions the LSE CAC provided as well as respond to questions from Save Jimmie Simpson community group and residents directly. Public participation is very much encouraged.
Why won't metrolinx answer questions honestly about the Ontario	Less PR and more straight answers. Treat people with integrity and honesty. We know the difference.	Anonymous	Feel free to email OntarioLine@Metrolinx.com or call 416-202-5100
Predicted noise	Your noise data is all predicted. Even for 'current' noise levels, you predicted them. Why did you not measure current noise levels? How can we be assured that these are accurate estimates?	Anonymous	<p>In accordance with the MOEE/GO and MOEE/TTC protocols, operational noise is assessed based on predictions. Both existing and future noise levels are predicted in order to provide an 'apples to apples' comparison, at many receptor locations. However, existing noise levels were measured in several locations within the Ontario Line study area and documented in the Ontario Line Final Environmental Conditions Report.</p> <p>In addition, a measured existing noise level will contain not just train noise, but roadway noise, which would increase the existing noise level, decrease the apparent change in noise from the project, and result in a less conservative assessment. Furthermore, predictions allow for the assessment of far more receptors than would be possible by setting up noise monitors. This is the standard procedure for transit project assessments in Ontario and similar approaches are used in other jurisdictions.</p>

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Head Line	Question	Questioner	Response
Indoor noise data	Above ground OL is going to be extremely disruptive. There are hundreds of homes in close proximity to the rail corridor. We need to understand how your above ground OL will impact indoor noise levels, and whether our homes will continue to be livable are very serious concerns. Please provide indoor noise data (current and predicted).	Anonymous	The assessment criteria are based on exterior points of reception as there may be variations in individual building facade constructions and room acoustic conditions. However, the predicted changes in noise levels would be expected to be similar indoors. For example, if the residual noise impact is noted as -2 dB based on a plane of window receptor, a similar impact would be expected in the associated interior space. Overall noise levels are expected to be significantly lower indoors than outdoors.
No 'Alternatives considered' in Early Works Report	The Early works report is suppose to identify what alternative were considered. The alternatives do not show that the viable underground option put forward by the city and Steve Monroe was never considered. How can you justify saying it is too costly, if it was never considered? The only alternatives are slight variations of the Metrolinx plan. This is NOT community engagement.	Anonymous	<p>The Draft Lakeshore East Joint Corridor Early Work Report documents the alternatives considered in Section 1.3.3 of the report, in accordance with Ontario Regulation 341/20. As noted in Section 1.3.3, Metrolinx previously considered placing the Ontario Line tracks in the Lakeshore East Joint Corridor segment on both sides of the Lakeshore East GO track instead of entirely on the north side of the GO tracks. Metrolinx also considered alternative methods of delivering the Project including a non-phased approach to Project implementation. However, it was determined that a phased approach to implementation is most beneficial.</p> <p>The Ontario Line businesses cases determined the best alignment to solve the transit problem, maximize benefits and reduce impacts. The environmental assessment process investigates the preferred alignment, presents studies to understand impacts and suggests proven solutions to reduce those impacts.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
Platforms	I think that most of the Ontario line stations should have side platforms to avoid blind people to fall onto tracks.	Anonymous	The Ontario Line stations through the Lakeshore East Joint Corridor area, namely Gerrard, Leslieville/Riverside, and East Harbour Stations will have centre platforms with platform screen doors adjacent to the platform edges. These platform screen doors will remain shut at all times to protect the public from inadvertently falling off the platform or crossing the tracks, and will open only when the train is in the station and at a complete stop. This system will protect the public on both centre and side Ontario Line platforms.

Public Feedback

- Ask-A-Question

Ask-A-Question – September 17, 2020 to October 19, 2021

Comment Title	Comment Body	Response
Ontario Line Alternatives	<p>What alternatives has Metrolinx considered if the cost of 6 bridge fortifications and reconstruction (to support additional tracks and train load), sound barrier mitigation, projected maintenance of the overland portion of the Ontario line (Leslieville, Don Mills, Liberty Village), the reallocating of parks, community centres, businesses proves too costly to build the Ontario line as proposed? Will metro links consider burying the overland portions of the Ontario Line in accordance to the affected communities wishes?</p>	<p>The plan that we are advancing which involves running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a nearly 16km route that will serve more communities with less construction impact and within the budget set out in the Initial Business Case. By using the GO corridor and building bridges across the Don River instead of tunneling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Above-ground sections will make transferring to and from the Ontario Line even easier, shaving even more time off people’s commutes. Metrolinx will work closely with communities to realize the full benefits of the Ontario Line while managing any impacts during construction and beyond.</p>
Noise Wall through Leslieville	<p>I note the noise wall mitigation measure listed in the South Section between Gerrard Station and Leslieville Station. I also note that this noise wall is listed as being built as part of Early Works beginning in 2021. However, the financial close of the RFP for Design, Build, maintain is not slated until 2022 or later, when the actual trains and technology will be chosen. How does Metrolinx intend to build an effective noise wall, and predict noise mitigation behind from 6 lanes of rail traffic, without knowing the important decibel levels in technology that hasn't been chosen yet? How will Metrolinx then include noise mitigation from the many construction projects slated for this area - including building new bridge supports, track bed creation, vegetation removal - most slated for overnight work?</p>	<p>Preliminary study results show that noise walls along the shared rail corridor through the Riverside area will be effective in reducing noise from both Ontario Line and GO Transit trains. The noise study is taking into account various potential train options and associated noise levels and is basing the noise mitigation on the train option with highest anticipated noise levels, taking a conservative approach. The exact locations, height and designs of noise walls will be confirmed as planning work continues. Select noise walls will be installed as part of the Lakeshore East Joint Corridor early works to facilitate Ontario Line and GO Expansion implementation efficiencies along the joint corridor. Remaining noise walls, where required, will be implemented as part of the Rolling Stock, Systems, Operations and Maintenance contract which also includes the design and supply of trains, to specifications set by Metrolinx.</p> <p>Preliminary construction noise impacts and mitigation measures include equipment enclosures/silencers, temporary construction site noise barriers, and construction work hours restrictions where possible. These measures will be refined and provided for public review and comment as part of the forthcoming Early Works and Environmental Impact Assessment Reports.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

<p>SmartTrack at Gerrard Station and Rail Electrification Information</p>	<p>The maps and stations you have just released do not show the addition of a 4th electrified track which is referred to many times in the ECR, as well as the SmartTrack entryway/exit on the Gerrard station design. When will we have more details about these 2 complex and integral components of the Ontario Line planning and project? Why are you releasing maps without this information on them?</p>	<p>As a transit agency, Metrolinx is doing our part by responding to areas that are growing with increasing demands of service, as well as finding the most sustainable solution for electrifying the GO rail network. The 4th GO track, previously approved as part of the Lake Shore East Rail Corridor Expansion (Don River to Scarborough GO Station) Environmental Project Report, is being considered as part of the six-track Lakeshore East Joint Corridor planning and design. The Province, the City and Metrolinx continue to work together on the planning and design of Smart Track. Further information on the Smart Track program will be available at a later date. As the purpose of the Ontario Line Environmental Conditions Report is to document the existing environmental conditions, maps of future planned projects have not been included in this report. Relevant maps and other information will be included as part of the forthcoming Early Works and Environmental Impact Assessment Reports, where appropriate.</p>
<p>Eglinton is underground - why not here?</p>	<p>Why is the Eglinton line going underground, but this project is not? if budget was available to go underground there, where the roadways are much wider and with lower residential density, why is there not budget allocated to do the same in the Leslieville area?</p>	<p>Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. By building and operating above-ground in the Riverside and Leslieville area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need to accommodate construction and long-term operations – as of now we are staying almost entirely within the current footprint. Since we are coordinating work on the Ontario Line with previously announced GO expansion efforts, we are able to avoid multiple disruptions in these neighbourhoods and invest in noise and vibration mitigations such as sound barriers that will protect the community from the sights and sounds of rail operations. Further details on impacts, mitigations and designs to fit the new infrastructure into the fabric of the neighbourhood will be shared in upcoming environmental reports and public engagement.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

<p>Misleading information / neighbourhood impact - Leslieville</p>	<p>The information you're presenting on the alignment of the rail and the station locations is misleading. - the ongoing GO rail expansion (including extra tracks is not factored-in to the proposed 'refinements' for the portion south of Gerrard - there's no certainty or precedence for light rail (Ontario Line rolling stock) running closely adjacent to heavy rail (GO trains) in a narrow corridor - there's no information on the major bridge expansions required (the overbearing impact of a wider bridge at Gerrard / Carlaw is a good example) - there is no acknowledgement that planting trees to replace those removed is not a 'win' for the neighbourhood I've read the business case for moving this portion of the Ontario Line above ground but it's still not clear why closer study is not being done on the neighbourhood impact during construction and in operation. This neighbourhood successfully resisted the Gardiner East expansion (including lobbying for demolition of the elevated portion to Leslie) and the bents remain along Lakeshore as a reminder of the folly. The proposed Ontario Line alignment repeats this folly, ripping through small, single-lane, well-treed neighbourhoods while infringing on the existing limited park space. Surely there's a better approach.</p>	<p>Metrolinx responded to a similar comment with the following response: A great deal of information is uncovered as a project evolves from the early analysis phase to the planning and design phase, through procurement, and onward to the delivery and operations phases. We use all the facts we have to update and inform decisions about the project. The decision to run the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor and building bridges across the Don River instead of tunnelling underneath it, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Decisions related to the alignment for the Ontario Line are made in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.</p>
<p>Sound vibration</p>	<p>What sound vibration assessment has been done for the Leslieville portion of the system? E.g. between Dundas and Eastern?</p>	<p>You can find information on noise and vibration existing conditions assessment conducted for the Ontario Line in Appendix B3: Noise and Vibration Report released as part of the Draft Environmental Conditions Report. Page 3 of Appendix B3 includes description of the study areas followed by maps outlining these areas. Page 10 and 15 includes information on noise and vibration measurement locations and results for each study area. The Leslieville portion of the alignment is within the Ontario Line South Study Area.</p> <p>The draft ECR summarizes potential impacts and potential mitigation measures for consideration during project planning and design. As detailed design advances, potential impacts and mitigation measures, including those associated with noise and vibration, will be confirmed. These details as well as supporting studies will be included in the Early Works Reports and/or Environmental Impact Assessment Report.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

Leslieville Station	Would it be possible not to build Leslieville Station in Riverside? A lot of us would be fine using East Harbor. Toronto is planning Broadview to go south of Eastern. Maybe TTC can send some Queen street cars down to East Harbor instead of building the station. It's not too far away at all.	Thank you for your suggestions. The station at Queen Street is an important connection that will bring customers to the Riverside and Leslieville communities and provide a higher order transit option for local residents who want to get downtown or up to the Danforth and beyond. We will be working closely with the community to construct the station in a way that contributes to the rich fabric of the neighbourhood.
Safety at narrow above-ground corridor	Your maps and material do not show the 4th track and the impact of SmartTrack on the OL. When will you provide information on how you will fit 6 tracks into a narrow corridor? Your current material doesn't even acknowledge the coming of the 4th track. When will you be addressing safety concerns about run subway trains adjacent to heavy freight trains, homes and parks?	As a transit agency, Metrolinx is doing our part by responding to areas that are growing with increasing demands of service, as well as finding the most sustainable solution for electrifying the GO rail network. The 4 th GO track, previously approved as part of the Lake Shore East Rail Corridor Expansion (Don River to Scarborough GO Station) Environmental Project Report, is being considered as part of the six-track Lakeshore East Joint Corridor planning and design. The Province, the City and Metrolinx continue to work together on the planning and design of Smart Track. Further information on the Smart Track program will be available at a later date. As the purpose of the Ontario Line Environmental Conditions Report is to document the existing environmental conditions, maps of future planned projects have not been included in this report. Relevant maps and other information will be included as part of the forthcoming Early Works and Environmental Impact Assessment Reports, where appropriate.

Ask-A-Question – September 17, 2020 to October 19, 2021

<p>Noise and Vibration at Leslieville section</p>	<p>In the Leslieville above-ground section there are only two receptors for noise and none for vibration. This is an area that will be heavily impacted by 6 rail lines and a narrow corridor that will bring the lines and stations extremely close to houses. Why were there not more receptors deployed? Why wasn't more of the area covered? Why was vibration not studied?</p>	<p>For the purposes of the Environmental Conditions Report, noise measurement locations were selected based on proximity to the above ground sections of the representative alignment and potential facility locations as presented in the Ontario Line Initial Business Case, 2019. For the vibration measurements, the locations were selected because they accommodate spaces and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential buildings. As project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the Environmental Conditions Report. Measurements or predictions of the baseline levels, or a combination of both can be used for impact assessment studies, as per the current guidelines such as the Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning (Ministry of the Environment (now Ministry of Environment, Conservation and Parks), 2013). Further, impact assessment studies will consider and adopt appropriate vibration impact criteria for buildings susceptible to vibration damage. Noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports.</p>
<p>Proposed above-ground OL for Riverside/Leslieville & parks</p>	<p>Why does Metrolinx persist in planning an above-ground line through Riverside/Leslieville without considering an underground alternative as specified in Motion EX9.1, Amendments 19 & 20, as passed by City of Toronto in 2019? In addition to the motion by City Council, neighbourhood residents and other stakeholders have repeatedly requested that you investigate the underground route in order to spare our park space and tree cover. How can you call this a consultation when you refuse to consider alternatives to the above-ground line?</p>	<p>Metrolinx is designing a transit line that keeps costs down and maximizes benefits, allowing the Ontario Line to go further and serve more of the city. Community engagement will be continue as we move through all stages of the project and has already helped us to improve the plans for the Ontario Line. We value any feedback we receive and factor it into our project delivery wherever possible.</p> <p>We appreciate your concerns about park space and tree cover. We aim to minimize and mitigate impacts on ecosystems and make best efforts to manage, preserve or protect vegetation in and around the proposed route of the alignment. Metrolinx will work with its contractors to preserve surrounding vegetation in areas where we are building. Removed trees will be compensated in accordance with Metrolinx's Vegetation Guideline, which provides a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

<p>Ontario Line Riverside</p>	<p>If the OL must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential? This is going to wreak havoc on a number of historical homes in the area which feels entirely unnecessary. It seems that the residents of this neighbourhood are not being considered whatsoever.</p>	<p>Leveraging the existing GO rail corridor and running the line above ground in certain areas means we can reduce construction timelines and costs and streamline our work with existing GO Expansion plans. This means that communities won't be impacted by additional construction that would have otherwise ran along Carlaw Avenue under the Relief Line South plans. We're sensitive to the community's concerns about the project's impacts in this area, which is why our plans preserve local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls. We will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community.</p>
<p>Above ground section of the Ontario Line</p>	<p>Can you explain why the section of the Ontario Line running thru Riverside/Leslieville has to be above ground, and why this section of the track can't remain underground thru this neighbourhood?</p>	<p>Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the existing GO corridor in this area, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Leveraging the existing GO rail corridor and running the line above ground in this area also means we can reduce construction timelines and costs and streamline our work with existing GO Expansion plans. Furthermore, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations.</p>
<p>Tracks in Leslieville</p>	<p>Hi. Thanks for posting a reminder for everyone to give feedback on the important draft Enviro Conditions Report for the OL. Here: https://www.metrolinxengage.com/en/content/ontario-line-ask-question We suggest posting any one of these questions on the ALIGNMENT of the route through our section of track or just clicking on the THUMBS UP on anyone of the questions about alignment of our section: 1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment? 2. If the OL must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential? 3) Why is Metrolinx not investigating an underground route in Riverside/Leslieville when a viable underground route was developed by the City of Toronto for the Relief Line?</p>	<p>Metrolinx responded to a similar comment with the following response: There a few reasons for running the Ontario Line above ground in the Riverside and Leslieville area. By running the line here at-grade alongside the existing GO rail corridor, it will help to reduce construction impacts and costs. This is because it layers construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. The current plans include maintaining traffic and streetcar service along Queen Street and we will be working closely with businesses and residents so they are aware of construction plans and anticipated impacts and can provide feedback on mitigations. Details about anticipated impacts of constructing and operating the Ontario Line will be released as part of forthcoming environmental reports and we look forward to sharing them for public feedback.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

<p>Ont Line Costing for 1.5km between Riverdale Ave and Eastern Ave</p>	<p>Why is there no costing of the above ground vs. below ground on the 1.5 km section between Pape School and Eastern Avenue? The big cost savings cited by Metrolinx was to eliminate tunneling under the Don River. Keep that savings but tunnel from East Harbour (former Lever factory) north to Riverdale Ave. There will be significant costs associated with the proposed (but uncOSTed) 1.5 km above-ground section. These costs can be itemized (and likely will be by the community). For example, four bridge widenings, footings and support structures for elevated line, property expropriations, park replacement, noise walls, tree replacements, property acquisition for construction staging to name a few. In contrast, the tunneling equipment and specialized crews are already mobilized and in place as they move south on Pape Ave. Why has there not been any costing done for a hybrid option - burying it between Riverdale Ave and Eastern Ave.? Help people understand the rationale. Everyone wants improved transit but to ignore this basic question will further undermine public trust in Metrolinx and the provincial government. It will fuel growing opposition, which may jeopardize the project politically.</p>	<p>Metrolinx responded to a similar comment with the following response: Cost is only one consideration. Decisions related to the alignment for the Ontario Line are made in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs.</p> <p>We are also able to reduce construction impacts through Riverside by layering construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. Also, using the GO corridor will allow people to more easily connect between the Ontario Line, GO and TTC at street level, saving time compared to connections that would lead people into deep underground stations. We will be working with communities to plan and develop stations and infrastructure that fits into and contributes to the neighbourhood.</p>
<p>Cost comparison of above ground vs below ground</p>	<p>Why was there no cost comparison done on the section of the Ontario Line in the Riverside/Leslieville area? In this densely populated area, an underground route would be much less destructive to the neighbourhood. How would you feel if a train was running past your house every 45 seconds?</p>	<p>Metrolinx responded to a similar comment with the following response: Cost is only one consideration. Decisions related to the alignment for the Ontario Line are made in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs.</p> <p>We are also able to reduce construction impacts through Riverside by layering construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. Also, using the GO corridor will allow people to more easily connect between the Ontario Line, GO and TTC at street level, saving time compared to connections that would lead people into deep underground stations. We will be working with communities to plan and develop stations and infrastructure that fits into and contributes to the neighbourhood.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

<p>Underground vs Aboveground</p>	<p>1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment?</p>	<p>Metrolinx responded to a similar comment with the following response: There a few reasons for running the Ontario Line above ground in the Riverside and Leslieville area. By running the line here at-grade alongside the existing GO rail corridor, it will help to reduce construction impacts and costs. This is because it layers construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. The current plans include maintaining traffic and streetcar service along Queen Street and we will be working closely with businesses and residents so they are aware of construction plans and anticipated impacts and can provide feedback on mitigations. Details about anticipated impacts of constructing and operating the Ontario Line will be released as part of forthcoming environmental reports and we look forward to sharing them for public feedback.</p>
<p>Ontario Line - Why Above Ground?</p>	<p>Why has Metrolinx seemingly not even considered putting the Ontario Line below ground in Leslieville? It is a small dense community and your proposed route will impact on much of the parkland in the area. The original plan for the relief line was underground - why not the Ontario line?</p>	<p>We appreciate the importance of park spaces to the local community. We will work with contractors to preserve surrounding vegetation in areas where we are working.</p> <p>Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor in this area, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. It will also reduce construction timelines and streamline our work with existing GO Expansion plans. Furthermore, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations.</p>
<p>Above Ground Encasing</p>	<p>Instead of building a wall. Why are we not encasing the line above ground ro create useable green space above and around the line?</p>	<p>Thank you for your suggestion! We currently have an open survey for the community to provide feedback on the design elements of the retaining walls, noise barriers and vegetative elements. You can submit your feedback and idea here.</p>

Ask-A-Question – September 17, 2020 to October 19, 2021

Noise	If the Ontario Line is planned to have trains every 90 seconds, and of course there are trains traveling both ways, given the length of each train plus arrival and departure times, how many seconds in every minute on average will NOT have train noise?	Thank you for your question and sharing your concern with us about noise levels. While Ontario Line trains will be able to run as frequently as every 90-seconds, service may not run this frequently at all times. Metrolinx is also committed to minimizing and managing the effects of noise and vibration of the Ontario Line on our neighbours – during both construction and operations. As a part of the Environmental Impact Assessment Report (forthcoming early 2022), a detailed noise and vibration assessment will be completed for the Ontario Line to ensure that potential impacts are identified and appropriate site-specific mitigation measures are in place. You can learn more about our environmental assessment process for the Ontario Line here on our website. Please also consider signing up for our newsletter, as we will send out a notice to our e-newsletter distribution list as soon as it's released.
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Public Feedback

- **Provide Your Feedback**
 - **Draft Lakeshore East Joint Corridor Early Works Report Feedback Form**
 - **Natural Environment Study**
 - **Noise & Vibration Study**
 - **Socio-Economic & Land Use Characteristics Study**
 - **Traffic & Transportation Study**

Public Feedback

- **Provide Your Feedback**
 - **Draft Lakeshore East
Joint Corridor Early
Works Report
Feedback Form**

Date	What are your thoughts on the results of the Lakeshore East Joint Corridor early works environmental studies?	Which Lakeshore East Joint Corridor early works environmental study is most important to you and why?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft Lakeshore East Joint Corridor Early Works Report.	Response
28-Sep-21	<p>You have released several thousand pages of EWR's for both East Harbour area and the Joint Corridor - two EWR's, and you have only allocated 30 days to hear and resolve issues. This not right and not in the spirit of the legislation. You continue to bulldoze your way through the essential community feedback process like it was unnecessary.</p>	3	3	<p>The Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report were prepared in accordance with Ontario Regulation 341/20: Ontario Line Project. Both Early Works Reports were available for review for 31-days from September 23 to October 24, 2021. This review period length is consistent with review period lengths of other Metrolinx transit projects. Prior to the publication of the early works reports, Metrolinx also provided specific updates on the Project website, reached out to Leslieville and Riverside area residents via information flyers in June and July 2021 and held meetings with local community groups to provide the most up to date information regarding these early works segments. Virtual presentation and live question and answer sessions were also hosted by Metrolinx prior to and during the review period. Metrolinx is committed to continuing engagement with the local community as project planning progresses.</p>
30-Sep-21	<p>I am concerned about water & air quality, loss of green space and wildlife habitat, the delay of emergency vehicles and transit, as well as noise and vibration. Too many times in the report do we see 'where feasible or where possible' which likely means Metrolinx won't do anything because it's 'not feasible'. What does that even mean?</p> <p>In addition, where monitoring is noted as required, frequency is not addressed and it is largely done by the construction companies. That is ridiculous as they have a vested interest and cannot be seen to be objective in any way. Far more work needs to go into monitoring. Why is there no outline of a complaint process.</p>	<p>Water, Air, Traffic, Noise, Vibration - because they all impact quality of life, because this community is vulnerable to flooding and poor water (and air) quality to begin with, because our streets are already overburdened with traffic due to the removal of the Gardiner and because our community already has less green space than most other communities in this city. It seems as though our community will effectively be cut off from and westward routes and our park space will likely be unusable due to the constant noise. It is this constant noise with a train passing every 45 seconds that will make this project unlivable for the residents of this community.</p> <p>I also don't want to see any trucks on our residential streets. Despite being a 'no truck' street, Booth has become a highway for local construction traffic.</p>	<p>Yes, the wildlife review is inadequate. If fails to note many species of birds and other wildlife resident in our community that will be at risk including: hummingbirds, blue jays, eastern bluebird, cardinals, hawks, baltimore orioles, chickadees, doves, warblers, woodpeckers and many others.</p> <p>There is also no quality of life assessment which should be of paramount consideration both now and in the future! In addition, there are still too many reports that need to be completed before this report can be seen within the entire scope of the project. We are being asked to accept the early works without any indication of the full impact and that is unacceptable.</p> <p>The biggest thing you've missed - the wishes of the community! Consultations are not really consultations - we are simply told what will happen. There has been no legitimate consultation.</p>	<p>I am concerned about water & air quality, loss of green space and wildlife habitat, the delay of emergency vehicles and transit, as well as noise and vibration.</p> <p>Metrolinx is committed to reducing impacts from early works construction and minimizing disruption to the community during construction.</p> <p>The potential impacts to surface water and groundwater, air quality, vegetation communities, wildlife habitat, and transportation network, as well as impacts associated with construction noise and vibration and Lakeshore East Joint Corridor operational noise and vibration have been assessed and outlined in the Early Works Report. The report also documents mitigation measures to reduce the potential environmental impacts of Lakeshore East Joint Corridor early works</p> <p>For example, a plan to manage air quality will be completed to reduce impacts to air quality as a result of the early works. A plan to manage groundwater and dewatering will also be completed to minimize impacts to groundwater. Please note that there will not be any impacts to water bodies during early works construction as the nearest waterbody, Lower Don River, is approximately 325 metres away.</p> <p>Vegetation removals will be limited to within the early works construction areas and compensation for the removal of vegetation will be in accordance with Metrolinx's Vegetation Guideline (2020). All requirements of the Endangered Species Act will be met.</p> <p>To manage traffic impacts, a transit and traffic management plan will be developed, and will address specific emergency services requirements in consultation with the City of Toronto.</p> <p>To reduce noise associated with the Joint Corridor operations, Metrolinx is committed to installing noise barriers with a minimum height of five metres between approximately Eastern Avenue and Jones Avenue. Implemented noise barriers are predicted to effectively meet MOEE/GO and MOEE/TTC criteria at all assessed sensitive receptors along the joint corridor and achieve reductions below the predicted existing noise levels at most assessed receptors. For more information, please see the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report [Link: https://www.metrolinxengage.com/en/content/operational-noise-vibration]. In addition to the Noise and Vibration Operation Report, Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels (with and without noise barriers). The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>During early works construction, Metrolinx will also apply construction noise and vibration mitigation measures which may include, but won't be limited to using equipment compliant with noise level specifications from the Ministry of the Environment, Conservation and Parks, and siting construction vehicles and construction laydown and staging areas away from sensitive receptors, where possible.</p> <p>Please see other mitigation measures and monitoring activities to ensure mitigation measures effectiveness outlined in Section 6 of the early works report.</p> <p>Too many times in the report do we see 'where feasible or where possible' which likely means Metrolinx won't do anything because it's 'not feasible'. What does that even mean?</p> <p>The Early Works Report documents certain mitigation measures in this manner because mitigation is often specific to the environmental component and scope of work, which varies throughout the Lakeshore East Joint Corridor study area. This allows Metrolinx to explore additional mitigation measures beyond those outlined in the Early Works Report and also refine the mitigation measures as project planning and design progresses, such that they are effective at reducing specific project impacts, as not all mitigation measures may apply to a certain project impact.</p> <p>Mitigation requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.</p> <p>In addition, where monitoring is noted as required, frequency is not addressed and it is largely done by the construction companies. That is ridiculous as they have a vested interest and cannot be seen to be objective in any way. Far more work needs to go into monitoring.</p> <p>The frequency of monitoring is specific to the environmental component that is being monitored, the scope of work and applicable guidelines. An environmental specialist will determine the frequency of monitoring required based on these factors prior to construction. Monitoring requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required monitoring activities in accordance with any applicable regulations or guidelines.</p>

Date	What are your thoughts on the results of the Lakeshore East Joint Corridor early works environmental studies?	Which Lakeshore East Joint Corridor early works environmental study is most important to you and why?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft Lakeshore East Joint Corridor Early Works Report.	Response
				<p>Why is there no outline of a complaint process.</p> <p>Complaint process is outside of the environmental assessment scope and was therefore not included in the Early Works Report. Residents are encouraged to reach out to the Ontario Line Community Relations team at any point with their feedback or questions. The Ontario Line Community Relations team will be available for the duration of the project to address questions, complaints and concerns via email and phone (416-202-5100 and ontarioline@metrolinx.com). Prior to the start of construction, a telephone number in operation 24/7/365 will also be set up to address any questions or concerns from the public during construction. The team is also available through a virtual appointment booking system on the Metrolinx Engage website and our social media channels. When possible, in person meetings will also resume.</p> <p>Water, Air, Traffic, Noise, Vibration - because they all impact quality of life, because this community is vulnerable to flooding and poor water (and air) quality to begin with, because our streets are already overburdened with traffic due to the removal of the Gardiner and because our community already has less green space than most other communities in this city. It seems as though our community will effectively be cut off from and westward routes and our park space will likely be unusable due to the constant noise. It is this constant noise with a train passing every 45 seconds that will make this project unlivable for the residents of this community.</p> <p>Please see response under the first paragraph above.</p> <p>I also don't want to see any trucks on our residential streets. Despite being a 'no truck' street, Booth has become a highway for local construction traffic.</p> <p>Construction traffic will be kept off of local roads that the community relies on. As noted in the Early Works Report, mitigation measures to reduce traffic impacts from early works activities include development of a traffic and transit management plan and coordination with the City of Toronto.</p> <p>Yes, the wildlife review is inadequate. If fails to note many species of birds and other wildlife resident in our community that will be at risk including: hummingbirds, blue jays, eastern bluebird, cardinals, hawks, baltimore orioles, chickadees, doves, warblers, woodpeckers and many others.</p> <p>A thorough background review of wildlife, including Species at Risk and other species such as hummingbirds, cardinals and blue jays, that may occur within the Lakeshore East Joint Corridor Study Area was completed as part of the Early Works Report. Refer to Appendix A: Species Records from Wildlife Atlases of Appendix A1: Lakeshore East Joint Corridor Early Works - Natural Environment Early Works Report for this background review. Wildlife habitat within the rail corridor is not of high quality and there are other naturalized areas (e.g., Don Valley, city parks, etc.) in proximity of the Lakeshore East Joint Corridor Study Area to provide habitat for these common wildlife. Through appropriate mitigation measures such as investigating construction areas prior to commencing or resuming construction activities for wildlife and wildlife habitat that may have established following the completion of previous surveys, impacts to urban wildlife with abundant and secure populations in the City of Toronto will be avoided. Furthermore, Metrolinx will provide compensation for tree removals in accordance with the Metrolinx Vegetation Guideline (2020), striving to provide compensation tree plantings as close to the areas where trees will be removed as possible.</p> <p>There is also no quality of life assessment which should be of paramount consideration both now and in the future! In addition, there are still too many reports that need to be completed before this report can be seen within the entire scope of the project. We are being asked to accept the early works without any indication of the full impact and that is unacceptable.</p> <p>The Draft Lakeshore East Joint Corridor Early Works Report was completed in accordance with Ontario Regulation 341/20. The regulation defines early works as any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process. Ontario Line early works, including the Lakeshore East Joint Corridor early works, are being advanced where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors. Advancing work in these areas will facilitate timely implementation of the Ontario Line Project and provides planning, design and implementation efficiencies for ongoing projects such as GO Expansion. The forthcoming Ontario Line Environmental Impact Assessment Report is anticipated to be shared with the community in January 2022 for review. This report will assess operations of the entire project as well as construction of components not covered by previously published Early Works Reports.</p> <p>The Lakeshore East Joint Corridor Early Works Report includes an assessment and evaluation of the impacts that the early works might have on the environment, a description of proposed measures for mitigating any negative impacts of the early works on the environment and proposed monitoring activities. Environmental impacts assessed include those associated with the natural environment, air quality, noise and vibration, soil and groundwater, surface water and hydrogeology, archaeology, built heritage resources and cultural heritage landscapes, traffic and transportation, and socio-economic and land use characteristics. Metrolinx also published the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report along with the Early Works Report, which documented noise and vibration operational impacts in the joint corridor and identified appropriate mitigation measures including noise barriers.</p> <p>The Ontario Line will have tremendous benefits, as outlined in the Preliminary Design Business Case for the project (available here: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Summary-Public-Final.pdf). These benefits include:</p> <ul style="list-style-type: none"> • Improved Quality of Life and Public Health: The Ontario Line could improve local air quality and reduce collisions by up to 1,200 over the project life cycle by taking over 28,000 cars off the road each day and encouraging use of active travel to access transit. Travellers who switch to rapid transit from driving tend to walk more and realize health benefits from a more active lifestyle. • Unlocking Jobs and Economic Development: The Ontario Line is expected to support over 4,700 jobs per year between 2020 and 2030, with continued employment after 2030 for the operations and maintenance of the line. • Moving People with Less Energy and Reduced Emissions: The Ontario Line could reduce overall energy expended for transport by up to 7.2 million litres of automobile fuel every year. This is the same as nearly 120,000 fill ups at the pump per year. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year. <p>The Ontario Line will strengthen connections between people and jobs within Toronto and the surrounding region by improving the speed, frequency, reliability and overall footprint of rapid transit service. It will bring rapid transit to new communities in the east end, north of Danforth Avenue, and</p>

Date	What are your thoughts on the results of the Lakeshore East Joint Corridor early works environmental studies?	Which Lakeshore East Joint Corridor early works environmental study is most important to you and why?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft Lakeshore East Joint Corridor Early Works Report.	Response
				<p>surrounding Exhibition/Ontario Place, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes.</p> <p>The biggest thing you've missed - the wishes of the community! Consultations are not really consultations - we are simply told what will happen. There has been no legitimate consultation.</p> <p>We agree that meaningful consultation is critical to ensuring we can deliver the Ontario Line successfully. When we held open houses in early 2020, we heard from Riverside and Leslieville residents how important it is to manage noise and vibration, protect existing parks and minimize disruption from construction. We acted on that feedback as the continuous noise barriers will ensure noise levels stay the same or lower despite the cumulative increase in transit service. Second, careful planning has ensured almost all parks will continue to operate during construction and some parks will in fact gain green space. The only exception is Gerrard Carlaw Parkette Dog Park which will be temporarily closed to facilitate construction of the station at Gerrard and Carlaw. Third, construction traffic will be kept off of local roads that the community relies on. As noted in the Early Works Report, mitigation measures to reduce traffic impacts from early works activities include development of a traffic and transit management plan and coordination with the City of Toronto regarding potential traffic impacts. We have also carefully planned our construction works to complete much of the work within the existing rail corridor.</p>
7-Oct-21	Smoke and mirrors	Smoke and mirrors	<p>This line route is not necessary, is not what you are claiming it is. Had you looked at a map, you'd have noticed that you could have:</p> <ol style="list-style-type: none"> 1) Run your line along the lake and up to either Greenwood Ave (where there are existing tunnels from the work yard down to Queen St E. 2) Up Main St...there is an existing GO station and Main St subway station in close proximity. 3) Or maybe you'd notice that at Kennedy subway station...there is the Scarborough LRT connection...and a GO station on the same site. <p>If you really were interested in moving people. But no. gotta maximize the pork for connected business friends...and that is why you chose the route you did. And the local Councillor and MPP both wanted this in our community, and I can assure you, in meetings I attended...the local public Did NOT. So enough of you phony 'public consultation'.</p>	<p>Thanks for your feedback. Metrolinx has explored similar alignment options (specifically the Relief Line South) through the Initial Business Case [Link: https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF] and decided that an underground alignment in this area would not be advantageous to the reference alignment that utilizes the existing rail corridor. The decision to not pursue a fully underground or partial underground alignment is based on the following main reasons: customer experience, fewer community impacts and property impacts. By utilizing the existing rail corridor where GO Expansion work has already been planned, we can streamline construction to minimize community impacts by reducing our project footprint. We have acted on community feedback by protecting important neighbourhood parks and ensured noise is controlled via noise barriers.</p>
7-Oct-21	"Appendix A5 – Traffic and Transportation Report" - can't be accessible. Please provide the right link.	"Appendix A5 – Traffic and Transportation Report" - can't be accessible. Please provide the right link.	"Appendix A5 – Traffic and Transportation Report" - can't be accessible. Please provide the right link.	The link to Appendix A5 was updated on October 7, 2021, following receipt of the comment.
9-Oct-21	The Ontario Line should be buried along this segment of the Ontario Line	Traffic and Transportation Report - We have already lost too much space required for pedestrian, bike, and vehicular mobility		<p>Thanks for your feedback. Metrolinx has explored similar alignment options (specifically the Relief Line South) through the Initial Business Case and decided that an underground alignment in this area would not be advantageous to the reference alignment that utilizes the existing rail corridor. The decision to not pursue a fully underground or partial underground alignment is based on the following main reasons: customer experience, fewer community impacts and property impacts. By utilizing the existing rail corridor where GO Expansion work has already been planned, we can streamline construction to minimize community impacts by reducing our project footprint. We have acted on community feedback by protecting important neighbourhood parks and ensured noise is controlled via noise barriers.</p> <p>We are currently consulting with the City on the traffic and transportation impacts of the Ontario Line and GO Expansion, in combination with all other planned city and private projects in the immediate area. We have acted on feedback from the community and planned our construction access routes through the main roads only. Our intent is to work with our partners at the City to carefully plan construction to preserve existing transit, bike and pedestrian mobility. We will share more details with the community once they are finalized.</p>
19-Oct-21	Still reviewing.	I am particularly interested in the East Harbour to Gerrard stations.	I am trying to download the pdf report for offline reading, but my computer is telling me that I need a newer version of Adobe Acrobat to open the file. I tried to install a newer version of adobe acrobat reader, but since I have an older Adobe Acrobat Pro installed, I cannot install the newer version without uninstalling the older version. I don't want to uninstal the older version since it has more capabilities. Unfortunate situation. Can you just upload the pdf report such that it can be opened with a older version of Acrobat? That would really help. Thanks.	<p>Thank-you for your comment. More information about the stations from East Harbour to Gerrard can be found here: https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-east</p> <p>The pdfs of the Early Works Reports were updated on the website on October 20, 2021, following receipt of the comment, to allow for compatibility with older versions of Adobe Acrobat.</p>

Date	What are your thoughts on the results of the Lakeshore East Joint Corridor early works environmental studies?	Which Lakeshore East Joint Corridor early works environmental study is most important to you and why?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft Lakeshore East Joint Corridor Early Works Report.	Response
24-Oct-21	see below	see below	<p>The early works package clearly demonstrates the impact of the above-ground line will have on the neighbourhood, including widening of the existing track bed and bridges. Consistently, Metrolinx has stated that the Ontario Line would "remain in the existing right of way" with the intent to mislead the public. The "right of way" is much larger than the existing track bed and the widening of bridges on key Leslieville streets will negatively affect the pedestrian and residential realm. Look at the intersection at Gerrard / Carlaw - half the intersection will be under a bridge! How is this safe or advisable? Again, Metrolinx has consistently dismissed community input on burying the line, in keeping with Steve Munro's very viable options; now the true damage of the Ontario Line on Leslieville is laid bare. You're doing Doug Ford's bidding to enact revenge on the neighbourhoods that resisted his brother as Mayor and him as Premier. Subways in Scarborough and above-ground rail in dense urban neighbourhoods - the politics of this is disgustingly obvious.</p>	<p>Metrolinx has looked at various tunneled proposals for the East Segment of the Ontario Line in the business cases but every tunnelled option results in greater private property impact, longer construction times, greater community impacts and increased costs.</p> <p>Metrolinx is moving forward with plans to use the existing rail corridor because it reduces community impacts, property impacts and creates a better customer experience. The Lakeshore East Joint Corridor Early Works Report identifies proven solutions that Metrolinx will utilize to reduce potential impacts.</p> <p>It is true that Ontario Line infrastructure will fit mostly within the Metrolinx property boundary where the GO Expansion is already planned. It's important to note the existing right of way is defined by the existing fence or berm along the rail corridor.</p> <p>For many of the neighbourhood parks, not only will they operate throughout construction, certain parks will expand once construction is complete. When it comes to bridges, this is an opportunity to refresh the 100-year-old bridges in the neighbourhood to modern standards and create a better pedestrian experience. An example could be better architectural lightning.</p>
24-Oct-21	<p>I think that a project of this size deserves a more comprehensive environmental study. It does not seem appropriate to use the EA that was done for the downtown relief line for this re-jigged plan. I also think it is wrong to use the estimates of ridership from pre-covid times. The need for the expanded GO service and for the Ontario Line is very suspect now that companies are encouraging people to work from home, even post-covid. The world is changing and this plan is for the old world. I worry that you are going to finally realize this half-way through construction and halt or slow the project.</p>	<p>The natural environment report shows that the leslieville area of Toronto has a deficit of parkland. And yet you are going to run so many trains through the parks of this neighbourhood that they will be noisy all the time.</p>	<p>You don't seem to acknowledge that even if the sound of one train will be less there will be near constant train traffic on the rail corridor. This will mean a background noise that is incredibly annoying and probably bad for the health of residents. We don't know if it really will be bad for our health because you haven't studied that. A health impact study is missing from your report. It is shocking that the Ministry of Health or the Federal Government doesn't insist that you do one. I am also concerned about the timing of this report and how the schedule shows trees being removed from the corridor before the arborist report comes out. That doesn't make any sense.</p>	<p>The Draft Lakeshore East Joint Corridor Early Works Report was completed in accordance with Ontario Regulation 341/20 and was not based off the Downtown Relief Line environmental assessment. The impacts, mitigation measures and monitoring activities are specific to the Lakeshore East Joint Corridor early works. Although the pandemic has made it difficult to make predictions about the future of work and play, Toronto is still projected to be a growing world class city which requires a world class transit system. Funding from different levels of government has been secured and Ontario Line plans are moving forward based on the cost benefit analysis and projections found in the Ontario Line Initial Business Case and the Ontario Line Preliminary Business Case.</p> <p>Metrolinx has minimized the impacts to neighbourhood parks, ensuring almost all parks stay open. Furthermore, Metrolinx has also protected for additional green space for specific parks once construction of Ontario Line and GO Expansion are complete.</p> <p>As part of the Lakeshore East Joint Corridor early works, Metrolinx will install noise barriers with a minimum height of five metres, in alignment with the noise barrier implementation approach planned to be undertaken by GO Expansion. Implemented noise barriers are predicted to effectively meet MOEE/GO and MOEE/TTC criteria at all sensitive receptors along the joint corridor between Eastern Avenue and Pape Avenue and achieve reductions below the predicted existing noise levels at most assessed receptors along the joint corridor. For more information, please see the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report [Link: https://www.metrolinxengage.com/en/content/operational-noise-vibration]. In addition to the Noise and Vibration Operation Report, Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels (with and without noise barriers). The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>We have heard some residents in Riverside and Leslieville ask for a health impact assessment and are concerned with potential impacts as it relates to noise, vibration, air quality and access to green space. The Lakeshore East Joint Corridor Early Works Report comprehensively assesses these potential impacts using the relevant protocols set by the Ministry of the Environment, Conservation and Parks and recommends proven solutions that Metrolinx will utilize.</p> <p>An Arborist Report will be completed prior to removal of trees for Lakeshore East Joint Corridor early works. The Arborist Report will inventory all trees within the private and City-owned lands which will support construction. The intent of the Arborist Report is to identify which trees to retain or remove based on the construction footprint. Tree protection measures will be identified in the Arborist Report. Permits will also be obtained from the City of Toronto prior to any removals.</p>
24-Oct-21	<p>RE: Metrolinx 'early works' report on the Ontario Line portion through Leslieville For over ten years now I have researched infrastructure project governance in Ontario, and have published scholarly articles that focus on the information practices of public agencies such as Waterfront Toronto and Infrastructure Ontario, which I and colleagues have shown are designed to produce an impression of transparency while hiding the most important facts (such as who made the decisions that are taken for granted in later stages) and avoiding democratic accountability. I am now a professor emeritus at the Centre for Criminology and Sociolegal Studies at the University of Toronto, and an internationally renowned scholar of urban governance.</p> <p>The 'early works' reports that Metrolinx has made public are textbook examples of what I and colleagues have called "the performance of transparency". They appear to contain a great deal of information simply due to their length but: (a) the information is not presented in a reader-friendly manner, but rather in a 'document dump' that seems designed to not be read; and (b) the key decisions that have been contested by community groups and transit experts such as advocate Steve Munro are taken for granted as if they were carved in stone, without being justified.</p> <p>The key decision contested by community groups, supported by the local city councillor and the local MPP, is to run the Ontario Line, meant to have hundreds of trains a day, be placed within the same corridor that already has GO trains and VIA trains. Metrolinx has refused to provide a cost-benefit analysis that would justify this incredibly disruptive choice. The 'early works' project is very verbose but remains wholly silent on this key issue. Thus, neither local political representatives</p>	See above		<p>The Draft Lakeshore East Joint Corridor Early Works Report was completed in accordance with Ontario Regulation 341/20. The regulation defines early works as any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process. Ontario Line early works, including the Lakeshore East Joint Corridor early works, are being advanced where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors. Advancing work in these areas will facilitate timely implementation of the Ontario Line Project and provides planning, design and implementation efficiencies for ongoing projects such as GO Expansion. The forthcoming Ontario Line Environmental Impact Assessment Report is anticipated to be shared with the community in January 2022 for review. This report will assess operations of the entire project as well as construction of components not covered by previously published Early Works Reports.</p> <p>The Lakeshore East Joint Corridor Early Works Report includes an assessment and evaluation of the impacts that the early works might have on the environment, a description of proposed measures for mitigating any negative impacts of the early works on the environment and proposed monitoring activities, in accordance with Ontario Regulation 341/20. Environmental impacts assessed include those associated with the natural environment, air quality, noise and vibration, soil and groundwater, surface water and hydrogeology, archaeology, built heritage resources and cultural heritage landscapes, traffic and transportation, and socio-economic and land use characteristics. Metrolinx also published the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report along with the Early Works Report, which documented noise and vibration operational impacts in the joint corridor and identified appropriate mitigation measures including noise barriers.</p> <p>Metrolinx has explored similar alignment options (specifically the Relief Line South) through the Initial Business Case and decided that an underground alignment in this area would not be advantageous to the current alignment that utilizes the existing rail corridor. The decision to not pursue a fully underground or partial underground alignment is based on the following main reasons: customer experience, fewer community impacts and property impacts. By utilizing the existing rail corridor where GO Expansion work has already been planned, we can streamline construction to minimize community impacts by reducing our project footprint. We have acted on community feedback by protecting important neighbourhood parks and ensured noise and vibration is controlled to existing or lower levels via effective noise barriers.</p> <p>The cost to rebuild the 100-year-old bridges to modern standards and create a better pedestrian experience is required for the new GO Expansion and Ontario</p>

Date	What are your thoughts on the results of the Lakeshore East Joint Corridor early works environmental studies?	Which Lakeshore East Joint Corridor early works environmental study is most important to you and why?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft Lakeshore East Joint Corridor Early Works Report.	Response
	<p>nor the community know whether it might not in fact be cheaper, just in money terms, to run the Ontario Line underground, with the help of the tunnel boring machines that will have to be used for the portion directly north of Gerrard St.</p> <p>Just one example of the appalling lack of proper evidence for decisions taken for granted in the 'early works' report: there are from four to six old railway bridges that Metrolinx admits have to be rebuilt to accommodate the Ontario Line tracks, and we have not seen any estimates of the cost of that. The early works report further states that two new bridges will be built somewhere around Carlaw and Gerrard –but there are no drawings, no cost estimates, and no justification for this. I could go on; the early works report is a shining example of bureaucratic 'document dumping' practices that purport to make information available but avoid accountability on the issues that matter not only to the local community but also to anyone who believes in evidence-based transportation planning. But I will draw my comments to a close for the sake of brevity.</p> <p>The key bone of contention not addressed in the 'early works' report is that the public still does not know why exactly the Ontario Line is meant to be buried most of the way but, for no apparent reason, made to run overground including over very old railway bridges. And this in a 1.6km portion characterized by century-old homes (which are already subject to noise and vibration problems from the existing trains) and several facilities for vulnerable community members –from seniors housing to the Jimmie Simpson recreation centre to the four playgrounds located right next to the tracks.</p> <p>I do not expect an answer from Metrolinx; I am writing this for the sake of adding to the extensive record of opposition to both the substance and the process followed by Metrolinx in this part of the city. I might add that this open letter is based on much more than the 'early works' report. I have closely followed the project from the start, and as my address suggests, I have been personally subjected to Metrolinx's expensively produced corporate communications, including many full-colour expensively produced flyers and booklets placed in my mailbox, as well as being exposed to nearby billboards that attempt to sell decisions that have never been justified with proper evidence.</p> <p>To summarize: the problem with the 'early works' document dump is not what is in it but what is missing from it. Most significantly, the early works report lacks even the pretense of hard evidence to support the bizarre decision to run hundreds of daily and nightly trains through a very dense and very old neighbourhood, while burying the same line in other more suburban and spacious locations.</p>			<p>Line infrastructure but also has positive financial and community impact benefits as well. By building modern bridges, Metrolinx is significantly reducing the frequent and costly maintenance required on these existing bridges which are approaching the end of the lifespan. In addition, Metrolinx will take the opportunity to create a better pedestrian experience by introducing new features such as architectural lighting. Lakeshore East Joint Corridor early works do not include bridge work in vicinity of Gerrard and Carlaw bridges. Future Ontario Line Gerrard Station located here will be assessed in the forthcoming Environmental Impact Assessment Report and built as part of main Ontario Line contracts.</p> <p>It's important to note that Metrolinx is following Ontario Regulation 341/20 and the review period length is consistent with review period lengths of other Metrolinx transit projects. In order to increase public participation, Metrolinx sent mail notifications about the release of the Early Works Reports and held two virtual open houses on September 23 and October 5. In addition, Metrolinx has met with area community groups, Business Improvement Areas and residents throughout the review period to explain the methodology behind the studies and findings in these reports.</p>
24-Oct-21	Save Jimmie Simpson has submitted its response to 'Early Works' - Joint Corridor and East Harbour - directly to ontarioline@metrolinx.com.	Save Jimmie Simpson has submitted its response to 'Early Works' - Joint Corridor and East Harbour - directly to ontarioline@metrolinx.com.		Noted. Metrolinx has provided responses to the comments submitted by Save Jimmie Simpson to the ontarioline@metrolinx.com email.

Public Feedback

- **Provide Your Feedback**
 - **Natural Environment Study**

Date	What are your thoughts on the Natural Environment study key findings and identified potential impacts and mitigation measures?	Response
24-Oct-21	<p>There is great value to local residents in the vegetated areas slated for destruction by Metrolinx along the rail tracks and our limited parkspace.</p> <p>The vegetated habitat supports indigenous wildlife throughout the year and a wide variety of migratory birds and butterflies.</p> <p>The mature trees along Wardell and Jimmie Simpson Park, over the years have provided shelter to migrating birds and habitat to nesting Cooper's Hawks with fledglings, Snowy Owls, Cedar Waxwings, and a wide variety of songbirds, providing wonderful evensong..</p> <p>The wildlife consists of possums, skunks, squirrels, raccoons, rabbits, foxes, non-venomous snakes (2 sighted).</p> <p>The benefits are a reduced vermin population plus the pleasure of spotting and learning about wildlife for our kids.</p> <p>In the local community garden by the tracks at Tiverton, we cultivate echinacea and milkweed for Swallowtails and migrating Monarchs - local children take a keen interest in learning about and monitoring the Monarch's cycle.</p> <p>Metrolinx plans to demolish the community garden for construction/equipment storage.</p> <p>1000 Dundas Street East Boulevard:</p> <p>It is shown within the Early Works boundary.</p> <p>What are your plans for the boulevard?</p> <p>It is maintained.</p> <p>Tree destruction</p> <p>The proposed sound barrier wall adds no value to the neighbourhood, except for providing a canvas for graffiti vandals who will trample over any planted vegetation.</p>	<p>Vegetation removals will be reduced to the extent possible and limited to the Lakeshore East Joint Corridor early works construction areas which form part of the Project Footprint assessed in the Lakeshore East Joint Corridor Early Works Report. Compensation for the removal of vegetation will be completed in accordance with Metrolinx's Vegetation Guideline (2020). Species at Risk and their habitat are protected under the Endangered Species Act. Any loss of Species at Risk habitat will meet the requirements of the Endangered Species Act and required compensation will be provided. Prior to construction, investigation of the construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If any wildlife is encountered during surveys or during construction, measures will be implemented to avoid destruction, injury or interference with the species.</p> <p>The community garden located adjacent to the building at 444 Logan Avenue is not anticipated to be impacted by early works construction because it is located outside of the early works project footprint.</p> <p>1000 Dundas Street East is outside of the current project footprint (approximately 100 metres north of the project footprint), therefore no impacts to the boulevard are anticipated. Tree impacts are only anticipated where Dundas Street East intersects the rail corridor.</p>

Date	What are your thoughts on the Natural Environment study key findings and identified potential impacts and mitigation measures?	Response
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		<p>The implemented noise barriers are predicted to effectively meet MOEE/GO and MOEE/TTC criteria at all sensitive receptors along the joint corridor between Eastern Avenue and Pape Avenue and achieve reductions below the predicted existing noise levels at most assessed receptors along the joint corridor. For more information, please see the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report [Link: https://www.metrolinxengage.com/en/content/operational-noise-vibration]. In addition to the Noise and Vibration Operation Report, Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels (with and without noise barriers). The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>Metrolinx is taking lessons learned from previous noise barrier installations and has developed numerous strategies to deter and remove graffiti from our infrastructure. We will use a mix of graffiti deterrence strategies for noise barriers and retaining walls through Riverside and Leslieville, which could include things like graffiti-resistant coatings, landscaping on or adjacent to vulnerable surfaces, murals, increased lighting, and so on. Planting vines, plants, and shrubs (natural and artificial) are also a proven graffiti deterrence strategy.</p>
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24-Oct-21	<p>I'm concerned about the impact of the construction access proposed for the green space attached to Roy McCleary Towers on Logan. It's a naturalized green space used by seniors for gardening and exercise and a buffer between the tracks and the residents on Tiverton Ave. I think the construction access should be on the east side of the tracks off Thackeray St. which is already an industrial area. If it's only for bridge construction that's one thing but if its for all the ongoing track work it really should be left alone and an alternative access point should be created in the industrial area behind the Carlaw businesses.</p>	<p>A temporary ramp will need to be built to allow for the construction of the Dundas and Logan bridges, retaining walls, and tracks on the north side of the corridor. The ramp will allow for construction to occur during regular daytime hours while trains are running, which will accelerate the work and reduce the overall duration of construction. If the construction access area were to be placed off Thackeray Street, construction activities would only be able to occur between 1:30 am and 5:30 am, which would have a greater impact on nearby residents and significantly increase the duration of construction.</p>
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Public Feedback

- **Provide Your Feedback**
 - **Noise & Vibration Study**

Date	What are your thoughts on the Noise & Vibration study key findings and identified potential impacts and mitigation measures?	Response
10-Oct-21	Appreciate the report and the effort. Unfortunately, the report is light on what is ACTUALLY going to be done to mitigate noise and vibration instead of what COULD be done.	<p>The Early Works Report documents certain mitigation measures in this manner because mitigation is often specific to the environmental component and scope of work, which varies throughout the Lakeshore East Joint Corridor study area. This allows Metrolinx to explore additional mitigation measures beyond those outlined in the Early Works Report and also refine the mitigation measures as project planning and design progresses, such that they are effective at reducing specific project impacts, as not all mitigation measures may apply to a certain project impact.</p> <p>Mitigation requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.</p>
14-Oct-21	Given the experiences of my friend who lives along the construction corridor of the Eglinton LRT (power outages to her building, incredible noise and difficulty walking anywhere on the street,) I guess I have an idea of the horrors we in Leslieville are going to face. Also the building of the LRT is now 2 years behind schedule; I am certain the noise and vibration mitigation and the whole Ontario line will take many more years to build than promised. We and everyone along this line of construction are the unluckiest Torontonians I know.	<p>The Ontario Line and Crosstown projects are two very different projects and therefore have been planned and designed very differently. The Ontario Line will have less road disruptions compared to Crosstown because construction of the Ontario Line will not be done along a single major road in the city. Instead, construction of the Ontario Line will be spread throughout the city from Exhibition/Ontario Place to the Ontario Science Centre at different times.</p> <p>In addition, road and traffic disruptions will be avoided or reduced largely due to the fact that Ontario Line stations are not being built one kilometre apart in a straight line across a major Toronto road, the way the Crosstown was designed and built. The Ontario Line alignment has been planned to minimize impacts wherever possible while providing time saving, conveniently connected travel benefits. Where there are disruptions anticipated, our Community Relations team will provide early notification and communication to area residents and businesses.</p> <p>Operational noise mitigation along Lakeshore East Joint Corridor – noise barriers between approximately Eastern Ave and Jones Ave – will be installed as part of the Lakeshore East early works. Operational vibration mitigation solutions for GO tracks will also be installed as part of these early works.</p> <p>The opening of Ontario Line is expected by 2030.</p>

Date	What are your thoughts on the Noise & Vibration study key findings and identified potential impacts and mitigation measures?	Response
24-Oct-21	<p>I appreciate the efforts to minimize construction noise however I have been disappointed by efforts to date and that was only during the drilling and testing stage. Communication and updates seem to only happen for immediate neighbours on impacted streets and not on the wider area where the noise travels to. I would recommend all early work construction sites and especially the bridges receive an expanded circle of updates.</p> <p>In terms of vibration it is critical that when trackbed building is taking place that all current and future GO tracks receive updated bedding and the latest vibration minimization solutions. Currently one track in particular, the western most GO track creates far more vibrations felt by residents than the GO track to the east. I'm concerned that this one errant track will have a negative affect on the lifetime of the new bridge if not addressed. This is particularly noticeable in the section of tracks between First Ave. and Dundas.</p> <p>Finally, it will be critical to ensure that all bridges receive the same sound proofing as other track sections. It will be of no use to have sound barrier walls behind homes on First Ave. east of Logan and then a huge gap as the bridge crosses Logan, and then another gap at the Dundas Bridge. Sound travels as you know and therefore the full route needs sound barriers including the bridges otherwise noise, especially from the increased rail traffic of the Ontario Line will reach terrible levels through these gaps.</p>	<p>Given the constraints of staff and resources, we strive to proactively notify residents via physical notice if there is work occurring which has direct impacts or is taking place overnight. That being said, we publish all community notices for work taking place through our e-newsletter, our website and circulate it via email to community groups and business improvement areas for circulation through their mailing lists. As we move forward, Metrolinx will continue with proactive notification as it is an important tool to ensure the community is informed about the upcoming construction work related to the Ontario Line and GO Expansion.</p> <p>The north side of the rail corridor in the Lakeshore East Joint Corridor segment will be upgraded to accommodate future Ontario Line tracks. Residents living north of the rail corridor are anticipated to experience lower vibration levels than existing levels since the Ontario Line trains will be lighter than the heavier existing GO and VIA trains. The GO tracks which accommodate heavier trains will move further to the south of the corridor, further reducing vibration levels for residents living north of the corridor. As a result, future vibration levels north of the corridor may be in fact be lower than existing vibration levels. Note that, as GO tracks get moved, proven vibration mitigation solutions will be installed to ensure vibration levels are within the vibration limits at sensitive receptor locations along the corridor.</p> <p>The bridges in the Lakeshore East Joint Corridor segment requiring replacement (Queen St, Dundas St and Logan Ave) will be redesigned and reconstructed to accommodate an additional GO track and, in some cases, improved road clearances. The bridges will be re-designed according to the latest GO protocol. This requires ballast mats to be applied to all overpass structures, reducing vibration transmitted to the bridge and in turn, its ability to radiate noise.</p> <p>Noise barriers will be installed on both sides of the rail corridor in the Lakeshore East Joint Corridor segment, between approximately Eastern Avenue and beyond Pape Avenue. Our current noise model accounts for the reflected noise off these barriers and the presence of gaps and height variations as barriers approach bridges. The noise barriers will be designed to limit the passing of noise through gaps, allowing for continuous sound proofing.</p>

Public Feedback

- **Provide Your Feedback**
 - **Socio-Economic & Land Use Characteristics Study**

Date	What are your thoughts on the Socio-Economic & Land Use Characteristics study key findings and identified potential impacts and mitigation measures?	Response
10-Oct-21	Why aren't these finding inside the EWR??	The socio-economic and land use characteristics potential impacts, mitigation measures and monitoring activities are listed in Section 6.6 of the Draft Lakeshore East Joint Corridor Early Works Report.

Public Feedback

- **Provide Your Feedback**
 - **Traffic & Transportation Study**

Date	What are your thoughts on the Traffic & Transportation study key findings and identified potential impacts and mitigation	Response
23-Sep-21	Maintaining constant pedestrian access along Queen St E is critical, as it is the only place between Eastern & Dundas to move east-west. Ideally for transit as well, as vehicular traffic can be routed to Dundas or Eastern where no transit exists.	<p>Noted. Closures of Queen Street may be needed for bridge demolition and construction. Closures will only be implemented if absolutely necessary, and their duration will be reduced to the extent feasible. The local community will be notified well in advance of any closures. Metrolinx will conduct the work while ensuring the safety of all community members.</p> <p>The Lakeshore East Joint Corridor Early Works Report documents mitigation measures for reducing impacts to pedestrians and the transit network in Section 6.9. A transit and traffic management plan will be developed and implemented to mitigate traffic impacts associated with Lakeshore East Joint Corridor early works. The plan may contain measures such as temporary changes to intersection lane configurations, traffic signal timing optimization and modifications to existing signal timing plans. The effectiveness of the transit and traffic management plan will be monitored throughout the construction period and adjustments will be made based on actual field observations, as needed.</p> <p>Currently, a quantitative multi-modal transportation impact assessment is underway to identify traffic impacts as a result of Lakeshore East Joint Corridor early works as well as other nearby construction projects. Metrolinx will co-ordinate with other ongoing projects when scheduling the early works activities to maintain the mobility of road users, and to identify mitigation measures that optimize traffic flow during construction.</p>
4-Oct-21	This sounds like an absolute nightmare for the community. Eastern, Queen and Dundas St?? Those are the three main east-west arteries. You need a major rethink.	<p>There will be potential traffic impacts to Eastern Avenue, Queen Street East and Dundas Street East in effort to keep construction traffic off the local roads that the community relies on. As noted in the Early Works Report, mitigation measures for traffic impacts include development of a transit and traffic management plan and scheduling early works activities during off-peak periods and weekends, where possible, to minimize disruptions to traffic during critical peak hours.</p> <p>The Lakeshore East Joint Corridor Early Works Report documents mitigation measures for reducing impacts to pedestrians and the transit network in Section 6.9. A transit and traffic management plan will be developed and implemented to mitigate traffic impacts associated with Lakeshore East Joint Corridor early works. The plan may contain measures such as temporary changes to intersection lane configurations, traffic signal timing optimization and modifications to existing signal timing plans. The effectiveness of the transit and traffic management plan will be monitored throughout the construction period and adjustments will be made based on actual field observations, as needed.</p> <p>Currently, a quantitative multi-modal transportation impact assessment is underway to identify traffic impacts as a result of Lakeshore East Joint Corridor early works as well as other nearby construction projects. Metrolinx will co-ordinate with other ongoing projects when scheduling the early works activities to maintain the mobility of road users, and to identify mitigation measures that optimize traffic flow during construction.</p>
7-Oct-21	"Appendix A5 – Traffic and Transportation Report" - can't be accessible. Please provide the right link.	The link to Appendix A5 was updated on October 7, 2021, following receipt of the comment.

Date	What are your thoughts on the Traffic & Transportation study key findings and identified potential impacts and mitigation	Response
18-Oct-21	<p>Vague and misleading, with minimal information. Phrases such as "may be", "Consider scheduling", "Potential realignment", "may cause ", etc are simply avoiding being honest with the residents of the affected areas. Be honest and state the obvious : ALL of these disruptions and more WILL occur, and there's nothing the residents can do about it. I hope this line never gets built. A visit to the on-going, never-ending chaos of Eglinton Ave demonstrates in concrete terms why I hope this line never gets built.</p>	<p>The Early Works Report documents certain impacts and mitigation measures in this manner because impacts and mitigation are often specific to the environmental component and scope of work, which varies throughout the Lakeshore East Joint Corridor study area. This allows Metrolinx to refine project impacts associated with specific components of early works, as planning and detailed design progress; and to explore additional mitigation measures beyond those outlined in the Early Works Report. Where needed, mitigation measures will be refined as project planning and design progresses, such that they are effective at reducing specific project impacts, as not all mitigation measures may apply to a certain project impact.</p> <p>Mitigation requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.</p> <p>The Ontario Line and Crosstown projects are two very different projects, with different planning and design approaches. The Ontario Line will have less road disruptions compared to Crosstown because construction of the Ontario Line will not be done along a single major road in the city. Instead, construction of the Ontario Line will be spread throughout the city from Exhibition/Ontario Place to the Ontario Science Centre at different times.</p> <p>In addition, road and traffic disruptions will be avoided or reduced largely due to the fact that Ontario Line stations are not being built one kilometre apart in a straight line across a major Toronto road, the way the Crosstown was designed and built. The Ontario Line alignment has been planned to minimize impacts wherever possible while providing time saving, conveniently connected travel benefits. Where there are disruptions anticipated, our Community Relations team will provide early notification and communication to area residents and businesses.</p>
25-Oct-21	<p>I think it's really important to stagger construction of the bridges across major intersections. For many west of Logan the major shopping offered at No Frills and Gerrard Square is necessary for daily living. Cutting off Gerrard, Logan, Queen and Dundas at the same time will blockade eastbound traffic in a major way. Residents would have to go up to the Danforth and down or down to Eastern somehow before being able to go east. With Eastern already jammed due to the Gardiner de-construction traffic in this part of town is going to clog up even worse than Eglinton. Please consider traffic routing and timing carefully.</p>	<p>Noted. Closures will only be implemented if absolutely necessary. Their duration will be reduced to the extent feasible and closures of adjacent major intersections will be staggered, where possible, to minimize overlapping traffic impacts. The local community will be notified well in advance of any closures. Metrolinx will conduct the work while ensuring the safety of all community members.</p> <p>A transit and traffic management plan will be developed and implemented to mitigate traffic impacts associated with Lakeshore East Joint Corridor early works. The plan may contain measures such as temporary changes to intersection lane configurations, traffic signal timing optimization and modifications to existing signal timing plans. The effectiveness of the transit and traffic management plan will be monitored throughout the construction period and adjustments will be made based on actual field observations, as needed.</p> <p>Currently, a quantitative multi-modal transportation impact assessment is underway to identify traffic impacts as a result of Lakeshore East Joint Corridor early works as well as other nearby construction projects. Metrolinx will co-ordinate with other ongoing projects when scheduling the early works activities to maintain the mobility of road users, and to identify mitigation measures that optimize traffic flow during construction.</p> <p>A video detailing the planned construction sequencing at Jimmie Simpson Park and Bruce Mackey Park can be found here.</p>

Public Feedback

- **Public Contact Us and Email Correspondence Table**
- **Public Contact Us and Email Correspondence Record**

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
July 9, 2020	<ul style="list-style-type: none"> Concerned about plans for the above-ground segment of the Ontario Line between Gerrard Street and Eastern Avenue and requested a community meeting take place to discuss potential vibration impacts, proposed design, alignment and expropriations Concerned with the responses and information being provided during consultation Provided a list of questions that were not answered to a satisfactory level during consultation regarding environmental impacts, green spaces, economic and community impacts relating to the Ontario Line 	July 14, 2020	<ul style="list-style-type: none"> Metrolinx confirmed that investigation and design work is still underway, and the next round of public consultation is planned to take place later this summer Metrolinx noted that further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts and robust mitigation strategies Metrolinx confirmed that more details will be shared in the newsletter and on the webpage
September 23, 2020	<ul style="list-style-type: none"> Shared concerns regarding the above ground portions of the Ontario Line alignment and urged Metrolinx to reconsider, noting that if the alignment was built above ground in Leslieville it would ruin the neighbourhood 	September 25, 2020	<ul style="list-style-type: none"> Metrolinx acknowledged concerns about the project impacts Metrolinx explained the benefits of additional connections and reduced construction timelines in relation to the above-ground alignment Metrolinx clarified that they would continue to pursue other mitigation measures and design innovations to ensure the project is a good fit for the community
September 29, 2020	<ul style="list-style-type: none"> Requested information regarding the type of noise and vibration expected during Ontario Line operation in the Leslieville area and how many subway cars will run per hour 	October 1, 2020	<ul style="list-style-type: none"> Metrolinx advised that the trains are expected to run as frequently as every 90 seconds (up to 40 trains per hour, per direction) Metrolinx advised that they are committed to installing noise walls along the joint corridor where the Ontario Line will run alongside Lakeshore East GO Trains Metrolinx provided a link to the East Neighbourhood Update
September 30, 2020	<ul style="list-style-type: none"> Requested to know if Ray McCleary Tower (444 Logan Avenue) near the proposed Gerrard station will be expropriated as part of the current plan 	October 5, 2020	<ul style="list-style-type: none"> Metrolinx advised that property impacts are still being determined, but do not anticipate that construction or operation of the Ontario Line will directly impact the Ray McCleary Tower Metrolinx confirmed there may be impacts to the green space adjacent to the rail corridor Metrolinx advised that final property assessments will be identified through further design, as infrastructure requirements and project details are confirmed
October 8, 2020	<ul style="list-style-type: none"> Requested to know why the Ontario Line will not be underground through Leslieville 	October 13, 2020	<ul style="list-style-type: none"> Metrolinx advised that leveraging the existing GO rail corridor and running the line above ground in certain areas creates a reduction in construction impacts, timelines and costs while building a longer line that serves more communities Metrolinx noted that by factoring in feedback received to-date, latest plans protect local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls Metrolinx provided a link to the project webpage and confirmed they are committed to listening to the residents of Riverside and Leslieville
October 16, 2020	<ul style="list-style-type: none"> Concerned about the above-ground alignment through Leslieville 	October 19, 2020	<ul style="list-style-type: none"> Metrolinx advised that the plans have been updated based on what they heard from the community and will now preserve the Jimmie Simpson Recreation Centre and commit to the installation of noise walls Metrolinx advised that by running the Ontario Line on a mix of elevated, at-grade and underground sections a longer route that will serve more communities can be delivered

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			<ul style="list-style-type: none"> Metrolinx advised that when it comes to possible impacts to parkland, they are actively working with community partners and the City of Toronto to mitigate impacts to parks
October 24, 2020	<ul style="list-style-type: none"> Requested that the Ontario Line tracks be moved underground near Leslieville station, instead of above-ground Concerned about potential noise levels and impacts to McCleary Park and Jimmie Simpson Park 	November 25, 2020	<ul style="list-style-type: none"> Metrolinx advised that by building and operating above-ground in this area, community impacts can be significantly reduced, much-needed improvements that shield residents and businesses from rail operations can be delivered, and customer experience can be improved Metrolinx noted that by running the Ontario Line along the existing corridor, property requirements will be reduced, construction impacts will be cut in half, and work will be completed within shorter timeframes Metrolinx confirmed that feedback will continue to be addressed as the project moves forward
October 31, 2020	<ul style="list-style-type: none"> Requested to know if public concerns and opposition to the above-ground segment is published on the project website Requested a link to review public feedback related to the Environmental Assessment 	November 2, 2020	<ul style="list-style-type: none"> Metrolinx provided links to the public engagement process section of the Draft Environmental Conditions Report and associated consultation appendices Metrolinx advised that during the formal engagement periods, all feedback received, and any actions taken as a result of that feedback is documented in the consultation section of finalized EA reports Metrolinx provided links to the Metrolinx Engage website
November 3, 2020	<ul style="list-style-type: none"> Requested to know if the Ontario Line and GO electrification will be constructed concurrently Requested more information related to construction impacts and whether rail lines will need to shut down during this time 	November 5, 2020	<ul style="list-style-type: none"> Metrolinx noted that Ontario Line work will be streamlined with GO Expansion work in areas where the Ontario Line aligns with sections of existing GO rail corridors, to reduce impacts Metrolinx advised that construction is anticipated to begin in 2021 and provided a link to the projected timelines webpage Metrolinx noted that although details regarding construction impacts have not been finalized, significant effort will be taken to help ensure GO service and access is maintained
November 6, 2020	<ul style="list-style-type: none"> Expressed concern regarding information received via social media about property expropriation and construction related to the Ontario Line Requested information regarding potential property expropriation 	November 9, 2020	<ul style="list-style-type: none"> Metrolinx noted that impacted properties will be identified once infrastructure requirements and project details are confirmed Metrolinx noted that no impacts are anticipated regarding the identified property Metrolinx confirmed that owners of impacted property will be informed
November 10, 2020	<ul style="list-style-type: none"> Requested to know if Metrolinx is working on cost comparisons between constructing the Ontario Line above ground versus below ground from Don River and Gerrard Expressed concern related to the increased presence of above-ground heavy rail along the Lakeshore East GO Corridor and requested further detail on the cost-benefit analysis related to above-ground stations for the Ontario Line 	November 23, 2020	<ul style="list-style-type: none"> Confirmed that Metrolinx will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussion Noted that tunneling is complex and disruptive due to the amount of excavation required but Metrolinx determined that using sections of the existing rail corridors would allow the Ontario Line to extend farther and reach more neighbourhoods sooner and significantly reduce the amount of property required for near-term construction and long-term operation Noted that Metrolinx will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions to communities Confirmed that Metrolinx will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it

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			<ul style="list-style-type: none"> Confirmed that building stations above ground avoids long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services
November 16, 2020	<ul style="list-style-type: none"> Noted that on behalf of over 150 residents of Leslieville, they have not received feedback from Metrolinx regarding the consideration of alternative alignments despite the motion passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) and effects of noise and vibration on the human body Requested more noise measurements be taken to properly gauge the existing noise levels Requested information on the sound barriers/noise walls Requested information on future studies and predicted noise levels Requested information on the potential for a health impact assessment Noted concern that no vibration study was undertaken in Riverside/Leslieville Noted concern that the Air Quality Study was conducted in May 2020 during the height of the pandemic which may impact accuracy Thanked Metrolinx for reply and noted concern about health impacts of the Ontario Line project and requested further information from Metrolinx 	November 23, 2020	<ul style="list-style-type: none"> Confirmed that Metrolinx will continue to outline the impacts and benefits of various construction approaches and will be addressing questions and concerns in future environmental reports Noted that tunneling is complex and disruptive due to the amount of excavation required but Metrolinx determined that using sections of the existing rail corridors would allow the Ontario Line to extend farther and reach more neighbourhoods sooner, providing relief to subway congestion on Line 1 Confirmed that building stations above ground avoids long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services Noted that Metrolinx will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions to communities Confirmed that Metrolinx will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it Confirmed that Metrolinx is following the same methodology for noise and vibration as previously assessed projects Confirmed that the Draft Environmental Conditions Report provided information on ambient air quality levels received from the Ministry of the Environment, Conservation and Parks, and from Environment and Climate Change Canada which report exceedances similar to those across downtown Toronto and common urban centres Confirmed that the Ontario Line Environmental Conditions Report adheres to the requirements laid out in Ontario Regulation 341/20 under the Environmental Assessment Act and outlines the current conditions in the Ontario Line study area. The report characterizes existing conditions for various environmental disciplines, including background/ambient levels of noise, vibration and air quality, and it includes a preliminary assessments of impacts that will be comprehensively analyzed in subsequent Early Works Reports and an Environmental Impact Assessment Report, per Ontario Regulation 341/20
November 25, 2020	<ul style="list-style-type: none"> Requested answers to previous questions submitted on behalf of over 150 residents of Leslieville that have not been answered Requested that their questions be shared with the project managers and decision makers 	December 17, 2020	<ul style="list-style-type: none"> Metrolinx advised that their questions have been shared with the project team and will be setting up opportunities for community discussions in 2021 Metrolinx advised that the environmental assessments we are completing, including the Early Works Report for the Joint Corridor and the Environmental Impact Assessment Report, will include many more details Metrolinx advised that the noise and vibration study that will form part of the Environmental Impact Assessment Report is planned to include figures with contour-type mapping indicating anticipated levels of noise and vibration in proximity to project activities Metrolinx confirmed that impacts on air quality will also be assessed in detail, in forthcoming reports

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November 25, 2020	<ul style="list-style-type: none"> Requested the Ontario Line to be aligned completely underground 	November 27, 2020	<ul style="list-style-type: none"> Metrolinx advised that by building at-grade through the shared corridor in Riverside and Leslieville, construction impacts will be cut in half Metrolinx advised that a tunneled approach is more complex, time-consuming, and disruptive due to the amount of excavation required Metrolinx advised that Ontario Line and GO Expansion construction activities would be streamlined to reduce overall construction impacts to the community Metrolinx confirmed that feedback will continue to be addressed as the project moves forward
November 25, 2020	<ul style="list-style-type: none"> Advised that an Ontario Line flyer was dropped off at their location Requested information about the location of Leslieville station and details regarding widening of the tracks Requested more information about noise walls 	November 26, 2020	<ul style="list-style-type: none"> Metrolinx confirmed that the station in Leslieville will be located where the rail bridge crosses Queen Street East, west of McGee Street Metrolinx provided a link to the East Neighbourhood Updates webpage for more information Metrolinx confirmed that following construction, portions of the corridor will be lined with noise walls, landscaping, and new trees and greenery Metrolinx confirmed that noise wall specifics have not yet been finalized and that designs will be brought forward for community feedback as the project progresses Metrolinx provided a link to subscribe to the e-newsletter
November 26, 2020	<ul style="list-style-type: none"> Requested to know if Leslieville station will be built on McCleary Park or west of the park 	November 27, 2020	<ul style="list-style-type: none"> Metrolinx advised that designs are still being finalized and updates regarding impacts to parks will be shared with the public, when available Metrolinx noted that when a park space is required to avoid impacts to private properties, Metrolinx works closely with contractors and the City of Toronto to restore existing conditions as much as possible, including compensation for tree removal Metrolinx provided a link to Metrolinx's Vegetation Guideline
December 1, 2020	<ul style="list-style-type: none"> Requested information about when construction of the Leslieville Station near McGee Street and Queen Street East will begin Requested information about when the noise barriers will be installed 	December 3, 2020	<ul style="list-style-type: none"> Metrolinx advised that some Early Works projects in the joint corridor will begin in 2021 and estimate that the Leslieville station construction will start in mid-2023 Metrolinx advised that the exact height, location, and timelines for the noise walls are being confirmed and will be shared with the community for feedback in 2021 Metrolinx provided a link to the project website Metrolinx provided a link to subscribe to the e-newsletter
December 2, 2020	<ul style="list-style-type: none"> Concerned that the Ontario Line is going above ground in Riverside to save money at the expense of the local community Concerned that nowhere else in Canada is there a six-lane railway or highway being constructed through an existing and historic community Concerned that nowhere else in Toronto is there a surface subway built so close to residential development Concerned about business and neighbourhood traffic disruptions 	December 3, 2020	<ul style="list-style-type: none"> Metrolinx advised that the alignment was created by carefully anticipating issues, talking with residents and businesses Metrolinx advised that having the line above ground is the least disruptive option and drastically reduces property impacts, improves customer service, and provides much needed higher order transit access compared to tunneling Metrolinx advised that by having the line above ground it will drastically reduce traffic impacts than if the line were tunneled Metrolinx advised that due to Toronto's geography and municipal sewer infrastructure, the

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	<ul style="list-style-type: none"> Concerned that Metrolinx shows favouritism when selecting project locations Concerned that Metrolinx will only place the Ontario Line project underground following political intervention 		<p>Ontario Line would have to be buried very deep below ground</p> <ul style="list-style-type: none"> Metrolinx advised that the approach to run trains along a joint rail corridor is not new. This approach is similar to other operations such as the Scarborough Rapid Transit and Stouffville GO train operations between Kennedy and Ellesmere Roads, and Line 2 and CP railway operations between Bloor Street West and Kipling Station Metrolinx provided a link to the project website Metrolinx provided a link to subscribe to the e-newsletter
December 3, 2020	<ul style="list-style-type: none"> Expressed that Metrolinx is inconsistent in providing responses to questions and other information in comparison to the Toronto Transit Commission projects between the downtown core and suburban areas within the City of Toronto Noted that Metrolinx's use of phrasing regarding rail footprint is misleading Requested information about whether agreements with the City and landowners provide appropriate compensation 	December 11, 2020	<ul style="list-style-type: none"> Metrolinx advised that a tunneled Ontario Line would have to be buried approximately 40 metres from East Harbour Station all the way to Gerrard and Carlaw to avoid major sewer mains, specifically the midtown interceptor sewer Metrolinx advised that as we plan and carry out our work, we will minimize the impact to parks and trees. Where those impacts are unavoidable, we will compensate trees in accordance with Metrolinx's Vegetation Guideline Metrolinx provided a link to the Vegetation Guideline Metrolinx confirmed that there will be more to share in 2021 as environmental studies and designs progress Metrolinx advised that to better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, Metrolinx will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it Metrolinx advised that throughout the project an open dialogue will be maintained with businesses and Metrolinx will work to help them stay accessible and successful during construction Metrolinx confirmed that outreach to BIAs and individual businesses to understand their operations and questions about the project is underway
December 3, 2020	<ul style="list-style-type: none"> Concerned about the trains being above ground and the disruption it will cause through Riverside/Leslieville 	December 4, 2020	<ul style="list-style-type: none"> Metrolinx advised that the route of the Ontario Line, above ground and within the joint corridor is carefully designed with the community in mind Metrolinx advised that utilizing the already Metrolinx-owned right of way will drastically cut down on construction impacts, reduce property impacts and shorten the overall construction time Metrolinx advised that communities will be better shielded by adding sound barriers, landscaping and new trees and greenery which will reduce the sound and visibility of the corridor Metrolinx provided a link to subscribe to the e-newsletter
December 3, 2020	<ul style="list-style-type: none"> Requested information about electrifying the GO Rail and if all construction for Ontario Line and electrifying the GO line 4 will be done at the same time 	December 4, 2020	<ul style="list-style-type: none"> Metrolinx confirmed that the GO expansion plans will be coordinated with the Ontario Line construction to avoid multiple disruptions to the community Metrolinx advised that early works would begin in 2021
December 4, 2020	<ul style="list-style-type: none"> Requested confirmation that the GO Line 4 will be electric 	December 4, 2020	<ul style="list-style-type: none"> Metrolinx confirmed that the GO expansion work will include electrification Metrolinx provided a link to subscribe to the e-newsletter

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December 4, 2020	<ul style="list-style-type: none"> Requested dates of when the electric track will be built 	December 7, 2020	<ul style="list-style-type: none"> Metrolinx advised that early works is anticipated to begin in summer 2021 and more updates regarding timelines will be shared through the procurement phase
December 5, 2020	<ul style="list-style-type: none"> Requested information regarding the impacts of the Ontario Line on Bruce Mackey Park 	December 8, 2020	<ul style="list-style-type: none"> Metrolinx advised that wherever park spaces are needed to avoid impacting private properties will be restored as much as possible, including compensating for removed trees in accordance with Metrolinx's Vegetation Guideline Metrolinx provided a link to the Vegetation Guideline Metrolinx advised that to shield communities sound barriers, landscaping and new trees and greenery will be added to reduce the sound and visibility of the corridor and trains Metrolinx advised that a more detailed analysis, including noise wall details and aesthetics, will be shared for public consultation in upcoming environmental reports Metrolinx provided a link to subscribe to the e-newsletter
December 9, 2020	<ul style="list-style-type: none"> Requested answers to previous questions submitted on behalf of over 150 residents of Leslieville that have not been answered 	December 17, 2020	<ul style="list-style-type: none"> Metrolinx advised that their questions have been shared with the project team and will be setting up opportunities for community discussions in 2021 Metrolinx advised that the environmental assessments being completed, including the Early Works Report for the Lakeshore East Joint Corridor and the Environmental Impact Assessment Report, will include many more details Metrolinx advised that the noise and vibration study that will form part of the Environmental Impact Assessment Report is planned to include figures with contour-type mapping indicating anticipated levels of noise and vibration in proximity to project activities Metrolinx confirmed that impacts on air quality will also be assessed in detail, in forthcoming reports
December 9, 2020	<ul style="list-style-type: none"> Requested that the Ontario Line be buried underground Concerned about noise and neighbourhood impacts 	December 10, 2020	<ul style="list-style-type: none"> Metrolinx advised that tunneling is complex, time-consuming, and disruptive due to the amount of excavation required. In areas where there are practical alternatives, such as the Metrolinx owned right of way, construction impacts to communities can be drastically reduced and finished in a shorter timeframe Metrolinx advised that to better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, Metrolinx will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it Metrolinx provided a link to subscribe to the e-newsletter
December 10, 2020	<ul style="list-style-type: none"> Concerned that transit plans for the City of Toronto had already been developed prior to the development of the Ontario Line and that the Ontario Line's current design was created for political reasons and will negatively affect the residents of Riverdale/Leslieville more than the original design 	December 11, 2020	<ul style="list-style-type: none"> Metrolinx thanked the resident for sharing their thoughts
December 14, 2020	<ul style="list-style-type: none"> Concerned about the map that showed proposed boundaries for the construction of the noise wall through Riverside Requested information about how the proposed Ontario Line alignment will minimize impacts to the community and what mitigation efforts will be in place during the construction of the walls 	December 15, 2020	<ul style="list-style-type: none"> Metrolinx advised that the map shows where we will be installing noise walls across the entire network as part of the GO Expansion program. The map is not intended to show the specific locations of noise walls which will be determined through detailed design work for individual projects

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	<ul style="list-style-type: none"> Requested information about whether adjacent property owners will be compensated for the physical damage and loss of value of their properties 		<ul style="list-style-type: none"> Metrolinx advised that the environmental studies and design work for improvements to the joint corridor shared rail corridor in the Riverside neighbourhood is under way Metrolinx advised that design concepts, noise and vibration studies and recommended noise barrier heights and locations will be included in a draft environmental report which will be released for public consultation in 2021 Metrolinx provided several noise wall design concepts to give an idea of how they can be integrated with trees and shrubs to reduce the visibility of the rail corridor as well as effective protection from noise and vibration
December 18, 2020	<ul style="list-style-type: none"> Concerned about the destruction of the neighbourhood for the above-ground portion of the line south of Gerrard Requested information about how much of Jimmie Simpson Park and the surrounding neighbourhood will be destroyed Requested information on whether there will be a separate fare for the line 	December 18, 2020	<ul style="list-style-type: none"> Metrolinx advised that by running the Ontario Line along the existing corridor, construction impacts can be cut in half and work can be completed in a shorter timeline. Fitting the work within the rail corridor also means that the construction footprint can be minimized Metrolinx advised that by building and operating the Ontario Line above ground South of Gerrard, important community destinations like Jimmie Simpson Recreation Centre can stay open during construction and beyond Metrolinx advised that further steps are also being taken to reduce disruption by streamlining Ontario Line construction with GO expansion work that is already planned for the rail corridor Metrolinx advised that the Ontario Line will be further integrated with the TTC by running as a part of the TTC network, accessed with a TTC fare, and customers will be able to pay with PRESTO, as they do today
December 21, 2020	<ul style="list-style-type: none"> Concerned that there has not been any consultation with the neighbourhood Concerned that people have asked for an alternative to the above-ground portion of the Ontario Line and have yet to see a rational explanation 	December 22, 2020	<ul style="list-style-type: none"> Metrolinx advised that the plans have been updated based on what we have heard from the community, and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhood
January 22, 2021	<ul style="list-style-type: none"> Requested to know the cost to complete the Ontario Line underground Requested Metrolinx to be more transparent about cost calculation 	January 29, 2021	<ul style="list-style-type: none"> Metrolinx provided an estimated cost of an underground Ontario Line which was generated with the help the city's Transit Expansion Office and shared a link for more detail Metrolinx shared a link to information about benefits of the Ontario Line's alignment Metrolinx informed that forthcoming environmental reports will have more details about impacts on environmental and way to mitigate through construction Metrolinx offered to setup call if more information is required
March 5, 2021	<ul style="list-style-type: none"> Expressed objection to the Lakeshore East Corridor Expansion and the Lakeshore East Joint Corridor portion of the Ontario Line Expressed concern for potential impacts to parks and neighbourhoods Requested more information on impact to parks, homes, and neighbourhoods 	March 23, 2021	<ul style="list-style-type: none"> Metrolinx noted that the Lakeshore East Joint Corridor will be a shared railway where the Ontario Line will run parallel to existing GO Service and that the Ontario Line tracks are planned to run on the north side of four GO train tracks Metrolinx confirmed that using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means work can remain mostly within an existing footprint to minimize impacts to surrounding neighbourhoods as much as possible Metrolinx provided a response to concerns related to the Lakeshore East Corridor Expansion and provided links for more information
March 8, 2021	<ul style="list-style-type: none"> Requested information on the Ontario Line to counteract a letter being shared within a community group 	March 8, 2021	<ul style="list-style-type: none"> Metrolinx outlined the benefits of the Ontario Line regarding traffic and pedestrian congestion on TTC Line 1

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			<ul style="list-style-type: none"> Metrolinx outlined the benefits of a surface transfer at East Harbour Station, Leslieville and Gerrard Station, including faster journey times and reduced construction and property impacts Metrolinx noted that community feedback is an important factor in the decision-making process and committed to bringing forward a comparison of impacts and benefits of various construction approaches for public discussion Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx confirmed that safety is central to everything they do, and that Metrolinx is partnering with the Standards Council of Canada to ensure potential hazards are identified and mitigations are put in place Metrolinx noted that the Environmental Conditions Report, Early Works Reports and an Environmental Impact Assessment Report will be shared with the community for public feedback in 2021 and 2022 Metrolinx provided a link to the Metrolinx blog for more information on the Ontario Line
March 8, 2021	<ul style="list-style-type: none"> Requested information on the Ontario Line and noise to counteract a letter being shared within a community group 	March 9, 2021	<ul style="list-style-type: none"> Metrolinx noted that environmental assessments are still being conducted Metrolinx noted that noise mitigation measures will be implemented in the identified community Metrolinx provided a link to the newsletter for more information on the Ontario Line
March 8, 2021	<ul style="list-style-type: none"> Expressed disappointment in the above-grade section of the Ontario Line through Leslieville and Riverdale, specifically related to potential impacts to neighbourhoods, residents and trees Expressed concerns regarding construction timelines and associated potential noise, vibration and dust impacts Requested the Ontario Line be underground 	March 9, 2021	<ul style="list-style-type: none"> Metrolinx noted that community feedback is an important factor in the decision-making process and committed to bringing forward a comparison of impacts and benefits of various construction approaches for public discussion Metrolinx outlined the benefits of a surface transfer at East Harbour Station, Leslieville and Gerrard Station, including faster journey times and reduced construction and property impacts Metrolinx confirmed that property will only be used when necessary and all possible impacts to private property will be avoided where possible Metrolinx provided a link to the Metrolinx blog for more information about why burying the Ontario Line through Leslieville and Riverside would result in significant community impacts
N/A	<ul style="list-style-type: none"> N/A* 	March 12, 2021	<ul style="list-style-type: none"> Metrolinx noted that the Draft Lakeshore East Joint Corridor Early Works Report will be released in September 2021 and the public will have the opportunity to provide feedback before the report is finalized Metrolinx noted that despite information provided in October 2020, the limits of the early works will include the portion of the rail corridor behind the condo property on First Avenue and details regarding anticipated impacts and proposed noise wall design concepts are expected to be available in six-to-eight weeks time at which a meeting can be setup Metrolinx noted that no Lakeshore East Joint Corridor early works construction is planned prior to July 2022 Metrolinx noted that the Draft Environmental Impact Assessment Report is expected to be released for public consultation in January 2022 and the public will have a 30-day review period
March 13, 2021	<ul style="list-style-type: none"> Expressed interest in the Ontario Line project being changed to the Relief Line 	April 14, 2021	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can mitigate

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	<p>project and moved underground</p> <ul style="list-style-type: none"> Expressed concerns about the at-grade portion of the Ontario Line and potential negative impacts to the City of Toronto 		<p>disruption from major station excavations and dozens of utility disruptions elsewhere in the community</p> <ul style="list-style-type: none"> Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house where community feedback will be obtained Metrolinx advised they recognize how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with their Vegetation Guideline
<p>March 13, 2021</p>	<ul style="list-style-type: none"> Expressed interest in moving the Leslieville portion of the Ontario Line project underground Expressed concerns about negative impacts to the health and safety of the community that may be impacted by the at-grade model 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx advised they recognize how important green space and local parks are committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline Metrolinx confirmed that safety is central to everything they do – they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 14, 2021</p>	<ul style="list-style-type: none"> Expressed interest in moving the Ontario Line project underground Expressed concerns about potential negative effects in the community and lack of existing green spaces that may be impacted by the at-grade model 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid the disruption major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline
<p>March 14, 2021</p>	<ul style="list-style-type: none"> Expressed support for the project only if it is moved underground Concerned about impacts to the local environment from an at-grade transit system 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained that cost is only one consideration that is factored into planning the Ontario Line Metrolinx confirmed that anticipated impacts of constructing and operating the Ontario Line will be analyzed in upcoming environmental reports that will be released for public consultation

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	<ul style="list-style-type: none"> Expressed support for a tax levy to pay for cost of an underground model 		<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 15, 2021</p>	<ul style="list-style-type: none"> Expressed concerns about the above ground alignment of the Ontario Line project in the Lakeshore East Joint Corridor area and a lack of meaningful public consultation Expressed concerns about environmental, health and safety of the Riverside and community due to the at-grade portion of the Ontario Line system 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 15, 2021</p>	<ul style="list-style-type: none"> Expressed concerns about the Ontario Line operating at-grade through the area of Wardell Street and Dundas Street East Expressed concerns about noise impacts and noted that Metrolinx did not conduct vibration studies in the individual's neighbourhood Expressed a concern over lack of due diligence and public consultation 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained that noise specialists are currently undertaking noise impact studies and proposing mitigations Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback

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			<ul style="list-style-type: none"> Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline
<p>March 15, 2021</p>	<ul style="list-style-type: none"> Expressed concerns about the at-grade alignment for Ontario Line in the Riverside and Leslieville neighbourhoods Expressed concerns about negative effects to health in the community and lack of existing green spaces that may be impacted by the at-grade model 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx explained that noise specialists are currently undertaking noise impact studies and proposing mitigations Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline
<p>March 16, 2021</p>	<ul style="list-style-type: none"> Noted their mother lives on Booth Avenue and requested to know which properties will be demolished to build the Ontario Line 	<p>March 17, 2021</p>	<ul style="list-style-type: none"> Metrolinx confirmed that no direct property impacts are anticipated along Booth Avenue Metrolinx noted that final property assessments will be identified through further design as more details are confirmed and requested a specific address to provide more specific information Metrolinx confirmed that if a property is directly or partially impacted, Metrolinx will contact the property owner directly
<p>March 16, 2021</p>	<ul style="list-style-type: none"> Requested the project be moved underground 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx confirmed that anticipated impacts of constructing and operating the Ontario Line will be analyzed in upcoming environmental reports that will be released for public consultation Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional

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			<p>emissions are introduced to the community</p> <ul style="list-style-type: none"> • Metrolinx advised there will be another virtual open house to obtain community feedback • Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline • Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities • Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 16, 2021</p>	<ul style="list-style-type: none"> • Expressed concern regarding the above-ground portion of the Ontario Line near Jimmie Simpson Park on impacts to the community services, environment and green space • Expressed opposition to the above-ground portion being so close to residential areas and suggested further public consultation with those impacted by the Ontario Line 	<p>N/A</p>	<ul style="list-style-type: none"> • N/A
<p>March 17, 2021</p>	<ul style="list-style-type: none"> • Provided an address on Booth Avenue and requested to know if it would be impacted by the Ontario Line project • Requested to know the completion date of the final assessment and noted concerns about dust, noise and safety 	<p>March 19, 2021</p>	<ul style="list-style-type: none"> • Metrolinx confirmed that, based on current plans, no impacts are anticipated for their property • Metrolinx noted that contractors will implement best practices to manage dirt and dust during construction and confirmed that safety to customers, communities and employees is a top priority for Metrolinx • Metrolinx advised that the Ontario Line will operate using remotely operated trains on an automatic signalling system which is currently considered to be the safest model in use • Metrolinx provided links to the project webpage and to sign-up to the e-newsletter for more information
<p>March 17 and 18, 2021</p>	<ul style="list-style-type: none"> • Expressed opposition to the at-grade plans for Ontario Line in Leslieville 	<p>March 19, 2021</p>	<ul style="list-style-type: none"> • Metrolinx advised they recognize how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline • Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community • Metrolinx provided links to learn more about how Metrolinx is committing to reduce community impacts and to the project e-newsletter
<p>March 18, 2021</p>	<ul style="list-style-type: none"> • Expressed concerns about negative affects to health in the community and lack of existing green spaces that may be impacted by the at-grade model • Expressed concerns about noise impacts and the look of sound barriers 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> • Metrolinx advised they recognize how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline • Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community • Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary • Metrolinx explained how Ontario Line trains will be electric and will ensure no additional

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			<p>emissions are introduced to the community</p> <ul style="list-style-type: none"> Metrolinx advised there will be another virtual open house where community feedback will be obtained
<p>March 18, 2021</p>	<ul style="list-style-type: none"> Expressed interest in moving the Leslieville portion of the Ontario Line project underground from south of Gerrard Street to Eastern Avenue Expressed concerns about potential negative affects to health and safety in the community and lack of existing green spaces that may be impacted by the at-grade model 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx advised they recognize how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline Metrolinx confirmed that safety is central to everything they do – they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 19, 2021</p>	<ul style="list-style-type: none"> Requested to know what properties will be impacted by the Ontario Line and noted concern for noise during operation as well as construction 	<p>March 22, 2021</p>	<ul style="list-style-type: none"> Metrolinx confirmed that if a property is directly or partially impacted, Metrolinx will contact the property owner directly and provided a link to the Metrolinx blog to learn more about plans to reduce property impacts in Leslieville and Riverside Metrolinx outlined proven solutions to reduce noise and vibration during operation that will be deployed as needed
<p>March 22, 2021</p>	<ul style="list-style-type: none"> Expressed preference for the Ontario Line to be underground through Leslieville as the trees, parks and berms add to the character of the neighbourhood Noted that saving money by not tunneling the Ontario Line is not worth the potential impacts to parks, homes and businesses in Leslieville 	<p>March 23, 2021</p>	<ul style="list-style-type: none"> Metrolinx provided a link with more information related to why running the Ontario Line in the existing rail corridor is the correct approach for the community and for an effective transit network Metrolinx confirmed their commitment to designing infrastructure that is a good fit for the community and to work with the City of Toronto and contractors to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline
<p>March 22, 2021</p>	<ul style="list-style-type: none"> Expressed interest in moving the Ontario Line project underground Expressed concerns about potential negative affects to health and safety in the community and lack of existing green spaces that may be impacted by the at-grade model 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including

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			<p>compensating for removed trees in accordance with the Metrolinx Vegetation Guideline</p> <ul style="list-style-type: none"> Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 23, 2021</p>	<ul style="list-style-type: none"> Expressed concerns about the Ontario Line and a lack of meaningful public consultation and adequate environmental, health and safety assessments Expressed interest in moving the project underground 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx confirmed that anticipated impacts of constructing and operating the Ontario Line will be analyzed in upcoming environmental reports that will be released for public consultation Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>March 23, 2021</p>	<ul style="list-style-type: none"> Expressed interest in moving the Ontario Line project underground 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx recognized how important green space and local parks are and committed to working with constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with the Metrolinx Vegetation Guideline
<p>March 23, 2021</p>	<ul style="list-style-type: none"> Expressed concerns about the Ontario Line and a perceived lack of meaningful public consultation and adequate environmental and health assessments Expressed interest in moving the Riverside and Leslieville portions of the Ontario Line project underground 	<p>April 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional

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			<p>emissions are introduced to the community</p> <ul style="list-style-type: none"> Metrolinx explained that noise specialists are currently undertaking noise impact studies and proposing mitigations Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
<p>February 7, 12, 19 and March 26, 2021</p>	<ul style="list-style-type: none"> Raised concern about Metrolinx planning for an above-ground alignment without neighbourhood consultation between the Don River and Gerrard Asked if Ontario Line capacity can be increased by using an underground option in the Lakeshore East Joint Corridor area Expressed concern about health and safety of individuals in close proximity to the tracks Requested to know the expropriation costs payable by the Ontario government Noted opposition to the Ontario Line being above ground instead of underground Requested a response to previous correspondence Requested to know if there is another Metrolinx email to contact Raised concern about Metrolinx's recent decision to realign the portion of Ontario Line without consulting the community Expressed disappointment towards Metrolinx not addressing community concerns Request a meeting with team to understand the impact on the community 	<p>April 1, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx confirmed that construction will not begin until summer 2022 Metrolinx offered to set up a telephone call
<p>March 26, 2021</p>	<ul style="list-style-type: none"> Requested to know why the project is referred to as Ontario Line and not Relief Line Expressed concerns about above-ground transit harming the Leslieville area 	<p>April 5, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained that Ontario Line builds on the previous Relief Line South plans and how the benefits are beyond that of the original Relief Line South Metrolinx explained that the Ontario Line will operate underground, at-grade and on elevated structures to provide greater benefit to the community and travelers Metrolinx explained that Leslieville will see reduced construction impacts and shorter timeframes by using the at-grade model Metrolinx advised there will be another virtual open house where community feedback will be obtained
<p>March 27, 2021</p>	<ul style="list-style-type: none"> Noted that Metrolinx's previous response did not provide enough detail to ease their concern for potential impacts to parks and neighbourhoods Expressed concern relating to potential vibration impacts of the Ontario Line in relation to the vibrations felt on their property during sample drilling near 	<p>March 29 and 31, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted the Ontario Line project team would be able to provide greater clarity regarding project inquiries Metrolinx noted that by reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either

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	Tiverton Avenue		side, Metrolinx is able to minimize the construction footprint by limiting station infrastructure to one side only and better integrate new stations with the bridges <ul style="list-style-type: none"> Metrolinx provided a link to the project e-newsletter with more information about the project and the upcoming virtual community meeting to update Leslieville and Riverside communities on the Ontario Line
March 28, 2021	<ul style="list-style-type: none"> Expressed concerns about the environment, health and safety of Riverside community and its proximity to the at-grade portion of the Ontario Line project Expressed concerns about noise impacts and suggested Metrolinx did not conduct vibration studies in the impacted communities from Eastern Avenue to Gerrard Street East Expressed a concern over a perceived lack of public consultation Expressed interest in moving the Ontario Line project underground from Eastern Avenue to Gerrard Street East 	April 14, 2021	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx explained that noise specialists are currently undertaking noise impact studies and proposing mitigations Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
March 28, 2021	<ul style="list-style-type: none"> Expressed concern about Leslieville and the proximity of homes to the at-grade alignment of the Ontario Line project Expressed interest in moving the Ontario Line project underground Inquired about safety along the entire Ontario Line corridor 	April 14, 2021	<ul style="list-style-type: none"> Metrolinx explained how building in the rail corridor at-grade in this area can avoid disruptions from major station excavations and dozens of utility disruptions elsewhere in the community Metrolinx explained how Ontario Line will be built mostly within the existing rail corridor boundary Metrolinx explained how Ontario Line trains will be electric and will ensure no additional emissions are introduced to the community Metrolinx explained that noise specialists are currently undertaking noise impact studies and proposing mitigations Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx confirmed that safety is central to everything they do and that they would not design or operate a service that was not safe for customers or communities Metrolinx confirmed that remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use and will be implemented on the Ontario Line
N/A	<ul style="list-style-type: none"> N/A* 	March 31, 2021	<ul style="list-style-type: none"> Metrolinx noted that the Lakeshore East Joint Corridor will be a shared railway where the Ontario Line will run parallel to existing GO Service and that the Ontario Line tracks are planned to run on the north side of four GO train tracks Metrolinx confirmed that using the existing rail corridor and streamlining Ontario Line construction work with the planned GO Expansion means work can remain mostly within an existing footprint to minimize impacts to surrounding neighbourhoods as much as possible

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			<ul style="list-style-type: none"> Metrolinx noted that based on current plans, no impacts are anticipated for their property on Queen Street East Metrolinx noted that contractors will implement best practices to manage dirt and dust during construction and confirmed that safety to customers, communities and employees is a top priority for Metrolinx
April 1, 2021	<ul style="list-style-type: none"> Concerned about the impact of the Ontario Line project on the environment, health and safety of the community Expressed concerns about the Ontario Line project potentially blocking access to homes and increased proximity to railway Concerned about the potential noise, vibration and pollution from the Ontario Line project Expressed that there is a lack of public consultation for this project 	April 5, 2021	<ul style="list-style-type: none"> Metrolinx advised that they are still committed to fitting the Ontario Line mostly within the existing corridor – this would minimize the construction footprint and that homes in the area of concern would not be blocked by the project Metrolinx advised there will be another virtual open house to obtain community feedback Metrolinx confirmed sharing initial work on noise and vibration mitigation that will shield nearby community from the sights and sounds of the rail corridor
April 1, 2021	<ul style="list-style-type: none"> Inquired about invitations being sent out about upcoming virtual open houses 	April 5, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that information about the upcoming open house will be shared once the date is confirmed
April 3, 2021	<ul style="list-style-type: none"> Inquired about previous correspondence indicating there were no impacts anticipated to their property and requested an update on this Expressed concern over the project moving to an at-grade model instead of underground and that there was a lack of community conversation before decisions were made 	April 6, 2021	<ul style="list-style-type: none"> Metrolinx clarified that they are still working on refinements to planning and that public information materials are being developed Metrolinx also confirmed that there are still no anticipated impacts to the individual's property Metrolinx shared drawings showing a comparison of the previously studied track arrangement (straddle option) and the current proposed arrangement – side by side – for the Ontario Line in Riverside/ Leslieville showing the changes to the area in question Metrolinx advised there will be another virtual open house where community feedback will be obtained
April 5, 2021	<ul style="list-style-type: none"> Inquired about Metrolinx's definition of building Ontario Line within the existing corridor 	April 6, 2021	<ul style="list-style-type: none"> Metrolinx provided information and images detailing how the tracks will be configured within the existing corridor Metrolinx confirmed that the right-of-way is mostly delineated by an existing fence line but noted specific questions can be answered once surveying is complete
April 6, 2021	<ul style="list-style-type: none"> Expressed concerns about the impact on homes near De Grassi and Wardell based on drawings received from Metrolinx Inquired about whether Metrolinx had obtained feedback from the community near the aforementioned area 	April 8, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that the drawings did not indicate more impact on homes in this area Metrolinx shared an image that was provided to the community showing how the tracks will stay mostly within the existing rail corridor Metrolinx confirmed there will be many future opportunities to provide feedback Metrolinx offered to setup a time for a phone or video call
N/A	<ul style="list-style-type: none"> N/A* 	April 13, 2021	<ul style="list-style-type: none"> Metrolinx advised that a virtual open house where community feedback will be obtained is taking place on April 22, 2021 Metrolinx provided a link to register for the virtual open house and to submit questions in advance
April 13, 2021	<ul style="list-style-type: none"> Requested to know why the Ontario Line project is not underground 	April 15, 2021	<ul style="list-style-type: none"> Metrolinx explained that an underground model doesn't always mean less impact

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	<ul style="list-style-type: none"> Expressed that moving to an at-grade alignment will destroy the community 		<ul style="list-style-type: none"> Metrolinx explained that using the existing 100+ year old rail corridor in Riverside and Leslieville will help minimize impacts to the local community and connect more neighbourhoods with higher order transit sooner while getting cars off the road and reducing our greenhouse gas emissions Metrolinx explained that tunneling the Ontario Line through this area would delay completion between 15 and 24 months and would lengthen impacts to the community Metrolinx explained that they have committed to continuous noise walls along this section of the Ontario Line project
<p>April 15, 2021</p>	<ul style="list-style-type: none"> Noted that expanding the construction time of the Ontario Line project was not necessarily significant if it resulted in reduced impact and disruptions to the community Noted that two additional years of vehicle emissions would be insignificant Requested to know the noise and vibration impact of the Ontario Line operating underneath Pape Avenue on surrounding homes Noted the noise and vibration levels in homes located near the Danforth/Bloor line and concerns about the noise and vibration impacts to homes surrounding the underground alignment along Pape Avenue 	<p>April 19, 2021</p>	<ul style="list-style-type: none"> Metrolinx acknowledged the concerns of the Pape Avenue community regarding noise and vibration Metrolinx noted that noise and vibration will be mitigated due to the Ontario Line's use of electric trains and its connection with the existing Line 2/Pape Station being underneath it, resulting in less noise and vibration due to the depth of the track Metrolinx noted that studies and modelling of anticipated impacts during construction and operation of the Ontario Line are still being completed and will be shared with the community in the Environmental Impact Assessment Report in early 2022
<p>April 15, 2021</p>	<ul style="list-style-type: none"> Expressed concerns about the at-grade model for Ontario Line Expressed concerns about negative affects to the community and lack of existing green spaces that may be impacted by the at-grade model 	<p>April 23, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained how building the rail corridor at-grade in this area can avoid the disruption from major excavations and dozens of utility disruptions elsewhere in the community Metrolinx noted that the public will be able to visit the future Community Office in Riverside to share any questions or concerns Metrolinx confirmed that current plans will see the Ontario Line remain within the existing rail corridor Metrolinx confirmed that it will work with the City of Toronto to ensure any green space impacted by construction will be restored to its original condition or better Metrolinx provided a graphic showing how the tracks will be arranged in the rail corridor, mostly within the Metrolinx property boundaries
<p>April 21, 2021</p>	<ul style="list-style-type: none"> Raised concerns of safety and noise near the Ontario Line tracks Requested a cross section showing distance between homes and trains and the recommended setback vs what is being proposed Explained that above-ground will cost more than underground because of winter maintenance Expressed concern regarding nearby neighbourhood because of the proximity to the above ground project Shared the link of study done by the Railway Association of Canada and the Federation of Canadian Municipalities to support above ground construction 	<p>April 23, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained that they are following the European Standard the European Common Safety Method for Risk Evaluation and Assessment Metrolinx shared a link to a study which explains the effectiveness of a noise wall. They state that the use of noise walls can reduce up to 50 per cent of train noise during day and nighttime Metrolinx ensured that they will be able to stay almost entirely within the existing Metrolinx property boundary Metrolinx stated that at-grade rapid transit is already a proven solution in cold weather cities across the world and provided examples of transit systems that have used above and below ground routes

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			<ul style="list-style-type: none"> Metrolinx explained that their decision to build the Ontario Line in the existing railway was based on plans to limit or reduce the combined impacts of rail traffic to surrounding communities Metrolinx welcomed additional questions or feedback
April 22, 2021	<ul style="list-style-type: none"> Thanked Metrolinx for hosting the virtual open house on April 21, 2021 Expressed concerns about the lack of public consultation, modelling and research regarding switching to an at-grade alignment, specifically in the Carlaw area 	April 27, 2021	<ul style="list-style-type: none"> Metrolinx noted that a business case was developed to determine how best to create capacity in a way that would minimize negative impacts while achieving the greatest benefits Metrolinx explained that that using the existing rail corridor in Riverside and Leslieville will help minimize impacts to the local community and connect more neighbourhoods with higher order transit sooner while getting cars off the road and reducing greenhouse gas emissions Metrolinx shared an article explaining how tunneled alternatives would be more disruptive to the community and increase the construction schedule by 15 to 24 months Metrolinx noted there will be more frequent opportunities for feedback in the future as environmental reports are advanced
April 23, 2021	<ul style="list-style-type: none"> Requested to know if Gerrard, Logan, Queen, Eastern bridges will have a sound barrier 	April 26, 2021	<ul style="list-style-type: none"> Metrolinx explained that they are looking at how best to deliver seamless noise walls along the existing rail corridor in Riverside and Leslieville which includes the bridges Metrolinx noted there would be further information to share as designs and environmental assessments advance over the rest of this year Metrolinx suggested signing up for the project e-newsletter to receive updates
April 23, 2021	<ul style="list-style-type: none"> Noted that they attended the virtual open house on April 22, 2021 Requested more information about noise walls and how they will result in quieter streets 	April 26, 2021	<ul style="list-style-type: none"> Metrolinx explained that noise and vibration engineers are completing a noise study and once complete, information will be shared through the Lakeshore East Joint Corridor environmental report expected to be released in the fall Metrolinx explained that some studies have been completed already and that passing train sounds are expected to be reduced by up to 50 percent Metrolinx shared a link to a blog with more information about noise walls
April 23, 2021	<ul style="list-style-type: none"> Thanked Metrolinx for hosting virtual open houses and monthly meetings and expressed feeling encouraged about the Queen office opening Requested information on Ontario Line construction timelines, specifically for the east section and Leslieville Station, and expected duration of disruption as a result of the project 	April 23, 2021	<ul style="list-style-type: none"> Metrolinx advised that the eastern portion of the project consists of the Lower Don Bridge and Don Yard Early Works, Lakeshore East Joint Corridor Early Works and the Northern Civil, Stations and Tunnels package Metrolinx provided a graphic visualizing the project timelines Metrolinx advised that station and tunnel construction is expected to begin by 2023, and the opening of Ontario Line is expected by 2030 Metrolinx noted that they will keep the community updated with advance notification, where possible
April 26, 2021	<ul style="list-style-type: none"> Expressed disappointment in the lack of discussion about the Gerrard portal at the virtual open house in April 2021 Inquired about the approach for the No Frills Plaza and whether it will be displaced 	April 27, 2021	<ul style="list-style-type: none"> Metrolinx noted that the discussions focused on the Leslieville Station because there was new information to share about impacts in that area Metrolinx explained that details are being finalized for the Gerrard portal and that, once finalized, Metrolinx will reach out privately to property owners in the area

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April 27, 2021	<ul style="list-style-type: none"> Explained there is community support for an underground Ontario Line to avoid disruptions to the community and asked if Metrolinx would consider revisiting the underground option 	April 29, 2021	<ul style="list-style-type: none"> Metrolinx recognized the character of the nearby neighbourhood and explained the priority is to advance Ontario Line plans to deliver higher order transit while minimizing impacts as much as possible Metrolinx noted that in the previously shared article, tunneled options were shown to have resulted in the acquisition of numerous homes along McGee and Saulter Streets, including the Saulter Street Brewery Metrolinx explained that utilizing the existing rail corridor while staying mostly within the Metrolinx property boundary is a solution to minimize impacts to homes and parks, while creating an effective transit system Metrolinx explained that based on early designs, they are confident effective mitigation measures that address the community's concerns can be deployed Metrolinx explained that Ontario Line plans have committed to the installation of seamless noise walls which will make the neighbourhood quieter than it is today at a majority of locations along the rail corridor Metrolinx noted there will be more frequent opportunities for feedback in the future as environmental reports are advanced
N/A	<ul style="list-style-type: none"> N/A* 	April 28, 2021	<ul style="list-style-type: none"> Metrolinx noted designs for the Ontario Line rail corridor are still in development and information regarding property requirements relating to the identified property are not currently available Metrolinx confirmed that information will be shared with the property owner when available
April 28, 2021	<ul style="list-style-type: none"> Thanked Metrolinx for the previous update provided Inquired about a fourth GO track being installed and whether or not the GO line is a part of the Ontario Line project 	April 30, 2021	<ul style="list-style-type: none"> Metrolinx explained that GO Expansion will add one additional track and Ontario Line will add two additional tracks and that since both Ontario Line and GO Expansion project schedules overlap, Metrolinx will be able to streamline construction in the area Metrolinx shared a cross section graphic to show what certain locations of the rail corridor could look like Metrolinx explained that more detailed design work is continuing which will allow for confirmation of the locations of the retaining walls and any impacts to adjacent property
N/A	<ul style="list-style-type: none"> N/A* 	April 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a link with information on noise walls and how they will make communities quieter Metrolinx noted that a call will be set up to discuss the Dundas Street bridge expansion, pre-surveying process on buildings near the work site, compensation process if damages to building foundation were to occur, and detailed work timelines Metrolinx provided links to the overall project timeline, noise and vibration study and neighbourhood maps, and noted the maps will be updated to include the Ontario Line tracks Metrolinx encouraged the individual to sign up for the e-newsletter
April 29, 2021	<ul style="list-style-type: none"> Noted that they are expecting a call from Metrolinx 	May 3, 2021	<ul style="list-style-type: none"> Metrolinx noted that a phone call with the individual took place Metrolinx advised about specifications of the Ontario Line trains and confirmed that further details on Ontario Line train specifications will be shared in the future as the procurement process

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			<p>advances</p> <ul style="list-style-type: none"> Metrolinx provided pictures of noise wall design options under consideration and confirmed that public engagement on retaining and noise walls will begin in summer 2021 Metrolinx advised that all bridges will be refurbished to accommodate the Ontario Line tracks and GO Expansion as part of the 2022 construction works, but details are still being finalized Metrolinx confirmed there are no impacts identified to address in question Metrolinx advised that if property impacts are identified, the property owner will be notified and Metrolinx will arrange to meet with the owner to answer questions. Property requirements will be confirmed by fall 2022 Metrolinx confirmed that if a property is impacted, Metrolinx will compensate the property owner at fair market value
<p>April 29, 2021</p>	<ul style="list-style-type: none"> Inquired about transfers and shared platforms between the Ontario Line Westbound and GO Lakeshore Westbound services Inquired about Ontario Line tunnel cross overs between Bathurst and Exhibition Station 	<p>May 5, 2021</p>	<ul style="list-style-type: none"> Metrolinx explained that their project team has considered the issue and investigated several construction options, but they found that the operational complexity and associated costs of switching to a left-side configuration outweighed the potential benefits of having cross-platform transfers Metrolinx stated that they are developing plans for a new overhead concourse at Exhibition Station and the need for easy and intuitive GO and Ontario Line customer access and reduced transfer times is a key priority Metrolinx provided a link for more information on the Ontario Line stations and a link to sign up for the project e-newsletter
<p>April 30, 2021</p>	<ul style="list-style-type: none"> Requested information on the Dundas Street widening Asked how much of the parking lot at the south end of Tiverton Avenue will be affected during construction and after the Ontario Line is in operation 	<p>May 4, 2021</p>	<ul style="list-style-type: none"> Metrolinx confirmed that the Dundas Street bridge will be refurbished in order to accommodate the Ontario Line and GO Expansion, however measurements and impacts are not available at this time Metrolinx noted that the community will be notified once more information is available in early summer
<p>May 3, 2021</p>	<ul style="list-style-type: none"> Inquired about the compensation process in case building foundations are destabilized as a result of the Ontario Line construction activities 	<p>May 7, 2021</p>	<ul style="list-style-type: none"> Metrolinx advised that if a property is impacted, it will be handled as a damage claim Metrolinx explained that the damage claim process is still being developed for the Ontario Line project, but more details will be shared prior to any construction beginning
<p>May 3, 2021</p>	<ul style="list-style-type: none"> Asked if work as part of the Lakeshore East Joint Corridor early works will occur at nighttime 	<p>May 4, 2021</p>	<ul style="list-style-type: none"> Metrolinx advised that the construction methods and work schedule for the Lakeshore East Joint Corridor will be determined once the design is finalized Metrolinx confirmed that impacts to communities, safety issues, rail traffic, and coordination with other construction projects are considered when determining the construction schedule Metrolinx confirmed that the community will be notified of construction timelines and disruption will be minimized
<p>May 3, 2021</p>	<ul style="list-style-type: none"> Expressed concern about the project’s impact on surrounding parks and natural habitats, and noted that a number of the natural features in the area have already been cleared 	<p>May 4, 2021</p>	<ul style="list-style-type: none"> Metrolinx advised that the Ontario Line Environmental Conditions Report was released in 2020 and included an assessment of the natural features and wildlife in and near all communities where the Ontario Line will serve

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	<ul style="list-style-type: none"> Expressed concern about the public engagement process for the parks in the area 		<ul style="list-style-type: none"> Metrolinx confirmed that further environmental reports and information will be shared in fall 2021 and early 2022
May 3, 2021	<ul style="list-style-type: none"> Inquired about plans for the Queen Streetcar locations 	May 4, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that the Ontario Line will include East Harbour Station (at Eastern Avenue), Leslieville Station (at Queen Street East), and Gerrard Station (at Gerrard/Carlaw) Metrolinx confirmed the Maintenance and Storage Facility will be located in Thorncliffe Park Metrolinx provided a link with more information on the Ontario Line stations and a link to sign up for the project e-newsletter
May 4 and 5, 2021	<ul style="list-style-type: none"> Requested to know if Leslie Barns will be included in any Ontario Line plans Inquired about impacts to residents of Woodfield Road as a result of the Ontario Line project Thanked Metrolinx for providing information 	May 5, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that the Ontario Line plans will not affect Leslie Barns Metrolinx confirmed that Woodfield Road will not be impacted by Ontario Line construction, and advised that the future East Harbour Station and Leslieville Station will serve the neighbourhood through connections with Toronto Transit Commission streetcars
April 23 and May 4, 2021	<ul style="list-style-type: none"> Expressed lack of satisfaction in response provided by Metrolinx Expressed concern regarding 100-year-old De Grassi Street overpass with new trains added and attached an image of train tracks in close proximity to homes 	May 6, 2021	<ul style="list-style-type: none"> Metrolinx ensured that extensive refurbishment of the Queen Street rail overpass will be done Metrolinx ensured that they are taking safety seriously and that Ontario Line's train technology will have automatic control to detect any hazard on the rail track
May 6 and May 7, 2021	<ul style="list-style-type: none"> Expressed concern about safety, noise and that the nearby neighbourhood will be destroyed due to the Ontario Line operating above ground Requested confirmation that four additional tracks would not place the Ontario Line too close to houses on Tiverton Avenue and will not have noise impacts 	May 13, 2021	<ul style="list-style-type: none"> Metrolinx shared a link which had proven solutions to mitigate noise and vibration in areas near the rail corridor Metrolinx confirmed that results of the noise study in environmental reports will be shared
May 12, 2021	<ul style="list-style-type: none"> Expressed interest in the proposed Ontario Line, specifically the proposed Riverside station at Queen Street East and Degrassi Street Expressed concern about disruption to the surrounding residential area Requested data that presents the need for Riverside Station at Queen Street East and Degrassi Street Asked if Metrolinx has looked for an alternative solution to remove congestion from the 501 streetcar line which is less expensive and would cause less disruption to the community 	May 13, 2021	<ul style="list-style-type: none"> Metrolinx shared links with more information about planning of the Ontario Line Metrolinx explained how Ontario Line will resolve the congestion problem for the 501 streetcar line Metrolinx ensured that they are working on mitigating disruptions during construction and will share recommendations in forthcoming environmental reports Metrolinx provided a link to sign up for the project e-newsletter Metrolinx noted that the public will be able to visit the future Community Office on Queen Street East to share any questions or concerns
May 13, 2021	<ul style="list-style-type: none"> Requested an example of a location in which train tracks operate within two metres of residential homes without a crash wall Requested information on Metrolinx's reasoning for crash walls being required for new homes but not for existing homes Requested a study be conducted on continuous noise versus infrequent noise Expressed concern about the potential noise on Tiverton Avenue 	May 25, 2021	<ul style="list-style-type: none"> Metrolinx ensured that noise levels will be improved, and the Ontario Line noise study will provide a full methodology which will be shared with the public as part of the forthcoming Environmental Report Metrolinx noted that it will deploy proven solutions to address visual impacts Metrolinx noted that for any new development near an active rail corridor, crash walls are required as a proactive safety measure Metrolinx confirmed that it is working with the Standards Council of Canada, which involves using an independent safety assessor during the design, building and commissioning phases of the Ontario Line, and also for on-going inspection once the Ontario Line is in operation

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May 20, 2021	<ul style="list-style-type: none"> Requested a cost comparison for above ground and underground alignment of the Ontario Line through Riverdale Advised a complaint will be submitted to the Ombudsman if no response is provided 	May 25, 2021	<ul style="list-style-type: none"> Metrolinx offered to set up a telephone call Metrolinx provided details of additional cost for an underground approach and explained that going underground will increase the construction time Metrolinx explained other technical challenges and impacts to the neighbourhood for going underground Metrolinx provided a link which showed how Ontario Line plans were developed Metrolinx shared a link which explained how train noise impacts will be reduced around Riverside and Leslieville Metrolinx ensured that there would be less impact to parks, playgrounds
May 29, 2021	<ul style="list-style-type: none"> Expressed support for construction of above Ontario line Noted interest in mid/high-rises incorporated into the new stations Noted an interest in development at Danforth Avenue near Pape Avenue as this area becomes a transit node 	May 31, 2021	<ul style="list-style-type: none"> Metrolinx welcomed suggestions of building mixed-use, multi-storey developments Metrolinx shared a link to the Transit-Oriented Communities program which is focused on similar development types Metrolinx provided a link for more information on the Ontario Line stations and a link to sign up for the project e-newsletter
June 3, 2021	<ul style="list-style-type: none"> Listed out all potential tunneled alignment options for the Ontario Line project Expressed concern for the increase in trains and associated noise and vibration by 2031 Requested to know if Metrolinx will be replacing six bridges from Eastern Avenue to Gerard to accommodate the next generation of GO, VIA and Ontario Line trains Requested confirmation on whether the Ontario Line north/eastbound tracks will be built Near First and Logan Avenue and expressed concern for their property in this location 	June 3 and 4, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that there are different tunneled alignment options and noted they are happy to discuss current plans near First Avenue and Logan Avenue, bridges from Eastern Avenue to Gerrard Street and measurements relating to the width and clearance of the bridges in further detail over the phone Metrolinx advised that a virtual open house is taking place on June 24 and provided a link to register Metrolinx confirmed a telephone meeting will take place on June 7, 2021 to discuss all outstanding questions and concerns
June 7, 2021	<ul style="list-style-type: none"> Noted received a flyer outlining the Ontario Line alignment through Riverside where two of their businesses are located Requested technical documentation, including drawings and schedules specifically where the Ontario Line will cross Queen Street East, supporting claims so potential impacts to their businesses can be assessed 	June 9 and July 12, 2021	<ul style="list-style-type: none"> Metrolinx noted they will set up a phone meeting to discuss Metrolinx confirmed understanding and noted that if the businesses continue to operate, Metrolinx will work with owners and tenants to see how operation can continue if they are impacted by construction of the Ontario Line Metrolinx confirmed that they will help businesses during construction by offering noise and traffic mitigation and local business supports like promotional signage, wayfinding, shop local programs and construction hoarding Metrolinx provided links to materials for more information, including the April virtual open house presentations, information on various parts of the Ontario Line plan that will service Leslieville and Riverside, an article on preliminary noise and vibration study results, information on how plans were refined to reduce infrastructure requirements and the Preliminary Design Business Case Metrolinx provided a link to register for the June 24 virtual open house for more information

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			<ul style="list-style-type: none"> Metrolinx provided links to updated technical drawings
June 7, 2021	<ul style="list-style-type: none"> Noted their opposition to the details in the flyer outlining the Ontario Line alignment through Riverside Noted their opposition to statements in the media by the Transportation Minister regarding the Ontario Line Noted their opposition to the Ontario Line being above ground through Riverside 	June 25, 2021	<ul style="list-style-type: none"> Metrolinx noted that it welcomes input from the public regarding the Ontario Line flyer Metrolinx noted that the green line which has been painted in the community to represent the new corridor boundary is incorrect and was not painted by Metrolinx staff Metrolinx provided a link to the June 24 virtual open house for more information Metrolinx noted that placing the Ontario Line above ground is based on many considerations, including customer experience, existing GO Expansion plans and construction schedules Metrolinx noted that plans for the Ontario Line include noise walls along the rail corridor through Riverdale and Leslieville
June 7, 2021	<ul style="list-style-type: none"> Expressed disappointment in the lack of finalized maps, plans or noise data tables being provided to the public Noted previous requests for engineering and landscape drawings Expressed confusion regarding Metrolinx's ability to gain public support for the Ontario Line without providing detailed information to the public 	July 2, 2021	<ul style="list-style-type: none"> Metrolinx provided a link to the materials from the June 24 virtual open house Metrolinx noted that the virtual open house presentation includes information regarding the size of neighbourhood parks following construction and construction access into the rail corridor Metrolinx noted that the detailed design process is still ongoing and conversations with impacted property owners need to be conducted prior to sharing information with the public Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor which include location markers for future retaining and noise walls
June 8, 2021	<ul style="list-style-type: none"> Expressed disappointment in Metrolinx staff for failing to mention that a property notice was en route during previous discussions Requested clarification on the received property notice in relation to land expropriation Expressed concern with Metrolinx's public consultation process 	June 8, 2021	<ul style="list-style-type: none"> Metrolinx noted that the Transit Corridor Lands letter was not reviewed until after the meeting with Metrolinx staff and that it can be discussed further if requested Metrolinx noted that the property note referred to in the Transit Corridor Lands letter is for informational purposes only and will be removed from property titles upon opening of the Ontario Line Metrolinx confirmed that any properties which have been provided with a Transit Corridor Lands letter can still be sold, leased or rented and that plans by property owners to alter the property may require a (no cost) permit from Metrolinx Metrolinx confirmed that the Transit Corridor Lands letter is not a letter of expropriation nor does it necessarily mean that acquisition of, or access to the property in the future will be required Metrolinx provided a link to view the location of properties in relation to the transit corridor lands and buffer area Metrolinx provided a diagram of the identified property Metrolinx provided a link to register for the June 24 virtual open house
June 8, 2021	<ul style="list-style-type: none"> Expressed confusion regarding a letter received from Metrolinx on June 3 regarding their property on Tiverton Avenue Expressed concern for their neighbourhood on Tiverton Avenue and Tiverton Park 	June 9, 2021	<ul style="list-style-type: none"> Metrolinx noted working toward the Draft Lakeshore East Joint Corridor Early Works Report which is expected to be shared in September 2021 Metrolinx confirmed that under current plans, the Tiverton Parkette will continue to operate throughout construction and beyond although there may be short periods where geotechnical

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	<ul style="list-style-type: none"> Requested to be added to the Project Distribution List and expressed willingness to share the contact list of over 100 other individuals living in Tiverton Park 		<p>work is required to understand underground conditions or utilities in the area</p> <ul style="list-style-type: none"> Metrolinx provided links to learn more about future Ontario Line stations at Queen Street and Gerrard Street, previous open house presentation materials, and a link to sign up for the virtual meeting taking place on June 24 Metrolinx noted that the size of the transit corridor lands varies along the Ontario Line corridor and is not limited to 30 metres from the existing rail corridor. Metrolinx stated the boundaries were determined through work conducted by Metrolinx and the Ministry of Transportation Metrolinx stated that a no cost permit from Metrolinx may be required to build, change or place a building or other structure on their property or conduct excavation or water drainage work in addition to any necessary municipal permits Metrolinx confirmed that the letter received is not a letter of expropriation or access and that the title going on their property will not impact the ability to sell, lease or rent the property
<p>June 8, 2021</p>	<ul style="list-style-type: none"> Noted opposition to the Ontario Line project, associated communication materials and a letter received regarding property title Expressed concern for property values in the community 	<p>June 14, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted that transit corridor lands are not restricted to the size of the Ontario Line track Metrolinx provided a link to view the location of properties in relation to the transit corridor lands and buffer area Metrolinx provided an overview of the uses of transit corridor lands, including noise and vibration studies, traffic access planning, and utility relocations Metrolinx provided a link to the Metrolinx Engage website for more information on transit corridor lands Metrolinx confirmed that the identified properties can still conduct renovations or property expansions with coordination from Metrolinx regarding permits and provided links for information on obtaining permits Metrolinx noted that the property note referred to in the Transit Corridor Lands letter is for informational purposes only and will be removed from property titles upon opening of the Ontario Line Metrolinx provided links to register for the Metrolinx e-newsletter and upcoming virtual open houses
<p>June 8, 2021</p>	<ul style="list-style-type: none"> Expressed disappointment regarding the reception of Transit Corridor Lands letter, the requirement of Metrolinx's approval regarding permits and lack of a map indicating transit zone boundaries Expressed disappointment in the lack of customization in the Transit Corridor Lands letter to the property owner Expressed disappointment in a lack of prior notification at community meetings with Metrolinx 	<p>June 18, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted that Transit Corridor Lands letters were not customized due to the large volume sent Metrolinx provided an overview of the uses of transit corridor lands, including noise and vibration studies, traffic access planning, and utility relocations Metrolinx provided a link to the Metrolinx Engage website for more information on transit corridor lands Metrolinx confirmed that identified properties can still conduct renovations or property expansions with coordination from Metrolinx regarding permits and provided links for information on obtaining permits Metrolinx noted that the property note referred to in the Transit Corridor Lands letter is for informational purposes only and will be removed from property titles upon opening of the

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			<p>Ontario Line</p> <ul style="list-style-type: none"> Metrolinx provided links to register for the Metrolinx e-newsletter and upcoming virtual open houses
<p>June 9, 2021</p>	<ul style="list-style-type: none"> Expressed concerns regarding the implementation of the Ontario Line Expressed disappointment in Metrolinx’s public consultation process, including the information provided in the Metrolinx flyer regarding facts and fictions of the Ontario Line Requested detailed transit plans and an environmental review of the Ontario Line project Requested to know how Metrolinx will restore the public’s faith in building transit in the communities Requested to know when Metrolinx will improve its public consultation process Requested to know if the community will be provided with environmental, social, noise and vibration impacts prior to early works Expressed disappointment with the reception of the Transit Corridor Lands letter 	<p>June 20, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted that it intends to consult with the community on a greater basis via its Community Office on Queen Street East once it reopens following renovations Metrolinx provided links to register for the June 24 virtual open house and to view noise mitigation materials from previous virtual open houses Metrolinx provided an updated diagram of a previously shared cross section of the Ontario Line Metrolinx noted that the environmental report will be shared in fall 2021 and will provide a 30-day feedback period for the public Metrolinx provided a link to view the location of properties in relation to the transit corridor lands and buffer area Metrolinx provided an overview of the uses of transit corridor lands, including noise and vibration studies, traffic access planning, and utility relocations Metrolinx provided a link to the Metrolinx Engage website for more information on transit corridor lands Metrolinx confirmed that the identified properties can still conduct renovations or property expansions with coordination from Metrolinx regarding permits and provided a link for information on obtaining permits Metrolinx noted that the property note referred to in the Transit Corridor Lands letter is for informational purposes only and will be removed from property titles upon opening of the Ontario Line Metrolinx noted that the Transit Corridor Lands letter does not restrict the sale of identified properties
<p>June 9, 2021</p>	<ul style="list-style-type: none"> Noted receiving a letter stating that their property is within 30 metres of the Ontario Line corridor Requested to know if the Ontario Line will be above ground near their property Requested to know when construction will begin next to their property Requested to know the number of track lines being constructed near their property Requested to know the process for filing a complaint regarding portion of the project being developed above ground 	<p>June 20, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted that the Ontario Line is being advanced through the existing rail corridor and provided an image detailing the cross section north of Queen Street Metrolinx noted that three existing GO tracks will be lifted and shifted, one track will be added by GO Expansion and two tracks will be added by the Ontario Line Metrolinx noted that noise walls will be constructed within the community and that there is currently no mitigation in place between the identified property and the Ontario Line corridor Metrolinx confirmed that construction will begin mid-2022 following the release of the environmental study for the area in fall 2021 Metrolinx provided links to the project timeline and the Metrolinx blog regarding tunnelled approaches in the area Metrolinx noted that tunnelling underground with the goal of preserving the planned station at Queen Street East would result in significant impacts to homes on Saulter and McGee street

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June 10, 2021	<ul style="list-style-type: none"> Requested confirmation of where Ontario Line tracks will be placed in relation to the lower and upper part of Tiverton Avenue 	June 14, 2021	<ul style="list-style-type: none"> Metrolinx confirmed the process for filing a complaint regarding the project Metrolinx noted that the Ontario Line design near Tiverton Avenue is still being developed, and more information will be provided during the June 24 virtual open house and once updated plans are available Metrolinx provided an updated diagram of a previously shared cross section of the Ontario Line Metrolinx noted that the new Ontario Line trains will be closer to properties in the area due to the positioning of the new tracks and as a mitigation noise walls will be added, and the trains will be fully electrified Metrolinx provided a link to a Metrolinx blog on the effectiveness of noise walls
June 12, 2021	<ul style="list-style-type: none"> Requested clarification on information presented in a Metrolinx handout they received Requested to know how far the Ontario Line will extend past identified boundaries Requested to know how much park space Metrolinx will give back to the community in other areas and where these areas will be located Requested to know if Metrolinx is referring to the community or park space when discussing restoration and who will be determining the level of restoration Requested clarification on the closure of community spaces and on predicted Ontario Line noise levels 	June 20, 2021	<ul style="list-style-type: none"> Metrolinx noted that it is developing a diagram to share with the community which will illustrate where the Ontario Line's property line is expected to change in relation to neighbourhood parks and Metrolinx will share the diagram at the June 24 virtual open house Metrolinx noted that it will be providing information regarding giving park space back to the community at the June 24 virtual open house Metrolinx noted that it will present options to the community regarding restoration following discussions on feasibility and requirements with the City of Toronto. Metrolinx also provided a link to potential restoration examples and noted that it will hold consultations with the community in summer 2021 Metrolinx noted that it is in the process of determining the impact of the station at Gerrard to the Gerrard Carlaw dog park and will provide more information at the June 24 virtual open house or directly if requested Metrolinx confirmed that Bruce Mackey Park and Jimmie Simpson Park and Recreation Centre will be open to the public during construction and beyond the Ontario Line and GO Expansion Metrolinx confirmed that Ontario Line plans include noise mitigation and that noise studies are in the process of being completed and results will be shared with the community as part of the Draft Lakeshore East Joint Corridor Early Works Report in fall 2021 Metrolinx provided an image detailing retaining and noise wall design and a link to the Metrolinx blog post on noise mitigation
N/A	<ul style="list-style-type: none"> N/A* 	June 30, 2021	<ul style="list-style-type: none"> Metrolinx provided a link to the June 24 virtual open house and noted that parks will not be reduced in size following the completion of the Ontario Line Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor Metrolinx noted it is currently working with the City of Toronto regarding existing parks and the potential for refurbishment of amenities or the addition of new ones Metrolinx noted that it will consult the community on the appearance of noise / retaining walls and how that space can bring value to the community Metrolinx noted that the Gerrard dog park will need to close due to Ontario Line and GO Expansion construction and Metrolinx is consulting with the City of Toronto regarding interim

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			<p>alternative green space</p> <ul style="list-style-type: none"> Metrolinx noted that it previously provided a response regarding noise and vibration
June 13, 2021	<ul style="list-style-type: none"> Requested to know about plans regarding noise mitigation for the Toronto Lakeshore East Rail Corridor due to current noise levels and expected Ontario Line train frequencies 	June 20, 2021	<ul style="list-style-type: none"> Metrolinx noted that there is no current noise mitigation in the existing rail corridor and that Ontario Line plans commit to the implementation of noise mitigation in the form of continuous noise walls Metrolinx noted that noise studies are in the process of being completed and results will be shared with the community in the Draft Lakeshore East Joint Corridor Early Works Report in fall 2021 Metrolinx noted that all Ontario Line trains will be electric and GO Expansion will increase the use of electric trains for GO train service while some diesel trains will still operate since Metrolinx does not own certain tracks in the corridor Metrolinx noted that based on preliminary results, many parts of Leslieville and Riverside will have lower noise levels due to the planned noise walls and more details will be provided in the Draft Lakeshore East Joint Corridor Early Works Report
N/A	<ul style="list-style-type: none"> N/A* 	June 14, 2021	<ul style="list-style-type: none"> Metrolinx acknowledged their appreciation for meeting with staff and provided contact information for follow up Metrolinx provided links to images of noise wall options and to register for the Metrolinx e- newsletter Metrolinx noted that the environmental report for the area is expected to be released in September 2021, and opportunity for public feedback will take place upon its release Metrolinx noted that it is looking to advance the release of the noise and vibration studies from the environmental report earlier than September if possible Metrolinx provided a link to register for the June 24 virtual open house
June 14, 2021	<ul style="list-style-type: none"> Expressed their disappointment with Metrolinx's response 	June 14, 2021	<ul style="list-style-type: none"> Metrolinx noted that a meeting by phone call may be held if desired
June 14, 2021	<ul style="list-style-type: none"> Requested clarification regarding statistics provided on the Metrolinx Engage website relating to the diversion of trips from Union Station and the number of trips included for Exhibition and East Harbour Station Requested to know how the transit corridor lands map works, what the various colours mean and why the boundary of the transit corridor is jagged on the map, but not on the cross-section diagram 	June 16, 2021	<ul style="list-style-type: none"> Metrolinx noted that while the transfer points at Exhibition Station and East Harbour Station are anticipated to be major contributors to reducing crowding at Union Station, the 14% anticipated reduction accounts for both relief from these two Ontario Line-GO interchange stations and relief from Ontario Line-TTC subway transfer points at other interchange stations
June 14, 2021	<ul style="list-style-type: none"> Requested confirmation on the location of the Ontario Line in relation to private property Requested information on noise walls 	June 30, 2021	<ul style="list-style-type: none"> Metrolinx noted that it has conducted canvassing on Tiverton Avenue Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor and noted that areas highlighted light blue represent future locations of the retaining / noise walls Metrolinx provided a link to the June 24 virtual open house Metrolinx confirmed there are no impacts to Tiverton Parkette at this time
June 19, 2021	<ul style="list-style-type: none"> Expressed concerns regarding the level of public consultation for the Ontario 	June 20, 2021	<ul style="list-style-type: none"> Metrolinx noted that it is currently in the process of determining measurements for raising the

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	<p>Line</p> <ul style="list-style-type: none"> Requested to know if Lakeshore East re-grading costs were included in the 2019 cost projection and requested to know the proposed cost if not included in the projection Requested to know if the Ontario Line was surpassing cost projections due to above ground development Requested to know how an above ground alignment option will be less disruptive to the community when bridge work within close proximity of the community and a raising the rail corridor is required Expressed concern over the reduced number of trees presented in the most recent diagram of Bruce Mackey park 		<p>track bed, has shared these estimates with a local community group and will engage the community further once more information is available</p> <ul style="list-style-type: none"> Metrolinx noted that bridge refurbishment requirements are also being investigated and that bridges in this area will require rehabilitation to extend their life and to accommodate the new Ontario Line and GO Expansion infrastructure Metrolinx noted that the Ontario Line project is still operating within the original funding envelope that was approved by the provincial government and will tender the early works contract through its procurement portal following the release of the Draft Lakeshore East Joint Corridor Early Works Report in fall 2021 Metrolinx noted the Bruce Mackey Park diagram in question does not reflect any tree removals as surveys are still being conducted Metrolinx confirmed there will be tree removals and the number will be provided to the public once it has been confirmed Metrolinx noted that it will provide information regarding compensation ratios and the Vegetation Guideline if requested Metrolinx provided a diagram of a cross section of the Ontario Line and a diagram of Bruce Mackey Park identifying where the cross section is located
<p>June 20, 2021</p>	<ul style="list-style-type: none"> Requested an update on previous correspondence 	<p>June 20, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted that the previous correspondence provided the latest information available regarding safety and noise Metrolinx noted that the Draft Lakeshore East Joint Corridor Early Works Report is currently expected to be released in fall 2021 Metrolinx provided an updated Ontario Line cross section diagram with additional measurements
<p>June 20, 2021</p>	<ul style="list-style-type: none"> Expressed concern regarding a lack of available examples regarding the Ontario Line in relation to proximity to private property Expressed concern over the Ontario Line in relation to density within the community Requested clarification regarding the Ontario Line operations above and below ground, proximity to private property and expropriation 	<p>April 21, May 25 and June 20, 2021</p>	<ul style="list-style-type: none"> Metrolinx met with the resident and her partner to provide an in-person walkthrough of Ontario Line plans, answer questions and collect feedback on April 21, 2021. Metrolinx also provided responses to the resident's concerns on May 25 and June 20, 2021. Items that were discussed included Ontario Line operations above and below ground, proximity of the Ontario Line to private property and safety
<p>June 14, 2021</p>	<ul style="list-style-type: none"> Requested confirmation on the location of the Ontario Line in relation to private property Requested information on noise walls 	<p>June 30, 2021</p>	<ul style="list-style-type: none"> Metrolinx noted that it has conducted canvassing on Tiverton Avenue Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor and noted that areas highlighted light blue represent future locations of the retaining / noise walls Metrolinx provided a link to the June 24 virtual open house Metrolinx confirmed there are no impacts to Tiverton Parkette at this time
<p>June 23, 2021</p>	<ul style="list-style-type: none"> Requested to know why a portal on a City works yard would be more disruptive to the community compared to in the middle of a residential area next to an elementary school 	<p>June 30, 2021</p>	<ul style="list-style-type: none"> Metrolinx confirmed that the portal at Gerrard Street is planned to ensure the Ontario Line will be underground before it reaches the school and won't affect safe access to Pape Avenue Junior Public School

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	<ul style="list-style-type: none"> Requested access to survey diagrams and measurements to support previously viewed illustrations, specifically from Gerrard Street to Eastern Avenue Requested access to the consolidated noise and vibration study for the Ontario Line, SmartTrack, electrification and increased GO services through the Gerrard and Eastern Avenue corridor, specifically as it relates to how 1,500 trains daily won't lead to more noise and vibrations Requested to know which aspects of the Ontario Line project will not follow the original plan Requested to know which safety measures will be put in place to provide protection for pedestrians travelling along Eastern Avenue and Queen Street during bridge reconstruction Requested to know how Ontario Line construction will impact businesses near the Corktown station stop and what compensation will be offered to businesses which relocate as a result 		<ul style="list-style-type: none"> Metrolinx provided a link to the requested diagrams Metrolinx noted that noise studies are in the process of being completed and results will be shared with the community in the Draft Lakeshore East Joint Corridor Early Works Report in fall 2021 Metrolinx noted that bridges will be replaced in consultation with the City of Toronto and will be built to the City of Toronto's current standards which will result in connecting rail tracks being raised at Queen Street, Dundas Street and Logan Avenue Metrolinx noted that temporary traffic and transit impacts due to bridge construction will be communicated with the public Metrolinx noted that any concerns can be shared via Metrolinx's Queen Street East office by email or by phone Metrolinx noted that it is committed to supporting efforts to ensure local businesses stay open and accessible during construction and is in contact with the Corktown Residents and Business Improvement Association, the West Don Lands Committee, St. Lawrence Residents Association and the St. Lawrence Market Business Improvement Area
June 27, 2021	<ul style="list-style-type: none"> Inquired about plans for the Saulter Street Parkette in regard to the Metrolinx Blog post titled <i>Metrolinx announces more park space for Ontario Line east</i> 	June 28, 2021	<ul style="list-style-type: none"> Metrolinx noted that current plans for the Saulter Street Parkette include continued public access during construction and beyond Metrolinx provided links to the June 24 virtual open house and presentation
June 29, 2021	<ul style="list-style-type: none"> Noted that a flyer designed to discredit opposition to Metrolinx's plans created further opposition to the Ontario Line project Noted that the Green Line is symbolic Noted that properties would be expropriated if Metrolinx followed federal guidelines regarding setback from trains Noted that operating the Ontario Line above ground is irrational unless developer influence is included in the design process Noted that plans to raise the track bed overrides arguments related to cost, technical details, sound wall benefit and construction impacts Noted that alternative solutions proposed by Save Jimmie Simpson! group have no impact on station flow and a vertically stacked option is normal operating procedure 	June 30, 2021	<ul style="list-style-type: none"> Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor Metrolinx confirmed that no Transit-Oriented Community plans are in place for the station at Queen Street East Metrolinx provided a link to a June 8, 2021 response rejecting a Toronto City Council motion exploring the Save Jimmie Simpson! group community option Metrolinx noted that bridges will be replaced in consultation with the City of Toronto and will be built to the City of Toronto's current standards which will result in the connecting rail tracks being raised at Queen Street, Dundas Street and Logan Avenue
N/A	<ul style="list-style-type: none"> N/A* 	June 29 and 30, 2021	<ul style="list-style-type: none"> Metrolinx noted their intention to consult with the community on a greater basis via its future Community Office on Queen Street East Metrolinx provided a link to a Toronto City Council review which provides more information on five tunnelled options which were studied Metrolinx provided a link to a June 8, 2021 letter by Metrolinx to the City of Toronto's Transit Expansion Office which was shared with City Council and community groups Metrolinx provided a link to a November 2020 report to Toronto City Council and noted that

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			<p>Metrolinx works directly with the City of Toronto's Transit Expansion Office</p> <ul style="list-style-type: none"> Metrolinx provided a link to a Metrolinx blog post regarding the Ontario Line's environmental assessment process Metrolinx noted that the environmental report for the Lakeshore East Joint Corridor will be shared in fall 2021 and will provide a 30-day feedback period for the public Metrolinx noted that future updates and consultation on the appearance of new retaining / noise walls will be provided in the future Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor
N/A	<ul style="list-style-type: none"> N/A* 	June 30, 2021	<ul style="list-style-type: none"> Metrolinx provided links to the June 24 virtual open house and presentation Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor Metrolinx noted that it completed a series of business cases to enable the government to make informed decisions and to achieve the goal of ensuring the best possible ridership while minimizing impacts on homes, businesses and communities Metrolinx noted that consultation with local community groups have provided creative methods to avoid construction activities in parks Metrolinx noted that Ontario Line's route and elevation are determined through many considerations including number of people served, travel time saved, number of connections to other major rapid transit lines, how quickly and effectively the line could be built, how effectively local impacts could be managed and how to ensure maximum transit benefits within the approved budget Metrolinx noted that the Ontario Line provides a unique opportunity to use owned space where GO Expansion work was already planned, and Metrolinx is able to streamline the Ontario Line work in the same location Metrolinx noted that tunneling the Ontario Line would delay completion between 15 and 24 months and add to the length of time neighbourhoods would be disrupted by construction
July 6, 2021	<ul style="list-style-type: none"> Requested confirmation if the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor indicated that a 60-foot retaining wall will be built along the park within the community 	July 6, 2021	<ul style="list-style-type: none"> Metrolinx noted that retaining / noise wall measurements are still being determined and will be based on the results of environmental studies
N/A	<ul style="list-style-type: none"> N/A* 	July 6, 2021	<ul style="list-style-type: none"> Metrolinx provided a link to technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor which include location markers for future retaining and noise walls Metrolinx noted that the information is also available via the Metrolinx Engage website
July 6, 2021	<ul style="list-style-type: none"> Noted that as the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor are available to the public, they should be designed to be easily understandable 	July 6, 2021	<ul style="list-style-type: none"> Metrolinx noted that the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor have been provided to the public following requests for technical measurements by local community groups Metrolinx noted that a video will be provided to the public to showcase the different parts of the

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	<ul style="list-style-type: none"> Noted that the public desires more time to ask questions regarding the Ontario Line project and provided a list of interested individuals 		<p>rail corridor</p> <ul style="list-style-type: none"> Metrolinx noted that it has provided the Save Jimmie Simpson! group with the aforementioned technical drawings Metrolinx noted that it is in frequent contact with the Lakeshore East Community Advisory Committee Metrolinx confirmed that it has engaged with the individuals listed and that Metrolinx has begun contacting individuals in the community directly Metrolinx noted that the next consultation opportunity for the community will be to provide input into the design of the retaining / noise walls and that further information will be provided in the coming months
July 8, 2021	<ul style="list-style-type: none"> Requested that Metrolinx use the development of the Ontario Line to create additional greenspace and provide a solution to an ongoing issue of traffic misdirection in Leslieville in the area of Gerrard Street East and Carlaw Avenue Provided documents and links to public correspondence and information regarding the desire for greenspace and the improvement of traffic issues in Leslieville 	July 9, 2021	<ul style="list-style-type: none"> Metrolinx acknowledged the traffic issues in Leslieville Metrolinx confirmed that construction on the rail bridge and the future Ontario Line station at Gerrard will impact a dog park and that land south of the park will be converted to expand and restore Gerrard Parkette upon completion of the Ontario Line Metrolinx provided a link to Ontario Line plans for the identified neighbourhood Metrolinx noted that while noise walls will be built as part of Ontario Line construction, the identified area is City land that Metrolinx has no jurisdiction over
July 12, 2021	<ul style="list-style-type: none"> Provided a diagram identifying an area of greenspace Expressed their desire for the identified greenspace to be developed into a park Requested information on the ownership of the identified greenspace and Metrolinx's ability to develop the greenspace in conjunction with the City of Toronto Noted the inclusion of Councillor Paula Fletcher's office in the correspondence 	July 13, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that the identified greenspace is outside Metrolinx's property boundary and requires consultation with the City Metrolinx confirmed that current plans include the development of park space Metrolinx noted that the proposed greenspace development is unlikely to fit into the Project scope due to timelines, compacity and construction impact
July 13, 2021	<ul style="list-style-type: none"> Requested Ontario Line technical drawings with greater detail Requested information regarding the expropriation of land in proximity to the current bridge near their property 	July 14, 2021	<ul style="list-style-type: none"> Metrolinx provided additional Ontario Line diagrams Metrolinx confirmed that the Leslieville station will be integrated within the new bridge and included a diagram of potential land requirements for access and staging Metrolinx confirmed that the nearest staging area to the identified property is the Fontbonne Ministries' parking lot near the bridge Metrolinx noted that while construction in Riverside and Leslieville will start in mid-2022, construction is not expected to begin on the west or north side of the rail corridor until the end of 2022 Metrolinx noted that it is in active discussions with Fontbonne Ministries to explore mitigation options Metrolinx noted that environmental reports for this area will be released in Fall 2021 and the final overall environmental report for the Ontario line will be released in early 2022

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
July 14, 2021	<ul style="list-style-type: none"> Requested Ontario Line technical drawings with greater detail 	July 15, 2021	<ul style="list-style-type: none"> Metrolinx provided additional Ontario Line diagrams Metrolinx confirmed that the Leslieville station will be integrated with the new bridge and the parking lot will help support construction
July 20, 2021	<ul style="list-style-type: none"> Requested confirmation of the location of the Leslieville station 	July 20, 2021	<ul style="list-style-type: none"> Metrolinx confirmed the location of the proposed Leslieville station at Queen Street East and Degrassi Street, provided a link to the Metrolinx Engage web site for more information and noted that the name of the station is yet to be determined
July 20, 2021	<ul style="list-style-type: none"> Requested confirmation of the location of the Leslieville station in relation to the tracks 	July 20, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that the proposed Leslieville station will be integrated with a new bridge at Queen Street East, on the west side of the tracks
July 20, 2021	<ul style="list-style-type: none"> Expressed concern regarding potential disruption to the community outweighing the benefits of the Ontario Line Expressed concern regarding the consultation process with the public regarding the Ontario Line Expressed concern regarding the above ground portions of the Ontario Line and the size of the proposed Riverside station at Queen Street East and Degrassi Street 	July 21, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that it has reviewed community-developed proposals for placing the Ontario Line underground and provided links to reports provided to the City of Toronto by Metrolinx Metrolinx noted that using the existing rail corridor will streamline Ontario Line work with the already planned GO Expansion
July 20, 2021 Phone Call	<ul style="list-style-type: none"> Expressed concern regarding construction and trucks near their residence on Saulter Street and noted that notice was not given to area residents regarding this work 	July 21, 2021 Phone Call	<ul style="list-style-type: none"> Metrolinx confirmed a conversation took place with the resident by phone regarding geotechnical work and the complaint is being followed up with Metrolinx's consultant
August 2, 2021	<ul style="list-style-type: none"> Noted that the public desires new transit and expressed their desires to build transit without delay, commit to keeping transit in public hands, ensure riders pay one flat fare for the Toronto Transit Commission and the Ontario Line, listen to local residents' concerns, and to expand the underground section of the line to include the route from Pape Avenue and Danforth Street to south of Eastern Avenue 	August 4, 2021	<ul style="list-style-type: none"> Metrolinx requested the opportunity to speak via phone to better understand the individual's concerns and inquired about potential availability
August 16, 2021	<ul style="list-style-type: none"> Realtor noted that a property on Booth Avenue, across from Jimmie Simpson Park, was to be put up for sale and requested information on potential construction impacts to the property Noted that the property letter provided by Metrolinx was vague when referring to property access requirements during construction 	August 26, 2021	<ul style="list-style-type: none"> Metrolinx noted that they attempted to connect via telephone but were unsuccessful and that information regarding the inquiry can be provided via future telephone conversations
August 20, 2021	<ul style="list-style-type: none"> Noted that the Ontario Line provides an opportunity to connect Bruce Mackey Park and the Riverside community with the Jimmie Simpson Recreation Centre and the Leslieville community 	September 2, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that it is working to ensure new infrastructure fits well into the existing fabric of Riverside and Leslieville communities Metrolinx confirmed that Jimmie Simpson Recreation Centre, Bruce Mackey Park and Jimmie Simpson Park will continue to operate during construction and beyond
August 28, 2021	<ul style="list-style-type: none"> Noted their preference to build the Ontario Line underground and provided a link to the homepage of the Toronto Transit Blog 	September 2, 2021	<ul style="list-style-type: none"> Metrolinx noted that further discussions regarding the alignment of the Ontario Line could take place via telephone

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
September 14, 2021	<ul style="list-style-type: none"> A realtor for a property on Cummings Street inquired about obtaining a disclosure letter from Metrolinx, which other properties in the area have received, for the purpose of sharing with potential home buyers 	September 14 (Phone Call) and September 15, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that a phone call took place with the individual on September 14, 2021 Metrolinx provided links to the Metrolinx blogs which had been discussed during the September 14, 2021 phone call Metrolinx noted that the individual can refer their clients to Metrolinx for any inquiries and that Metrolinx is available for discussions at the 770 Queen Street East community office
September 15, 2021	<ul style="list-style-type: none"> Expressed concern regarding drilling which took place in the late evening of September 8, 2021 into the early morning of September 9, 2021 underneath the Logan Avenue bridge between Gerrard Street and Dundas Street. Noted that no notice relating to the work was provided to nearby residents Requested confirmation of Metrolinx's involvement with the drilling work 	September 16, 2021	<ul style="list-style-type: none"> Metrolinx acknowledged that the drilling underneath the Logan Avenue bridge was disruptive and confirmed that it is associated with the Ontario Line and GO Expansion / GO Regional Express Rail work in the Lakeshore East rail corridor Metrolinx noted that the work was performed in order to gain an understanding of underground conditions to inform the best approach for construction Metrolinx noted that the City of Toronto ultimately issues the work permits and determines if work needs to be completed overnight Metrolinx confirmed that notices were provided to homes along Logan Avenue via mailboxes and door knocking, on the front doors of Ray McCleary towers, on cars parked near the work area, and that electronic notices were sent to community groups, posted on the Metrolinx website and shared through the Metrolinx weekly newsletter Metrolinx acknowledged that canvassing can result in some homes not receiving the notice Metrolinx provided links for the Metrolinx newsletter and website where notices can be viewed
September 20, 2021,	<ul style="list-style-type: none"> Expressed concern regarding noise disturbances in the late evening of September 19, 2021 into the early morning of September 20, 2021 which appeared to be caused by heavy machinery and Ontario Line-related construction northeast of Howie Avenue Requested confirmation of Metrolinx's involvement with the noise disturbance and noted that no notices regarding overnight work had been provided Requested confirmation of noise mitigation practices during overnight work 	September 20, 2021,	<ul style="list-style-type: none"> Metrolinx confirmed that they are investigating the complaint with the appropriate teams who oversee railway access Metrolinx noted that while work is usually aimed for daytime completion, due to safety concerns with an active railway, it is sometimes completed at night Metrolinx noted that notifying residents of upcoming work is a top priority / typical best practice, especially if it is overnight
September 23, 2021	<ul style="list-style-type: none"> Inquired if any further information was available regarding their inquiry about overnight construction noise on September 20, 2021 	September 23, 2021	<ul style="list-style-type: none"> Metrolinx noted that they are still gathering information regarding the noise inquiry from other teams and apologized for the delay
September 23, 2021	<ul style="list-style-type: none"> Noted that the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are not available on the website and no online form is available for comments 	September 23, 2021	<ul style="list-style-type: none"> Metrolinx acknowledged that the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report were not online in the morning and provided links to review the reports and provide feedback Metrolinx noted that both reports are available for review and open for comment until October 24, 2021

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
N/A	<ul style="list-style-type: none"> N/A* 	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a copy of the September 23, 2021 virtual open house presentation and a link to access the event Metrolinx noted that the event will be recorded and posted on the event page
September 23, 2021	<ul style="list-style-type: none"> Noted that drawings do not include crash barrier walls between the rail corridor and Ontario Line corridor, and it is required by regulations for the corridors to be separated by crash walls 	September 27, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that coordination with the Standards Council of Canada has occurred to create the Independent Safety Assessor for Railway Accreditation Program, and confirmed that the Standards Council of Canada will review the details of the Ontario Line Project during all phases and operation of the Ontario Line Metrolinx discussed that risk assessments will be carried out throughout the design, construction and operation phases and are based on the Canadian method for risk evaluation and assessment for railway systems, and will address a wide spectrum of potential risks Metrolinx noted that the independent safety assessor will make recommendations that Metrolinx will adopt to ensure the safety of customers, employees and the community
September 24, 2021	<ul style="list-style-type: none"> Requested to meet with a Metrolinx representative at the Logan Avenue bridge and Dundas Street bridge to discuss the locations of the Ontario Line bridges described in the Draft Lakeshore East Joint Corridor Early Works Report Noted a potential error due to 449 Logan Avenue being noted in a noise and vibration table, but 445 Logan Avenue is discussed throughout the Report 	September 27, 2021	<ul style="list-style-type: none"> Metrolinx asked to ensure the Ontario Line email is copied so the correspondence is captured in the Final Lakeshore East Joint Corridor Early Works Report Metrolinx provided the early works general map and discussed the location of the Ontario Line in relation to the existing corridor for both Dundas Street and Logan Avenue Metrolinx confirmed that 449 Logan Avenue was assessed in the Lakeshore Joint Corridor Operations noise and vibration report and that the operations noise and vibration report assessed different receptors than the regular Early Works Report
September 27, 2021	<ul style="list-style-type: none"> Inquired about registering for the October 5, 2021 virtual open house, and noted no information is available on the Project webpage 	September 28, 2021	<ul style="list-style-type: none"> Metrolinx thanked the individual for their patience while the registration page is being set up and provided a link to register for the virtual open house Metrolinx noted that the virtual open house will focus on Early Works Reports for East Harbour Station and Lakeshore East Joint Corridor
N/A	<ul style="list-style-type: none"> N/A* 	September 27, October 7, and October 14, 2021	<ul style="list-style-type: none"> Metrolinx suggested setting up a phone call to discuss concerns about the Ontario Line, and in particular the underground and above ground route Metrolinx noted that a conversation could take place at the Metrolinx community office if the individual prefers an in-person discussion Metrolinx noted that correspondence had been sent to the wrong email address Metrolinx suggested setting up a phone call to discuss concerns about the Ontario Line, and in particular the underground and above ground route Metrolinx noted that a conversation could take place at the Metrolinx community office if the individual prefers an in-person discussion
N/A	<ul style="list-style-type: none"> N/A* 	October 8, 2021	<ul style="list-style-type: none"> Metrolinx suggested setting up a meeting to answer questions and provide the latest information on the Ontario Line Metrolinx provided a link to a video of construction sequencing and the construction activities that will take place mid-2022

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
October 11, 2021	<ul style="list-style-type: none"> Noted that the community would prefer the Ontario Line to be underground, however understands that this is unlikely Noted that the sound barrier walls are not very effective and are unsightly Suggested building a tunnel encased in green space to connect Jimmie Simpson Park and Bruce Mackey Park with pedestrian and bike paths and requested to know if the suggested option has been considered by Metrolinx 	October 12, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that the Project is moving forward with the above ground plans as construction can be streamlined with the already planned GO Expansion, will be less disruptive and result in fewer property impacts Metrolinx thanked the individual for their suggestions and provided a link to submit feedback on the design questionnaire, available until October 14, 2021
October 11, 2021	<ul style="list-style-type: none"> Noted that they had comments and questions relating to the Draft East Harbour Station Early Works Report and the Draft Lakeshore East Joint Corridor Early Works Report Inquired about track and platform design, and boarding at East Harbour Station Requested to know if the present embankment west of Gerrard Street can accommodate three additional tracks Requested to know if the Ontario Line vehicles will meet all track standards and loading requirements, and if light rail vehicles have been shared with main line tracks on other projects in North America Inquired about Metrolinx electrification system and the noise modelling results 	October 21, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that Ontario Line track designs will consider alignments, curves, geometry and fleet parameters, and will meet all applicable standards and regulations Metrolinx confirmed that the Ontario Line tracks, and four GO Transit tracks will be located primarily within the existing rail corridor right-of-way, and the Ontario Line tracks will have separate dedicated tracks designed for each system accordingly Metrolinx noted that the Ontario Line will take lessons learned from existing issues and best practices from the existing at-grade and elevated portions of the subway network in Toronto to improve reliability during winter months Metrolinx confirmed that noise barriers will be installed on both sides of the Lakeshore East Joint Corridor between Eastern Avenue and Pape Avenue, and provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report Metrolinx provided a link to the Ontario Line sound demonstration and encouraged the individual to provide feedback Metrolinx noted that pantograph noise was not included as part of the assessment during the development of the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
N/A	<ul style="list-style-type: none"> N/A* 	October 13, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that a comprehensive tree impact analysis is currently being conducted Metrolinx confirmed that impacted trees outside the rail corridor will be detailed in a forthcoming Arborist report and removal of trees will take place through the second half of 2022 Metrolinx confirmed that tree removals taking place during fall 2021 will be within the rail corridor Metrolinx provided a link to an Ontario Line East Segment questionnaire and noted that active engagement is taking place with the community regarding landscaping treatments and tree replanting ideas Metrolinx provided a rendering of Jimmie Simpson Park and noted that renderings of the Ontario Line were presented during the last virtual open house (October 2021)
October 13, 2021	<ul style="list-style-type: none"> Expressed concern that the Early Works Report does not include tree removal and habitat disruptions and displacement in the rail corridor, and concerns regarding language about mitigation measures for tree removal Requested a combined assessment of Ontario Line, GO train and VIA trains noise and vibration impacts Noted that noise simulation at Bruce Mackey Park is inaccurate and expressed concern about noise and vibration findings in the Early Works Report 	November 11, 2021	<ul style="list-style-type: none"> Metrolinx confirmed that an environmental assessment of the rail corridor from Eastern Avenue to Pape Avenue was completed as part of the GO electrification Transit Project Assessment Process for the Lakeshore East Rail Corridor Metrolinx confirmed that tree removals from Eastern Avenue to Gerrard Avenue have been paused until 2022 when the Lakeshore East Joint Corridor Early Works Report is approved Metrolinx confirmed that a noise and vibration study of GO trains, Ontario Line trains, VIA trains and freight trains was included in the Lakeshore East Joint Corridor Early Works Report and is detailed in the operational noise and vibration study Metrolinx confirmed that methods used in the simulation are included in the appendix of the report

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none"> • Requested Metrolinx to provide information about the areas that were discounted during inclement weather conditions and the actual recorded levels • Expressed concern about impacts to parks and greenspace • Inquired about alternative options considered for the Ontario Line alignment • Inquired about cost and construction timelines for the new proposed bridges • Expressed concern about community engagement activities, specifically virtual open houses, opportunities to ask questions and receive information, Early Works Report review period, and language regarding community concerns in the Early Works Report 		<p>and requested that the individual identify which pieces of the methodology they had issues with</p> <ul style="list-style-type: none"> • Metrolinx confirmed that conservative estimates are defined as assuming maximum possible service levels based on the information available • Metrolinx confirmed that Bruce Mackey park will receive additional green space due to the removal of the existing fence and that the new added walls will be closer to the existing rail corridor than the existing fence • Metrolinx confirmed that the Lakeshore East Joint Corridor Early Works Report analyzes potential impacts and identifies proven solutions for above ground Ontario Line plans and that the Ontario Line business cases have concluded using the existing rail corridor with GO Expansion ensures that Metrolinx can reduce community impacts and acquire less private property • Metrolinx confirmed that multiple tunneled options suggested by residents, community groups and City Council have been analyzed and that all tunneled options significantly increase construction timelines and private property requirements, and result in additional impacts compared to above ground plans • Metrolinx confirmed that GO Expansion construction will continue in the rail corridor • Metrolinx requested the individual's contact information and availability for further telephone or in-person discussions
<p>October 23, 2021</p>	<ul style="list-style-type: none"> • Expressed concern about noise and vibration impacts near the Leslie Street and Gerrard Street intersection and noted that information on noise walls east of Jones Avenue and north of Gerrard Street are not available • Requested information on Metrolinx's plans to install noise walls in the community 	<p>November 11, 2021</p>	<ul style="list-style-type: none"> • Metrolinx noted that great care is being taken within the Ontario Line and GO Expansion projects to ensure the increase in transit service is met with proven solutions to ensure noise levels stay at existing levels or are reduced in many areas of the individual's neighbourhood • Metrolinx confirmed that retaining and noise walls are planned for the east side of Jones Avenue and provided a link to the Draft Lakeshore East Joint Corridor Early Works Report • Metrolinx noted that further discussions can be held via telephone or in-person at the Metrolinx community office at 770 Queen Street East

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[REDACTED]

From: Ontario Line
Sent: November 11, 2021 1:32 PM
To: [REDACTED]
Subject: RE: Noise wall installation plans east of Jones Avenue

Hi [REDACTED]

Apologies for the late response.

Thank you for taking the time to write to us and I understand the impact of the GO trains to your home and family. As we move forward with Ontario Line and GO Expansion, we are taking great care to ensure this increase in transit service is met with proven solutions to ensure noise levels stay at existing levels or are reduced in many areas of your neighbourhood.

Retaining and noise walls are planned for the east side of Jones Avenue. You can view a plan attached here on page 8:
[https://urldefense.com/v3/___https://www.metrolinxengage.com/sites/default/files/_early_works_lsejc_2021-10-01_ol_draft_60611173_optimized_locked.pdf_!!ETWISUBM!iZMAJ34ohUt3o_owCGlDQ7vV6TNWl3TNlH8NcpdIXmKOkIKv5_NNdFwQi5inSJknVw\\$](https://urldefense.com/v3/___https://www.metrolinxengage.com/sites/default/files/_early_works_lsejc_2021-10-01_ol_draft_60611173_optimized_locked.pdf_!!ETWISUBM!iZMAJ34ohUt3o_owCGlDQ7vV6TNWl3TNlH8NcpdIXmKOkIKv5_NNdFwQi5inSJknVw$)

Happy to discuss plans over a phone call if that is easier. We also have a community office at 770 Queen Street East should you wish to have a conversation in person.

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

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

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-----Original Message-----

From: [REDACTED]
Sent: October 23, 2021 1:12 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Noise wall installation plans east of Jones Avenue

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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,

I am a Leslieville resident close to the Leslie/Gerrard Street intersection.

GO trains run immediately behind my property- all day.

The noise and vibrations are disruptive and have an adverse impact on our lives.
Our plates rattle on the dining table at meal times, our children wake up every time a train passes at night.

I have seen and heard a lot about noise walls in Riverside, but have not been able to find any clear information about your plans, if any, regarding noise walls east of Jones Avenue and north of Gerrard Street.

Those of us who live in this area deserve the same noise abatement as our neighbours on DeGrassi Street.

I would appreciate some information on your plans to install noise walls in my immediate community.

I look forward to hearing from you.

Regards,
[REDACTED]

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From: Ontario Line

Sent: November 11, 2021 1:39 PM

To: [REDACTED]

Subject: RE: Lakeshore East Early Works Report

Hi [REDACTED]

Apologies for the late response. Thank you for your questions and taking the time to write to us.

I recognize your name from previous correspondence so thank you for your continued advocacy and feedback. I have responded to your questions below:

- Environmental assessment of this rail corridor (from Eastern to Pape) was already completed as part of the GO electrification TPAP for the Lakeshore East Rail Corridor. That said, Metrolinx has paused removals from Eastern Avenue to Gerrard Avenue until 2022 when the Lakeshore East Joint Corridor Early Works Report is approved.
- [A noise and vibration study of GO trains, Ontario Line trains, VIA trains and even freight trains](#) was included in this Early Works Report. It is detailed in the operational noise and vibration study.
- Methods used in the simulation are included in the appendix of the report. Can you please identify which pieces of the methodology you take issue with? The predictions were backed up by recordings at each receptor.
- In the data tables, receptors where weather impacted readings are noted with an X.
- Conservative estimates are defined as assuming max service levels that are possible based on the best information we have available.
- Bruce Mackey park will get additional green space because we will remove the existing fence and the new added walls will be further in the existing rail corridor than the existing fence.
- The Lakeshore East Joint Corridor Early Works Report analyzes potential impacts and identifies proven solutions for above ground Ontario Line plans. The Ontario Line business cases have concluded using the existing rail corridor with GO expansion ensures we can reduce community impacts and acquire less private property.
- Metrolinx has [analyzed multiple tunneled options](#) put forward by residents, community groups and City Council. All tunneled options increase construction time significantly, increase private property requirements and result in additional impacts compared to above ground plans. Most importantly, GO Expansion construction will still continue in the rail corridor.

I want to continue the conversation with you by phone or in-person. Can you please let me know your contact details and availability? I am also happy to meet you on De Grassi Street.

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

Daryl Gonsalves

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



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From: [REDACTED]

Sent: October 13, 2021 5:55 PM

To: Ontario Line <ontarioline@metrolinx.com>; [REDACTED]

Subject: Lakeshore East Early Works Report

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.

Dear Metrolinx,

The Draft Lakeshore East Joint Corridor Early Works Report (EWR) has several areas of concern and information that is missing. Please address the following issues and provide detailed explanations.

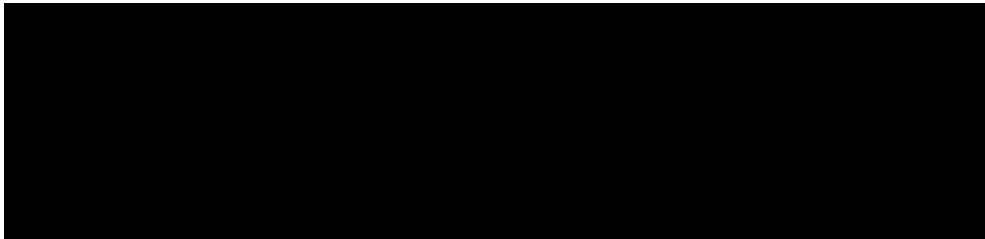
- The EWR is supposed to be the environmental assessment, however it does not include tree removal and subsequent habitat disruptions/displacement in the rail corridor, yet plans to begin removing trees this fall/winter. How is it possible to start removing trees without a full environmental assessment? The EWR states 'will try to avoid', what does this mean?
- In your communication with MP Julie Dabrusin you responded to a question regarding noise that "We are currently completing a noise study that assesses combined noise along the joint corridor (GO trains, VIA trains, Ontario Line, and freight trains). Results will be shared as part of the Lakeshore East Joint Corridor Early Works Report, which we expect to publish in the fall of this year. However, we are able to share that overall noise levels in the community will be lower than they are today." There is no such combined noise and vibration assessment in the ERW report. The ERW only briefly touches on noise during construction. Please provide a COMBINED report of the GO, Ontario Line and VIA Rail lines.
- Noise simulation are inaccurate. We live on De Grassi Street and the noise simulation of Bruce Mackey at highest level are lower than what we currently hear in our home. Please provide an accurate simulation.
- The 'data collected during inclement weather conditions were discounted from statistical analysis'. It is not stated which areas were discounted in

the report. Please provide which areas were discounted and what the actual levels were. There is a clear lack of transparency and misinformation.

- Baseline vibration measurements not required in EWR (4.5.1.2), 'existing vibration levels are expected to be below human perceptibility, except in close proximity to the existing rail lines'. How is this not required, when the issue is the at grade portion through Riverside and Leslieville where there is close proximity?
- 5.5.2 Vibration – only discusses construction vibration, though with increased trains there will be increased vibration.
- “Predicted construction noise levels estimates based on conservative assumptions” same for vibration (4.5.2.2). What was the rationale for these conservative assumptions?
- "In Bruce Mackey Park, a small sliver of land extending about two metres beyond the rail corridor at the south end of the park is needed for the new station. This will be more than made up for by the release of additional green space in the northern section of the park, resulting in approximately 1,100 square metres of net new green space." How are the park size “increasing” with finite land? Is this going into the ‘zone of influence’, will this take over the land indefinitely and on to people’s property/eliminate Wardell Street.
- There have been no viable alternatives considered, only variations of the same plan, ie. Phase approach and moving tracks to one side. Why is this?
- The cost of Etobicoke extension underground 6 lanes of traffic is higher than the cost to build underground in Riverside/Leslieville that is highly populated. Why was this choice made?
- What is the cost and addition to construction time for the new requirement to elevate the bridges?
- Why has there been no consideration of the revised relief line, though a motion put forth by city council?
- Current community engagement has been nonexistent, there have only been ‘virtual presentations’.
 - There is no feedback taken in from the community. Just scripted answers. Please provide honest and transparent answers.
 - When asking questions during the virtual presentations, there is no ability to follow up questions or rebuttals, the community member is muted.
 - Why was the notification of EWR first published on Sept 23, the same day as virtual presentation, was this on purpose so there was no time to review? There was no notification of the subsequent meeting Oct 5.
 - Received written notice on Oct 8, with feedback until Oct 24. This is not sufficient time to review at 270 page document.

- In general there has been a lack of consistent and timely information.
 - Why does the EWR downplay community concerns? “Several individuals expressed concern about the lack of meaningful community engagement regarding the at-grade portion of the Ontario Line through Leslieville and Riverside neighbourhoods”. The use of 'several' seriously downplays concerns and tries to gloss over this devastating change to the neighbourhood.
-
- Why does the Ontario Line East Segment Engagement survey only give very few options and no information on the pro/cons of each option to make informed decision? (ex. three different textures for retaining wall, is one more resistant to graffiti than another?)

I look forward to hearing from you regarding these serious concerns.



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From: Ontario Line
Sent: October 13, 2021 2:50 PM
To: [REDACTED]
Subject: Jimmie Simpson Park

Hi [REDACTED]

I received your contact from my colleague regarding the tree normal at Jimmie Simpson Park. My name is Daryl and I focus on engaging Riverside and Leslieville residents.

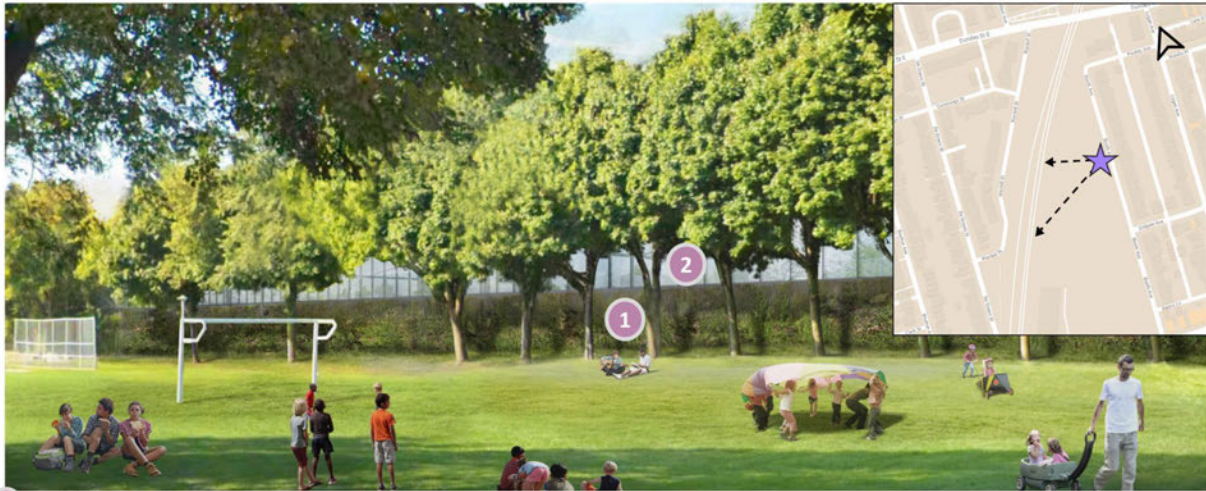
First of all, thank you for your feedback about the shade the current trees provide and the lack of shade in the north end of the park. We are currently completing a comprehensive tree impact analysis and any trees impacted outside of the rail corridor will be detailed in a forthcoming Arborist report by early next year. The removal of these trees will take place in the second half of 2022, when constructions starts. The removals starting at the end of fall this year are within the rail corridor (within the existing fence).

That said, we do have a comprehensive tree compensation program we are following which compensates at a 3:1 basis. We are also actively engaging the community on landscaping treatments and tree replanting ideas [through this questionnaire here](#).

At our latest open house, we showed some representative and approximate renderings after the Ontario Line and GO Expansion is complete:

The Ontario Line

Jimmie Simpson Park



- 1 Estimated retaining wall heights in this area are between 4 - 5.5 metres.
- 2 Estimated noise wall heights are 5 metres.

NOTE: this rendering and measurements are approximate and are subject to change as design progresses and tree impact analysis is complete.

Happy to jump on a call to answer any outstanding questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: Ontario Line

Sent: October 12, 2021 4:06 PM

To [REDACTED]

Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thanks for writing to us through Metrolinx Engage and via email.

You are correct that we are moving forward with above ground plans because we have an opportunity to streamline construction with the already planned GO Expansion. In addition, above ground construction will be less disruptive and result in fewer property impacts.

I appreciate your creative idea and I believe some highways in Alberta incorporate that design feature. While I cannot promise it is possible from a technical and cost perspective, we do have a design questionnaire which is open until October 14 so the community can provide ideas on the design elements of the retaining walls, noise barriers and vegetative elements. Please submit your feedback and idea [here](#).

Again, thank you for writing to us and we appreciate your feedback,

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: October-11-21 8:53 AM

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

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Submitted on Monday, October 11, 2021 - 08:52

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line Through Leslieville

Message:

Hello,

I just watched all the the meetings with regards to the Ontario Line going through Leslieville.

Though I believe the community would prefer it to go underground. It does not look likely at this point due to the extra cost associated and the duration of construction.

They have proposed sound barrier walls though I think that would be unsightly and a short term solution as trains get older and tracks age and the volume of traffic significantly increases. I don't think that that is the best option. It will be unsightly, divisive and create a through neighbourhood as opposed to one where folks want to stop.

In saying that there is an opportunity to enhance community that I have not heard being explored. Why not build a tunnel around the lines above ground in certain areas (parks) and have it encased in green space so that it looks like a natural hill. This could connect Jimmie and Mackey park as well as other areas of the community as you would not need to use the main roadways to traverse the track system. We could have pedestrian walk and bike way going north south above the lines and stations (Pape-Lakeshore) to the dock, corktown park and don trails. It would be better for sound, sight, green space, pedestrian pathways... of course certain areas this may be too intrusive for residential and a sound or privacy wall may more appropriate.

I do not know where to express this opinion without having it fall on deaf ears. This would be less expensive than going underground and help to unify the community and bike paths around Toronto. Happy compromise. Furthermore, rails in the city are being covered by development and dock space, long term this could lead all the way downtown and all the way up across the where the current go rail line it. Just need to get metrolinx on board. Which they might do because it saves them going underground.

Has this option been weighed at all? The way the conversations are going and the way the website and survey are set up so sounds like the barrier walls are a forgone conclusion.

Thanks!

Cheers,



The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/27722>

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From: Ontario Line

Sent: October 21, 2021 4:02 PM

To: [REDACTED]

Subject: RE: East Harbour Station

Hi [REDACTED]

Thank you for your feedback and questions. Please see below for the answers:

- It would appear as if the East Harbour GO station is to be positioned on curved tracks. Will the requisite super-elevation of those tracks on which VIA express trains run make the boarding of and alighting from Metrolinx's existing Bi-level vehicles more difficult?

The track designs will consider alignments, curves, geometry, and fleet parameters to ensure the GO Bi-Level vehicles operate to the required technical standards for passenger boarding.

- Stated in the Ontario Line design consultations report (Sept. 23rd, 2021) is, "the transit agency released a report for upcoming work along the Lakeshore East GO rail corridor, where new Ontario Line trains will run on dedicated new tracks". As it planned to have a fourth GO transit track laid from Scarborough Junction to Union – and preparatory work has already started - this implies that there will be six tracks from Gerard to East Harbour station. Could the present embankment west of Gerard accommodate three more tracks?

The two Ontario Line tracks and four GO transit tracks will be located primarily within the existing rail corridor right-of-way and the embankment within the rail corridor will be modified to accommodate both systems. Concept design illustrating this is available in the [Draft Lakeshore East Joint Corridor Early Works Report](#). Another drawing can be found here:

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-east-lakeshore-east-joint-corridor#technicaldrawings>

- If, however, the Ontario Line vehicles share the very same tracks between Gerard and East Harbour station that VIA and Metrolinx vehicles use, this has some important implications: the chosen wheel profiles and suspension characteristics of the (lighter) Ontario Line vehicles will have to be compatible with FRA track standards. Furthermore, their carbodies will have to meet AAR end loading requirements. Has such an approach where LRT's share main line tracks been done already in North America?

The Ontario Line and GO vehicles will have separate dedicated tracks designed for each system accordingly.

- Were Ontario Line vehicles to run on Metrolinx tracks they would have to use Metrolinx's

proposed catenary. Moreover, their propulsion systems would have to be compatible with Metrolinx's chosen electrification system.

The Ontario Line and GO vehicles will have separate dedicated tracks designed for each system accordingly.

- Bi-level vehicles are built to an AAR Plate H cross-section with their roofs at 15' 9" (nominally) above top of running rail (TOR). As the catenary wires must necessarily be several inches higher, their height above top of running rail will have to decrease considerably before entering the tunnels at either end. This has implications for the design of the pantograph (overhead sliding conductor).

The Ontario Line and GO vehicles will have separate dedicated tracks designed for each system accordingly. Bi-level vehicles will not operate on the Ontario Line system.

- Metrolinx state that *"the majority of stations and tracks for world-class transit services like Vancouver's SkyTrain network and London, England's Docklands Light Railway system are above ground"*. Be it noted that these two cities do not have the snow, ice and freezing rain conditions that Toronto has in the winter months. *The existing subway network in Toronto has a large percentage of at-grade and elevated portions. The Ontario Line will take lessons learned from existing issues and best practices to improve reliability during winter months. Weather conditions are a key design criterion for the stations and tracks, and Metrolinx is looking to develop the rail system to accommodate and be resilient against weather conditions including snowfall events and freezing rain. For example, heating elements can be installed at strategic locations on the guideway to protect critical elements and analysis of the potential for snow drift along the guideway can help prevent snow accumulation on the guideway.*

-

- One notes on the East Harbour Station diagram that the existing three GO Transit tracks intersect the platforms. Are the tracks going to be slewed or are the platforms going to be tapered? *East Harbour Station Early Works Reports depicts tracks and platforms at a conceptual level. Track alignment and platform configuration will meet all applicable standards, and will be refined as detailed design progresses. Track alignment configuration and platforms are being designed to Metrolinx rail standards. This takes into consideration geometry and site conditions. Corridor widening will be introduced where required to satisfy platform and track alignments requirements.*

- The report also stated *"that new noise solutions will keep sound levels the same or lower than they are today"*. With additional tracks allowing more trains to be run and given the same wheel-to-rail noise levels, I find this hard to believe. Out of interest, were the noise levels of the pantographs sliding on overhead wires ever modelled? *Metrolinx is committed to installing noise barriers with a minimum height of five metres, on both sides of the Lakeshore East Joint Corridor between approximately Eastern Avenue and Pape Avenue. With the noise barriers, noise levels are predicted to be the same as existing or lower at most locations. Details of the noise impact assessment for the Lakeshore East Joint Corridor can be found in the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report, available here:*

https://www.metrolinxengage.com/sites/default/files/rpt_2021-09-22_ol-oncorr_lse_nv_60611173_draft_optimized_locked_0.pdf. Metrolinx has also created a sound demonstration website that allows users to experience the predicted sound levels of the GO vehicles

as well as Ontario Line vehicles once in operation compared to existing conditions today. Visit OntarioLineSoundStudio.ca to check it out and leave your feedback.

Pantograph noise was not included in the assessment, as pantograph noise is not considered significant in comparison to locomotive and wheel rail interaction noise for trains operating at the speeds within this assessment. Pantograph noise typically becomes a significant source of noise for high-speed trains exceeding 150 mph (per the Federal Railroad Administration High-Speed Ground Transportation Noise and Vibration Impact Assessment document), due to aerodynamic noise resulting from airflow moving past the train.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]
Sent: October 11, 2021 1:50 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: East Harbour Station

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Attention: Franca Di Giovanni:

[Ontario Line - Projects | Metrolinx](#)

Franca:

May I please make a few comments and pose a few questions about the “Draft East Harbour Station Early Works Report” and also the “Draft Lakeshore East Joint Corridor Early Works Report”:

- It would appear as if the East Harbour GO station is to be positioned on curved tracks. Will the requisite super-elevation of those tracks on which VIA express trains run make the boarding of and alighting from Metrolinx’s existing Bi-level vehicles more difficult?

- Stated in the Ontario Line design consultations report (Sept. 23rd, 2021) is, “the transit agency released a report for upcoming work along the Lakeshore East GO rail corridor, where new Ontario Line trains will run on dedicated new tracks”. As it planned to have a fourth GO transit track laid from Scarborough Junction to Union – and preparatory work has already started - this implies

that there will be six tracks from Gerard to East Harbour station. Could the present embankment west of Gerard accommodate three more tracks?

- If, however, the Ontario Line vehicles share the very same tracks between Gerard and East Harbour station that VIA and Metrolinx vehicles use, this has some important implications: the chosen wheel profiles and suspension characteristics of the (lighter) Ontario Line vehicles will have to be compatible with FRA track standards. Furthermore, their carbodies will have to meet AAR end loading requirements. Has such an approach where LRT's share main line tracks been done already in North America?

- Were Ontario Line vehicles to run on Metrolinx tracks they would have to use Metrolinx's proposed catenary. Moreover, their propulsion systems would have to be compatible with Metrolinx's chosen electrification system.

- Bi-level vehicles are built to an AAR Plate H cross-section with their roofs at 15' 9" (nominally) above top of running rail (TOR). As the catenary wires must necessarily be several inches higher, their height above top of running rail will have to decrease considerably before entering the tunnels at either end. This has implications for the design of the pantograph (overhead sliding conductor).

- Metrolinx state that *"the majority of stations and tracks for world-class transit services like Vancouver's SkyTrain network and London, England's Docklands Light Railway system are above ground"*. Be it noted that these two cities do not have the snow, ice and freezing rain conditions that Toronto has in the winter months.

- One notes on the East Harbour Station diagram that the existing three GO Transit tracks intersect the platforms. Are the tracks going to be slewed or are the platforms going to be tapered?

- The report also stated *"that new noise solutions will keep sound levels the same or lower than they are today"*. With additional tracks allowing more trains to be run and given the same wheel-to-rail noise levels, I find this hard to believe. Out of interest, were the noise levels of the pantographs sliding on overhead wires ever modelled?

All the very best and stay healthy.



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From: Ontario Line

Sent: October 8, 2021 3:38 PM

To: [REDACTED]

Cc: Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: Meeting to discuss construction activities

Hi [REDACTED]

It was a pleasure to meet you today. I was talking to my Senior Manager (Mark, copied) and we wanted to offer you a meeting to answer your questions + provide the latest information to help you make an informed decision for the future of [REDACTED] and your property.

If that is something you are interested in, we can set a time up in the next two weeks.

I know you wanted a better understanding of the construction sequencing you can expect. We created a [short video here](#) that outlines what activities will take place as we begin construction mid-2022. Happy to chat about this in detail.

Have a great long weekend,

Daryl Gonsalves


Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line
Sent: October 14, 2021 4:41 PM
To: [REDACTED]
Subject: FW: Connecting on the Ontario Line

Hi [REDACTED]

I believe we had the wrong email. Please see below.

Daryl

From: Ontario Line
Sent: October 7, 2021 4:36 PM
To: [REDACTED]
Subject: RE: Connecting on the Ontario Line

Following up on my email below sent on September 27, 2021.

Daryl

From: Ontario Line
Sent: September 27, 2021 11:34 AM
To: [REDACTED]
Subject: Connecting on the Ontario Line

Hi [REDACTED]

I received your contact from one of my colleagues. My name is Daryl and I am the Specialist assigned to the Riverside/Leslieville/Riverdale area. I understand you have concerns about the Ontario Line and in particular, the underground/aboveground routing.

I am happy to chat with you on the phone to hear you out. Alternatively, I will be at the community office tomorrow and we can chat in person if you prefer that instead.

Looking forward,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line

Sent: September 28, 2021 7:01 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thank you for reaching out and for your patience while our web teams set up the registration page. The registration page for the virtual open house on October 5, 2021, at 6:30 p.m., is now available here:

<https://www.metrolinxengage.com/en/OLLIVEOct5>

The open house on October 5 will focus on the two recently released Early Works Reports for [East Harbour Station](#) and the [Lakeshore East Joint Corridor](#).

Please do not hesitate to reach out if you have further questions. Thank you again for writing.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

 **METROLINX**

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

Sent: September 27, 2021 8:21 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, September 27, 2021 - 20:21

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Where is info about Oct 5 session?

Message:

Hi there, I want to register for the Oct 5, 2021 session that you mentioned on Sept 23rd. I can't find any info on the website about it:

<https://www.metrolinxengage.com/en/ontarioline/live>

Please add this to the website and send me a message with a link. Thank you!

[REDACTED]

The results of this submission may be viewed at:

[REDACTED]



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-----Original Message-----

From: Ontario Line

Sent: September 27, 2021 1:49 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Early Works Report

Hi [REDACTED]

Following up my email below.

The environmental team informed me [REDACTED] was assessed in the Lakeshore Joint Corridor *Operations noise and vibration report. It is important to note that the operations noise and vibration report assessed different receptors than the regular noise and vibration study.

Best,

Daryl

-----Original Message-----

From: Daryl Gonsalves

Sent: September 27, 2021 10:21 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Early Works Report

Hi [REDACTED]

Thank you for your email. Going forward, please ensure you email the Ontario Line email so this correspondence gets captured in the final early works report.

I have attached the early works general map to this email. A good reference point is the 'existing GO tracks' to get a sense of where the new Ontario Line bridges will go in relation to the existing corridor for both Dundas and Logan.

Thank you for the note on [REDACTED]. I will pass it to our environmental team who will get a response to you and should it be an error, correct it for the final report.

Daryl

-----Original Message-----

From: [REDACTED]

Sent: September 24, 2021 7:00 AM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Cc: [REDACTED]

Subject: Early Works Report

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Daryl,

Can we please meet at the Logan Ave. bridge so that you can show me the location of the new and now also the SECOND OL bridges that are detailed in the report.

The same scenario also appears to be the situation at Dundas St. E.

Let's look at that one too.

A quick review of the NOISE AND VIBRATION may have a typo in it. [REDACTED] is mentioned throughout, but [REDACTED] is mentioned in one table.

Please clarify.

Thanks,

[REDACTED]

Sent from my iPad

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From: Ontario Line

Sent: September 23, 2021 7:02 PM

To: [REDACTED]

Subject: RE: Ontario Line East segment virtual open house presentation - September 23, 2021

Importance: High

Hello,

Apologies for the second email, but I wanted to let you know the event is now live in case you can join.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Ontario Line

Sent: September 23, 2021 7:00 PM

To: [REDACTED]

Subject: Ontario Line East segment virtual open house presentation - September 23, 2021

Good evening,

Thank you for speaking with me just now. Please find attached a copy of tonight's virtual open house presentation, which you can also find [here](#) on the event page. As mentioned, we will also post the recording of the open house on the event page so you can watch it at your convenience in the future.

Best regards,

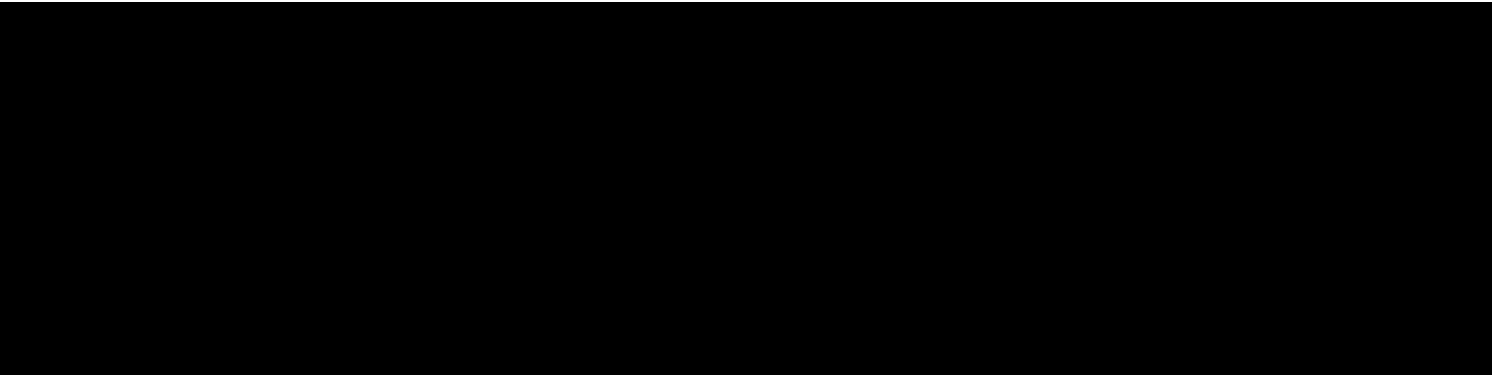
Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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From: Ontario Line
Sent: September 27, 2021 9:47 AM
To: [REDACTED]
Subject: RE: Early works comments/ question

Hi Mike,

Thank you for your question on crash walls. It's important to note that we take safety very seriously so I would like to explain the safety regime the Ontario Line and GO Expansion is following in this particular rail corridor.

Metrolinx has worked together with the Standards Council of Canada (SCC) to create the Independent Safety Assessor for Railway Systems Accreditation Program. Following this program, SCC-accredited Independent Safety Assessors will review and provide recommendations of safety assurance during the design, build and testing & commissioning phases of the project, as well as continuing review of proposed changes to the railway once a project is in operation. Independent Safety Assessors who are accredited under the Program undergo annual assessments and witness audits by the SCC to ensure continued conformance with accreditation criteria. You can find more information about the program [here](#).

The risk assessments carried out by the contractor throughout the design, construction and operation phases of the project are based on CSA EXP11, Canadian method for risk evaluation and assessment for railway systems (CMREA) which Metrolinx worked with the Canadian Standards Association (CSA) to create. The CMREA sets out requirements for evaluating the significance of changes being made to a railway as well as detailed requirements for the corresponding risk management process and criteria for independent assessment by an independent safety assessor (ISA.) The Working Group for the development of the CMREA included representatives from Metrolinx, the private sector, and the Ontario Ministry of Transportation. Based on the European Union's Commission Implementing Regulations (EU) No. 402/2013 of April 30, 2013 on the common safety method for risk evaluation and assessment, CMREA introduces into Canada best practices as established and widely implemented in Europe for making any change to a railway system that is technical, operational, or organizational in nature. The framework for SCC: accredited safety assessor reviews and evaluates safety risks in the operation of the Ontario Line provided by the contractor, including possible interactions and any proposed mitigations with adjacent railways, property and associated facilities. Continued evolution risk assessments are carried out by the design team throughout the design process, ensuring that if risks are discovered, mitigations are created and captured in the design and construction of the project.

The CMREA risk evaluation process will address a wide spectrum of potential risks and will include proximity of Ontario Line operations to property and other buildings, along with any mitigations proposed by the designer team, all of which the Independent Safety Assessor will review in evaluating the safety case for the Ontario Line.

This is all to say the independent safety assessor will make recommendations that Metrolinx will ultimately have to adopt to ensure the safety of our customers, employees and the community.

I know this is a lot of information but I wanted to give you all the details to provide some assurance.

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

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line

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-----Original Message-----

From: [REDACTED]
Sent: September 23, 2021 7:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Early works comments/ question

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None of the drawings show the crash barrier wall which is necessary to construct between the go/freight corridor and the lrt/subway corridor. Current federal regulations do not permit sharing corridors between light rail and heavy rail vehicles, except where temporally separated. Hence a crash barrier wall is necessary between the Go/freight corridor and the lrt. Please advise how this will be accomplished.

[REDACTED]

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From: Ontario Line
Sent: September 23, 2021 5:06 PM
To: [REDACTED]
Subject: RE: Draft early works reports

Hi [REDACTED]

Thank you for reaching out, and please accept our apology that the reports were not live on the website when you checked this morning.

Please find the links below to review and provide feedback on the two Draft Early Works Reports released today:

- [East Harbour Station](#)
- [Lakeshore East Joint Corridor](#)

Both reports are open for review and comment until October 24, 2021.

Please do not hesitate to reach out if you have any further questions. Thank you again for writing.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: September 23, 2021 8:37 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft early works reports

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Are not available on the website. And there is no online form to comment. Please advise how I obtain a copy.

[REDACTED]
[REDACTED]

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From: Ontario Line
Sent: September 23, 2021 5:01 PM
To: [REDACTED]
Cc: councillor_fletcher <councillor_fletcher@toronto.ca>
Subject: RE: Track work - Sunday overnight (Sept 19-20)?

Hi [REDACTED]

Still waiting on information from other teams. Apologies for the wait.

Daryl

From: [REDACTED]
Sent: September 23, 2021 4:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: councillor_fletcher <councillor_fletcher@toronto.ca>
Subject: Re: Track work - Sunday overnight (Sept 19-20)?

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Hi Daryl:

We're you able to get any further information about this?

[REDACTED]

On Sep 20, 2021, at 3:27 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for emailing us and I am sorry to hear your sleep was disrupted. I am looking into this work with the appropriate teams that oversee railway access.

We usually aim to complete work during the day time however due to safety concerns with an active railway, it is sometimes completed at nighttime. Our team strives to notify residents of upcoming work, especially if it is overnight.

Best,

Daryl

From: [REDACTED]
Sent: September 20, 2021 11:03 AM
To: Ontario Line <ontarioline@metrolinx.com>; councillor_fletcher <councillor_fletcher@toronto.ca>
Subject: Track work - Sunday overnight (Sept 19-20)?

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Hello:

Late last night / very early this morning, I could hear what sounded like heavy machinery and related project noise (construction? destruction? maintenance?) It was after midnight and ongoing and was very loud. I could hear it through my window over on Howie Avenue. It sounded like it was coming from north east of here. Needless to say it greatly disrupted my sleep.

Can you tell me if this was anything that Metrolinx was doing in connection with the planned Ontario Line or any other transit project? I did not receive any notice of overnight work being done. If it was Metrolinx and there is a plan to do anymore overnight work, what are you doing to mitigate the noise that this is creating?

Yours,

[REDACTED]

[REDACTED]

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From: Ontario Line

Sent: September 16, 2021 9:47 AM

To: [REDACTED]

Subject: RE: Question - Sept. 8th Crew under Logan bridge - one of your's?

Hi [REDACTED]

Thanks for your note and I know the work was disruptive. It is associated with the Ontario Line and GO Expansion/GO RER work in the Lakeshore East rail corridor. They need to get an understanding of underground conditions to inform the best construction approach. The City of Toronto ultimately issues the work permits and determines if work needs to be completed overnight, such as this case.

Notice was provided to homes along Logan Avenue (via mailboxes and door knocking). My team also visited Ray McCleary towers to post notices on the front doors as well. In addition, we provided notices to cars parked near the work area. Digitally, the notice was also sent to community groups, posted on our website and shared through our weekly newsletter.

I do understand your frustration as canvassing is not perfect and we could miss a house or two. I do encourage you [to sign up for our newsletter](#). Notices can be found [here](#) on our website as well.

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

Daryl Gonsalves

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]

Sent: September 15, 2021 6:29 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Question - Sept. 8th Crew under Logan bridge - one of your's?

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Greetings

Last week on Wednesday, August 8th a crew did drilling work from 11pm to 1 or 2am underneath the Logan Ave. bridge between Gerrard St. and Dundas St.

There was no notice given to nearby residents on local streets and in the adjacent senior's apartment building.

As this crew appeared to be drilling to cut concrete and pavement for soil samples I was wondering if it was part of the Ontario Line project or the RER project.

Can you please confirm whether it was work being done on Metrolinx's behalf and if so why no notice was provided.

It was extremely loud and interrupted sleep for many blocks around.

Thanks ■■■

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From: Ontario Line

Sent: September 15, 2021 9:46 AM

To: [REDACTED]

Subject: RE: Disclosure Letter for [REDACTED] Attn David Gonsalves

Hi [REDACTED]

Thanks for your call yesterday.

Here are the blogs I talked about:

- <https://blog.metrolinx.com/2021/07/28/metrolinx-answers-often-asked-transit-corridor-land-questions-in-new-community-flyer/>
- <https://blog.metrolinx.com/2021/03/29/how-transit-corridor-lands-will-shorten-construction-timelines/>

As always, please refer your clients our way so we can answer their questions about these changes. We also have a community office at 770 Queen Street East.

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

Daryl Gonsalves

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



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From: [REDACTED]

Sent: September 14, 2021 11:07 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Disclosure Letter for [REDACTED] Attn David Gonsalves

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Hi David,

We've recently seen one of your disclosure letters for [REDACTED]. I've attached it below. We are realtors selling a property very close by to this address, [REDACTED], and are wondering if we could be issued a similar letter to be able to inform potential buyers of the situation. We are going live with the property tomorrow and would be very grateful if we could have it by then. Would this be possible?

Kind regards,

[REDACTED]

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

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From: Ontario Line
Sent: September 2, 2021 9:57 AM
To: [REDACTED]
Subject: RE: Let's get it right!

Hi [REDACTED]

Thanks for your feedback on the Ontario Line. If you would like to chat further, I can take a call and hear you out.

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

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]
Sent: August 28, 2021 6:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Let's get it right!

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Let's get it right and bury it
<http://www.torontotransitblog.com/>

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From: Ontario Line
Sent: September 2, 2021 10:09 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact

Hi [REDACTED]

We are working hard to ensure the new infrastructure fits well into the existing fabric of Riverside and Leslieville. Your feedback is received.

We will ensure Jimmie Simpson Rec Centre and both parks will continue to operate during construction and beyond.

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

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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Submitted on Friday, August 20, 2021 - 07:41

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: East Segment - Riverside/Leslieville




Message:

The new raised rail lines along the east segment of the Ontario Line provide a unique opportunity to connect Bruce Mackey Park and the Riverside Community with

Jimmie Simpson Recreation Centre and the Leslieville Community on the southeast side of the tracks

The results of this submission may be viewed at:



 [Facebook](#)  [Twitter](#)  [Instagram](#)

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From: Ontario Line
Sent: August 26, 2021 1:50 PM
To: [REDACTED]
Subject: RE: More information

Hi [REDACTED]

I gave a call to your office and looks like I missed you.

Happy to chat about this on the phone and provide the clarification you need. I am your best contact since I have the most project information in Riverside and Leslieville.

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



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From: [REDACTED]
Sent: August 16, 2021 7:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: More information

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Hi Vanessa,

I saw the letter that was sent out in Riverside. I have a house coming on the market on Booth across from Jimmie Simpson Park - do you have any further details on how that house may be affected by the construction? The letter was vague in terms of how much access to the properties Metrolinx may need.

Thanks very much,

[REDACTED]

[REDACTED]



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: We need transit that works for Toronto
Attachments: [REDACTED]

[REDACTED]

Thank you for your email. My name is Daryl and I work with the Community Relations team for the Ontario Line.

Would you have some time Thursday or Friday to connect via phone? I would like to hear you out better.

Looking forward,

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



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From: [REDACTED]
Sent: August 2, 2021 7:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: We need transit that works for Toronto

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Dear Premier Doug Ford,

cc: Transportation Minister Caroline Mulroney, and Metrolinx

Transit riders have spent years waiting for fast, reliable and affordable new transit.

We need to build transit in Toronto, and it has to be built right, and built now.

That is why I am calling on you to:

- Build transit without delay;
- Commit to keeping transit in public hands, and not sell off our system to big business;
- Ensure riders pay only one flat fare for to ride the TTC and the Ontario Line;
- Listen to local residents' concerns; and,

- Expand the underground section of the line to include the route from Pape and Danforth to south of Eastern Avenue.

We get one shot to build transit. Let's build it right.

I look forward to your response,

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

E [REDACTED]

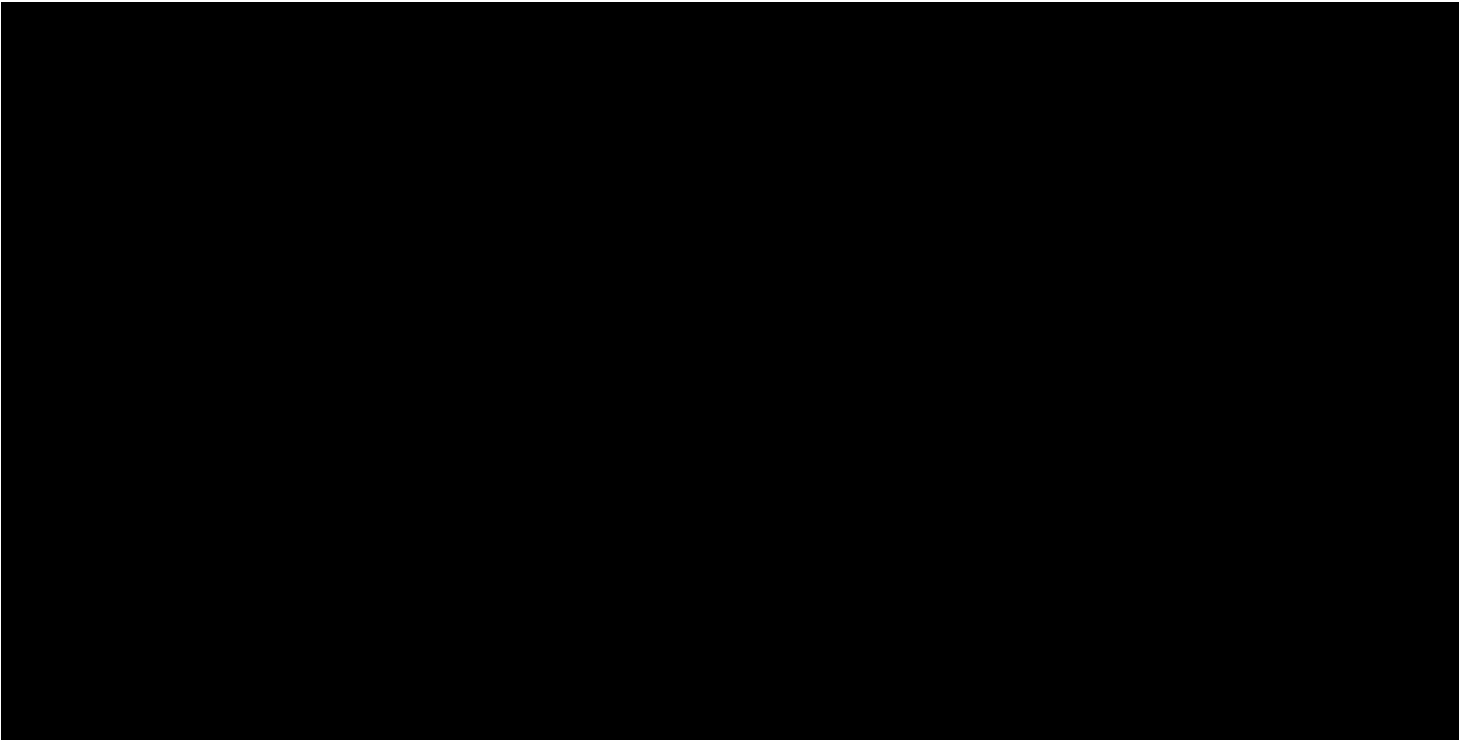
From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 22, 2021 12:28 PM
To: Catherine Mais <Catherine.Mais@metrolinx.com>
Cc: Customer Relations <CustomerRelations@gotransit.com>
Subject: RE: [REDACTED] Construction > Construction Impacts Not Noise EM0002371193

Hi Catherine and Michael,

I called this resident who lives on Saulter and heard his complaint about geotechnical work. I am following up with our consultant to relay his complaint.

Please go ahead and close this case.

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

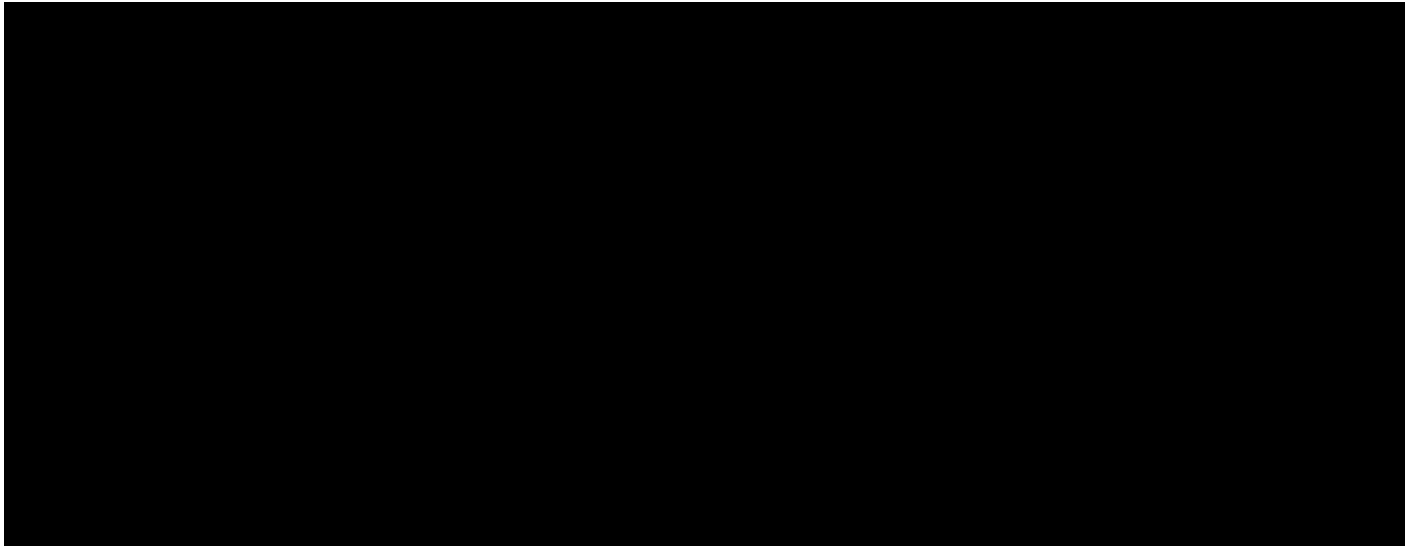


From: Customer Relations <CustomerRelations@gotransit.com>

Sent: July 20, 2021 4:47 PM

To: Catherine Mais <Catherine.Mais@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>

Subject: [REDACTED] > Construction > Construction Impacts Not Noise EM0002371193



Case Number: [REDACTED]

Channel Received: **Phone Call**

Date of Receipt: **7/20/21 4:35 PM**

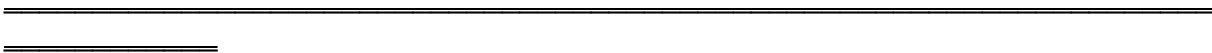
Incident Date: **7/19/21**

Incident Time: **N/A**

Service Category: **Construction**

Complaint Code: **Construction Impacts Not Noise**

Office: **Community Relations – Toronto East**



CSR Name: [REDACTED]

CSR Comment:

[REDACTED]

[REDACTED]

[REDACTED]



Fare Zone:

Location: **En Route / In Transit**

Line: **Lakeshore West GO Train & Bus Service**

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

Customer Comment

Subject: **resident concern**

Message:

State he lives on Salter St.

(Queen and Broadview)

Says that there are approx. 6 trucks showed up and parked on his street to work on the Lakeshore line behind his house.

**States that there was zero notice given to the area residents regarding this work.
Says these trucks are making difficult to even pull out of his driveway.**



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From: Ontario Line
Sent: July 20, 2021 4:40 PM
To: [REDACTED]
Subject: RE: Leslieville Station

Hi [REDACTED]

The future station serving Leslieville and Riverside will be integrated with a new bridge at Queen Street East, on the west side. It is the side with Bonjour Brioche.

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

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]
Sent: July 20, 2021 1:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Leslieville Station

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Thank you

Straddling Queen and west of the tracks correct?

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Tuesday, July 20, 2021 1:07 PM
To: [REDACTED]
Subject: RE: Leslieville Station

****This email originated outside of The Globe and Mail****

Hi [REDACTED]

The station will be located near Queen & De Grassi. You can see maps [here](#) (scroll down and click “Leslieville”).

Please note that Leslieville is a placeholder name and we will work with the community on potential station names at a later date.

Let us know if you have any further questions, and please consider signing up for our e-newsletter [here](#) to stay up to date on the Ontario Line project.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Tuesday, July 20, 2021 1:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Leslieville Station

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Hi there

Where exactly will this be located?

Thx

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

-

[Redacted]

-

[Redacted]

[Redacted]

[Redacted]

-

-

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[Redacted]

From: Ontario Line
Sent: July 13, 2021 11:44 AM
To: [Redacted]
Cc: Nicolas Valverde <nicolas.valverde@toronto.ca>
Subject: RE: Truncated Gerrard St E

Hi [Redacted]

Thanks for your follow-up.

I know which area you are talking about. I can confirm that parcel of land is beyond the Metrolinx property boundary and requires consultation/direction with the City. Right now, we have plans to deliver new park space on the west side of the bridge like you see below. I will relay your message to the project team for consideration however, it may be worth it to note that it is unlikely to fit into the project scope due to timelines, compacity and construction impact.

Feel free to reach out with any further questions,

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



From: [Redacted]
Sent: July 12, 2021 10:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Nicolas Valverde <nicolas.valverde@toronto.ca>
Subject: Re: Truncated Gerrard St E

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Hi Daryl

Thank you for your reply!

I understand what you are saying in terms of that stretch of asphalt being city property. There is a small slice of greenspace between truncated Gerrard and the rail bridge (pic below for reference). What I am hoping is to simply have that greenspace expanded to cover over truncated Gerrard, creating a new park. Is all that land owned by the city? Would it be possible for Metrolinx to coordinate with the city to develop this space as the Ontario Line is being constructed? I have attached Nicolas Valverde, our neighbourhood's contact at Paula Fletcher's office, to this message in the hopes that some coordination between the levels of government can occur and this chapter on that small slice of Toronto rail and street history can be closed with a happy ending.

Thanks again!

[Redacted]



From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 9, 2021 3:50 PM
To: [Redacted]
Subject: RE: Truncated Gerrard St E

Hi [Redacted]

Thank you for your continued advocacy on this subject. I do appreciate how well you crafted the document and I love the history you included. I frequently walk/drive past that area and I understand what you are referring to – it is confusing and odd to have it laid out that way. I can see how it leads to traffic that should not pass by there.

In terms of the Metrolinx work in the area, we will be working on the rail bridge and the [future Ontario Line station at Gerrard](#). Although we will be impacting the dog park, we will be converting land just south of the park to restore and expand the Gerrard Parkette when the Ontario Line is completed (see 'Gerrard' drop down). As part of Ontario Line plans, we will be building continuous noise walls to reduce the sights and sounds of the rail corridor. The area you are referring to is unfortunately City land that we simply do not have jurisdiction over – this belongs entirely to the City and they ultimately will decide what happens to it.

If you do have any questions about the Ontario Line plans, feel free to reach out anytime.

Have a great weekend,

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



From: [REDACTED]
Sent: July 8, 2021 9:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Truncated Gerrard St E

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Hello

I am a resident of Leslieville near Gerrard and Carlaw and our neighbourhood has been trying to work with the city on solving an issue for 10+ years. In my most recent communication with Paula Fletcher's office, they suggested that this issue might be resolved as part of the Ontario Line construction. This is an opportunity for Metrolinx to create more greenspace in our neighbourhood and solve a misdirected traffic issue that has been ongoing since 2007. You guys could be heroes! For a detailed description of the history of this issue please see the attached document. I have gathered 20+ emails of my neighbours who I regularly update on this issue. I also created a Facebook page to document the ongoing misdirected drivers, despite the city's efforts to solve this issue.

Please start with the attached document. One correction I need to make (this will make sense after you read it) at the end I infer that the residents of truncated Gerrard will "lose" their frontage. As one of those residents pointed out, they would NOT "lose" their frontage, their frontage would simply be extended to straightened Gerrard St E.

Here is a link to the Facebook page:

<https://www.facebook.com/WhyTwoGerrards>

Here is a link to the discussion and show of support from City Council on this issue. One correction here, they state this section is "Gerrard Street between Carlaw Avenue and Badgerow Avenue". It's actually between Carlaw Avenue and Boston Avenue (although most of the misdirected drivers do end up on Badgerow).

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TF8.73&fbclid=IwAR1Z0nm54p7A0tebvd55w0NA__O5UKIvYH8iZwzCT-kWkNzYz7UXTIvw8

On the Facebook page you will find MANY videos of misdirected drivers who ignore all the signage. Here are links to the most recent. This was just a couple of weeks ago, but this type of thing is a regular occurrence:

<https://www.facebook.com/WhyTwoGerrards/videos/509372763611798>

<https://www.facebook.com/WhyTwoGerrards/videos/1675524452645100>

<https://www.facebook.com/WhyTwoGerrards/videos/2940988449457448>

<https://www.facebook.com/WhyTwoGerrards/videos/528871181588200>

<https://www.facebook.com/WhyTwoGerrards/videos/116628997231988>

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From: Ontario Line

Sent: July 6, 2021 4:42 PM

To: [REDACTED]

Subject: RE: Ontario Line Technical Drawings

Thanks [REDACTED]

The backstory on these designs is that we have received numerous requests from local community groups (LSE CAC, Save Jimmie Simpson) for technical measurements. We provided them the cross section initially as we did not make enough progress on design and property conversations needed to play out from a legal perspective before we could provide the engineering drawings below. These drawings are simply fulfilling a request from community groups and the more technical folks in the community. Alongside the recent news on parks, we will put out a video showcasing the different parts of the rail corridor to help the community access this information easily.

[REDACTED] Save Jimmie Simpson has received these drawings and we have very frequent meetings with the Lakeshore East Community Advisory Committee. All the folks on that speaker's list I recognize and we have engaged.

Just so you know, I have also started door knocking in the community. The next consultation opportunity will be for the community to provide input into the design of the retaining/noise walls. I will keep you updated as we roll this out over the next two months.

Daryl

From: [REDACTED]

Sent: July 6, 2021 3:42 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line Technical Drawings

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Thanks for this Daryl,

I'll assume that as these are being made accessible to the public, that these design elements will be made easier to digest? I'm listening to [REDACTED] Save Jimmie Simpson version of

speaking for "Everyone in Riverdale and Leslieville" They are gearing up as always and will continue to attack anything that could look out of place on the designs or that isn't easily explained.

No critique on the open house, though I know the public wants more time to ask questions.



Keep well sir.

Cheers,



On Tue, Jul 6, 2021 at 3:29 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi 

Hope you are well and enjoyed the June 24 open house.

Due to progress with design and property conversations, I want to [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go. It is now available on our website (Metrolinx Engage) for the public to access.

Best,


Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line
Sent: July 6, 2021 3:28 PM
To: [REDACTED]
Subject: RE: Ontario Line Technical Drawings

Hi [REDACTED]

Retaining/noise wall measurements are still being determined and will be based on the results of the forthcoming environmental studies.

Daryl

From: [REDACTED]
Sent: July 6, 2021 3:22 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Technical Drawings

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Does this mean that an 60ft retaining wall will be built along our park?

On Jul 6, 2021, at 3:07 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Hope you are well.

I wanted to reach out and [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go.

Best,

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



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From: Ontario Line

Sent: June 30, 2021 12:25 PM

To: [REDACTED]

Subject: Ontario Line - Follow up

Hi [REDACTED]

It was a pleasure to speak to your husband and yourself. I hope you got to work in time.

As promised, [here](#) is the east virtual open house link to replay the video or view the [presentation](#). I also mentioned to your husband the roll plan can be viewed [here](#).

Metrolinx completes a series of business cases to enable government to make decisions that are informed by the best available evidence. Our goal is to ensure the best possible ridership while minimizing impacts on homes, businesses and communities. Once we identify which communities the line will serve, we're able to then reach out to them to start discussing any impacts and how we'll solve for them. Thanks to the feedback from local community groups in your area, we have found even more creative ways to avoid construction activities in the parks within your community.

When determining the Ontario Line's Route and elevation, planners balanced considerations like:

- How many people could be served,
- How much travel time could be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the network
- How effectively any local impacts could be managed, and
- How to ensure maximum transit benefits within the approved budget

I know you also mentioned the Eglinton line and why different alignment decisions were made. I want to say it's not about choosing one neighbourhood over another. We have a unique opportunity here to make use of a space that we already own, where trains are already running and where GO Expansion work was already planned. We're able to streamline the Ontario Line work into the same place, meaning we're not spreading out across multiple construction areas in the community. Where there's an opportunity like this, it makes sense to take it – especially when we have so many solutions available to us that will effectively manage any impacts. Tunneling the Ontario Line through this area would delay completion between 15 and 24 months – also adding to the length of time neighbourhoods would be disrupted by construction.

Again, thanks for taking the time to chat and I do recognize your advocacy and feedback on a

tunneled alternative,

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

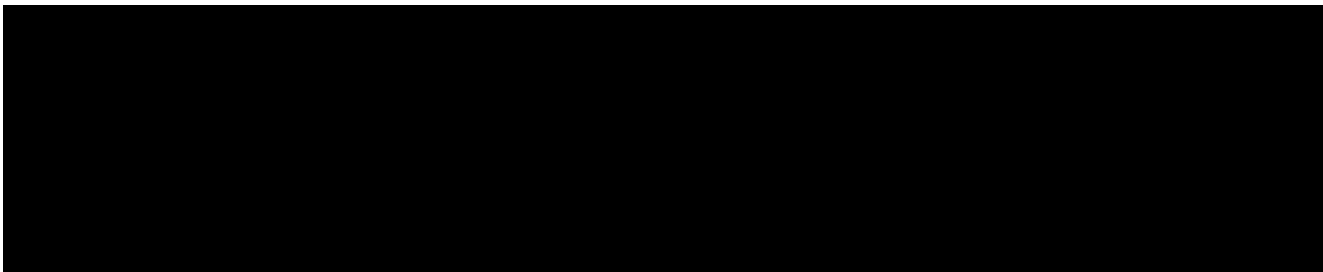
Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

MetroLinx: connecting our communities



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From: Ontario Line
Sent: June 30, 2021 12:12 PM
To: [REDACTED]
Subject: RE: Followup Ontario Line

Hi [REDACTED]

Following up on my previous email to let you know the roll plot technical drawing is now available on Metrolinx Engage. A link can be found [here](#).

Daryl

From: Ontario Line
Sent: June 29, 2021 4:53 PM
To: [REDACTED]
Subject: Followup Ontario Line

Hello [REDACTED]

I appreciate you taking the time to ask questions about current Ontario Line plans and voicing your strong support/advocacy for a tunneled option in your neighbourhood and your home [REDACTED]. We hope to be talking more regularly with residents directly in the future as we open our community office on Queen Street East.

I promised you some items to review:

- [Here](#) is the Toronto City Council review which provides more information on five tunneled options we studied.
- [Here](#) is a letter sent on June 8 by Metrolinx to the City's Transit Expansion Office which was shared with City Council and community groups.
- For your context, [here](#) is our report to Toronto City Council last year in November. We work directly with the City's Transit Expansion Office.
- [Here is an article we wrote](#) which explains the Ontario Line's environmental assessment process. A reminder that the environmental report for your neighbourhood will be shared this fall and will provide a 30-day feedback period to the public.

In the future, we are looking to hold more updates and a consultation on what the new retaining/noise walls will look like. Thank you for participating in previous engagements and we hope to see you in future ones.

If you have any questions or concerns in the future, please reach out to us directly,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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[REDACTED]

From: Ontario Line

Sent: June 28, 2021 2:21 PM

To: [REDACTED]

Subject: RE: Your "more park space" article

Hi [REDACTED]

Thanks for writing to us.

Current plans ensure the public will continue to be able to access Saulter Street Parkette during construction and beyond.

To learn more, you can replay our latest open house for this area [here](#) or view the presentation [here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: June 27, 2021 9:09 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Your "more park space" article

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You mention 4 parks, but not Saulter Street Parkette. What will you be doing to that?

[REDACTED]

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this in error, please contact the sender and delete all copies of the e-mail together with any attachments.



From: Ontario Line

Sent: June 30, 2021 3:17 PM

To: [REDACTED]

Subject: RE: Questions about disruptions

Hi [REDACTED]

I appreciate you taking the time to write and start a conversation.

1. The portal at Gerrard is planned to ensure the Ontario Line will be underground before it reaches the school itself. It won't affect safe access to Pape Avenue public School. We're working closely with the school and parent council on plans to keep the area safe for students and faculty while also protecting the building and playground. For families who choose transit, the nearby station at Gerrard will make getting to and from school simpler.
2. [Here](#) are the detailed drawings you requested.
3. As we have mentioned in the town hall last week, the noise and vibration studied are ongoing and will be shared once they are complete and verified. The environmental report is currently on track for release this September (fall)
4. Bridges will be replaced in consultation with the city and we will be building them to their current standards, with five metres between the bottom of the bridge and the roadway. By comparison, the Queen Street bridge has a clearance of only 3.9 metres. This means the connecting rail tracks must also be higher. They will be raised by 1.1 metres at Queen, 0.9 metres at Dundas, and 0.6 metres at Logan. Replacing these bridges now means they will last for at least another 100 years and will avoid the need for frequent and disruptive repair work on aging infrastructure.
5. While bridge construction will result in temporary traffic and transit impacts, Metrolinx will communicate these impacts early and often through many different communications channels to help people plan their trips in advance. We also have a community office on Queen Street East and feel free to report any safety hazards to this email – OntarioLine@Metrolinx.com or give us a call. We take safety very seriously.
6. Metrolinx is committed to ensuring local businesses stay accessible, visible and 'open for business' throughout construction. We will do this through promotional materials, partnerships with BIAs, signage/wayfinding, marketing campaigns, workshops, events, partnerships with the city and streetscape maintenance. We are in close contact with the Corktown Residents and Business Association and of course, the West Don Lands Committee and St. Lawrence Residents Association/ St. Lawrence Market BIA.

Hope this helps,

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

Daryl Gonsalves

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



From: [REDACTED]

Sent: June 23, 2021 10:17 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Questions about disruptions

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Hello -

I have some questions about the Ontario Line project.

- 1) Why is a portal on a city works yard going to be more disruptive to the community compared to being in the middle of a residential area next to an elementary school?
- 2) Where can I access the survey drawings with measurements of how the tracks will all fit within the existing transit corridor as your illustrations suggest? I'm looking for the drawings from Gerrard to Eastern.
- 3) Where can I access the consolidated sound and vibration study for the Ontario Line, SmartTrack, electrification, and increased GO services through the Gerrard-to-Eastern corridor that scientifically demonstrates how 1,500 trains daily won't lead to more noise and vibrations?
- 4) When the Ontario Line was proposed, one of your selling points was that the bridges from Gerrard to Eastern wouldn't need to be redone. Now you are saying they will need to be redone. What other parts of the project are you projecting to be repurposed to the community based on your original plan?
- 5) I am a pedestrian and business owner, living in Riverside but my company is in Corktown. How will you guarantee my safety as I walk to work considering the bridge reconstruction on Eastern and Queen?
- 6) With the new location of the Corktown stop, my business will be negatively affected as my company is in a historical building across from the proposed Corktown stop site. How will the construction noise, construction vibration, staging areas, etc, impact my team's ability to work when we're back in the office? After holding onto our office space through COVID, we are now concerned

that we'll have to leave as a result of your change of plans and alignment to what the city of Toronto had originally planned. What compensation are you offering to businesses who will have to relocate as a result of the destruction of the Corktown community?

I look forward to receiving your answers.



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From: Ontario Line

Sent: June 14, 2021 4:32 PM

To: [REDACTED]

Cc: Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Subject: RE: NOTICE From Metrolinx

Hi [REDACTED]

Thanks so much for taking the time to talk with me and Daryl today. We're glad it was helpful, and we'd be happy to answer any further questions in future at 416-202-5100. (If you happen to get our voicemail, please leave your number and we'll call you back.)

As I mentioned, we shared some images of noise wall options [here](#). Please consider signing up for our e-newsletter [here](#) to stay up to date on opportunities to give your feedback on the noise wall options and other design elements. The environmental report for this area is currently on track for release in September 2021, and it will be another opportunity for public feedback. We are looking to advance the noise and vibration studies from the environmental report earlier than September if they can be completed on a faster timeline.

You can also register for our June 24 virtual open house [here](#). This virtual open house will focus on transit corridor lands and other updates for the rail corridor area.

Thanks very much,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Kaufman, Rob <KaufmanR@ndp.on.ca> **On Behalf Of** Tabuns - QP, Peter

Sent: Tuesday, June 08, 2021 8:23 PM

To: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Cc: Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>

Subject: FW: NOTICE From Metrolinx

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Jackie,

Please see Peter's constituent's concerns. And thanks again for you offer to answer them directly.

Rob K

From: [REDACTED]
Sent: June 8, 2021 7:45 PM
To: Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>
Cc: Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>
Subject: Re: NOTICE From Metrolinx

Dear Peter

Thank you for your prompt reply . Of Course you can give my information to Metrolinx my cell number is [REDACTED] so that I may speak to them and hopefully get some answers .

I tried the link they gave on your email and it was useless. Really no information about how I am 30 m. within the transit corridor and what actually is the area of the transit corridor .

However I hope that you are also going to provide for us support and further information on this situation as Metrolinx does have a history of lack of transparency, no concern for the environment, a total disregard for the Toronto historical neighbourhoods and city planning as well as human beings but worst of all of incompetence in doing a job if the Eglinton subway and now Corktown are examples of their work.

The issue that disturbs me is the lack of planning and destroying the property value of my house and many others by are putting properties on the land registry before they have made a decision what to expropriate.

Please give Metrolinx my number [REDACTED] as I need to have the information to make important decisions about my livelihood and retirement.

Thank you
[REDACTED]

On Jun 8, 2021, at 1:59 PM, Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca> wrote:

From: [REDACTED]
Sent: June 7, 2021 6:43 PM
To: Tabuns
Subject: NOTICE From Metrolinx

[REDACTED]

Dear Peter,

I received the attached notice today from Metrolinx stating that my property [REDACTED] is 30 meters of the transit corridor land and this will be put on the land registry and they will now

have control of my property to do what they want. From what I saw as from the original plans of the Ontario Line I am not 30 meters - I am at least 2 blocks away from the transit corridor. For me this is actually a falsehood or intimidation from METROLINX

Has Metrolinx used the COVID Crisis to change and enlarge their plans and just put neighbouring properties in the corridor so they can do whatever they want ?

It is despicable that they are sending such a form notice when people cannot protest and are vulnerable during COVID especially as we all are concentrated on getting the second dose vaccine.

Would you please look into this and provide answers. Have the plans changed behind our backs?.

Why do we not have any say in this matter? Metrolinx and Doug Ford are destroying downtown Toronto .

I am a senior and my retirement savings are in my house This will destroy all chances of me selling my house and my retirement savings if that goes on the land registry

I need answers !!

[REDACTED]

[REDACTED]

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From: Ontario Line
Sent: June 30, 2021 3:35 PM
To: [REDACTED]
Subject: RE: Facts and Fiction - follow-up

Hi [REDACTED]

Following up on my email below.

1. Please review the presentation we provided at our open house on June 24. Slide 11 provides exact measurements of our impacts and the net increase in green space we will give back to the community. No park will be smaller after the Ontario Line is complete.

Parks	Approximate New Green Space (m ²)	Maximum Permanent Takes (m ²)	Net Increase in Green Space (m ²)
McCleary Playground	300	-	300
Jimmie Simpson Park	700	-	700
Bruce Mackey Park	1,300	-200	1,100
Gerrard-Carlaw Parkette / Dog Park	1,100	-600	500
Saulter Street Parkette	-	-	-
Tiverton Parkette	-	-	-
Total:	3,400	-800	2,600

2. Please see above table in the presentation (Slide 11). In addition, [please see here](#) for detailed drawings of current Ontario Line plans.
3. We are currently working with the City of Toronto to look at the existing parks and see if we can refurbish existing amenities or add new ones. We will also consult with the community on what the noise/retaining walls will look like and how that space can bring value to the community.
4. Gerrard Dog park will need to close due to Ontario Line and GO Expansion construction. We are working with the City to explore alternative green space that can be used to hold programming in the interim.
5. Regarding noise and vibration, please refer to my answer provided below.

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

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



From: Ontario Line

Sent: June 20, 2021 9:33 PM

To: [REDACTED]

Subject: RE: Facts and Fiction - follow-up

Hi [REDACTED]

Apologies for the delay in responding. I appreciate you writing to us and starting a conversation.

I am gathering some more information to share with you. In the meantime, here are some initial comments:

1. Due to progress with design, we are currently developing a graphic to share with the community in the [upcoming June 24 open house](#) regarding the Ontario Line and the neighbourhood parks. It will detail where we expect to grow by a small margin beyond our property line (only near the new stations to accommodate the station platform). If you can't make it, let me know and I will ensure you receive this graphic.
2. See answer above. We will have more to say on this specific point at the virtual open house this Thursday.
3. We are looking at a variety of options that we hope to present to the community shortly after we have completed discussions with City of Toronto staff on feasibility and their requirements. Some examples include: noise walls and additional vegetation such as embankments, vertical walls, tree planting (see link [here](#), slides 20 to 23). This summer, we will hold consultations with the community to see which feasible options they want to see implemented for the noise/retaining walls.
4. All community spaces are important. I bike through Riverside and Leslieville quite often and see the value these spaces have. We are working hard to think of creative solutions to avoid impacts and mitigate where it is possible. Right now, we are determining the impact at Gerrard Carlaw dog park due to the station at Gerrard and will have more to share in the upcoming June 24 open house. Again, if you can't make it, I will ensure you receive this information. Under current design, careful planning has ensured Bruce Mackey Park, Jimmie Simpson Park and Recreation Centre will be open to the public during construction and beyond the Ontario Line and GO Expansion.
5. The statement was made due to preliminary analysis from the ongoing noise study. In the current situation, there is no mitigation. Ontario Line plans have committed to continuous noise walls to protect the community from the sights and sounds of all railway traffic (see this [link](#) and attached image). Once it has been completed, and the findings have been verified, we will release it to the public. The environmental report for this area is due to release this fall (currently on track for September). The study will assess not only the increase in trains from the Ontario Line but also GO Expansion as well.

If it helps, I am happy to also have a telephone conversation for the week of June 28 so we can continue the discussion.

Daryl Gonsalves

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



From: [REDACTED]

Sent: June 12, 2021 12:18 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Facts and Fiction - follow-up

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Hi. I received your Facts and Fiction handout earlier this month, and I have a few requests for clarity:

1. Myth / Reality #1 - if the rail corridor extending "far into neighbouring properties and streets" is a myth, but you later concede that "we will extend past our boundaries in park areas around the new stations at Queen and Gerrard", it feels like you're hanging your argument on the word "far". So, just how far do your engineering plans indicate that you will extend past said boundaries? I'm looking for a calculation, a hard number here, not a descriptive phrase.
2. Still with Myth / Reality #1 - again, based on your engineering plans, please tell me how much park space you calculate you will give "back to the community in other areas". And, could you also please tell me specifically where these other areas are? As you're able to confidently say that you "will" be doing this, you should be able to say where.
3. Myth / Reality #2 - "We'll also make safety our top priority and work with the community to restore it to a better state after we're done." What does "it" refer to in this statement - "the community" or "park space" from the previous sentence? And what are some ways you might do this (I'm hoping you have some possible ideas, if you're going to make this claim)? And who will be the decider of whether or not whatever you do has in fact made it a better state?
4. Myth / Reality #3 - "Important community spaces will close because of the Ontario Line" is countered with "They won't - they will stay open." Does this mean that there may be some community spaces which you consider 'unimportant' that may close? If so, which spaces? If not, why didn't you simply say 'ALL community spaces will stay open'?
5. Myth / Reality #5 - "It will not be noisier - it will be quieter." At some of the town hall meetings I've attended, 'noise' has been identified/measured/quantified not only in volume but also frequency and duration - i.e., with an increase in the number of trains, noise of some level will occur more frequently. Would you not agree that for those occasions in a day when there will be some level of train noise where there previously wasn't any train noise (because there was no train), those occasions are examples of when "the community will be noisier"?

Thank you for taking the time to read this. I would appreciate an answer to my questions.



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From: Ontario Line

Sent: June 16, 2021 12:46 PM

To: [REDACTED]

Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thank you for following up. We do anticipate the transfer points at Exhibition station and East Harbour station to be major contributors to reducing crowding at Union station. However, the 14% anticipated reduction accounts for both relief from these two Ontario Line-GO interchange stations and relief from Ontario Line-TTC subway transfer points at other interchange stations.

We appreciate your feedback about the transit corridor lands portion of the presentation and will pass it on to our teams. Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]

Sent: June 14, 2021 6:09 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Form submission from: Contact

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Thanks for your reply.

One point that should be clarified is the “diversion of trips from Union Station”. In the neighbourhood profile you linked, this number is 6,300 for Exhibition. However, during the online presentations, a diversion of 14% of Union Station trips and a count of 14,000 were cited. If only 6,300 transfer occur at

Exhibition, then I have to assume that the rest of the diversion occurs at East Harbour.

Can you reconcile whether the diversion number/percentage is 14,000/14% in total for both directions/transfer points or conversely why the number cited for transfers at Exhibition is much lower than the trip diversion cited for Union?

Re the map: Yes I know it's available online. Given that this was only just introduced shortly before this round of meetings, it would be useful to explain how the map works and what the various colours mean, and also why the boundary of the "transit corridor" is so jagged on the map, but not on your cross section diagram.

Thanks

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 14, 2021 3:54 PM

To: [REDACTED]

Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thank you for your feedback. Please note that the projected statistics referenced during the Ontario Line virtual open house last Thursday for the West Segment are all available for these stations [here](#) on our website.

We appreciate that the [transit corridor lands map](#) is system-wide. As the map is interactive, residents can navigate to their area of interest and zoom in or out as needed. Residents can also look up their address(es) on the map via the search bar in the top left-hand corner.

Thank you again for writing. Please reach out if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

 **METROLINX**

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: June-10-21 9:38 PM

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

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Submitted on Thursday, June 10, 2021 - 21:37

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Consolidating Stats re Stations

Message: Greetings: In the West Segment presentation, Malcolm mentioned in passing various numbers including projected demand, population and jobs near stations, zero car households, etc. Some of these are on the map slides, but some are only in the verbal presentation. It would be useful if stats like this were consolidated for the entire line in one place. With respect to the corridor lands, it would be useful to include closeups of the affected areas around each station so that viewers did not have to dive into your site with the system-wide map (I did closeups myself for several locations in my article on this). You should also distinguish between the strictly "corridor" boundary and the 30m buffer. Thanks.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/25002>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Questions

Hi [REDACTED]

Thank you for writing to us and apologies for the delay in responding as we have received many inquiries lately.

We hope to rebuild trust with you and members of your community. As part of this, we have an office on Queen Street East that will reopen to the community once renovations are complete. This will ensure that we are close by to you and answer your questions directly. In addition, we have an upcoming virtual open house that you can sign up for [here](#). We have committed to more frequent engagement and will have consultations for determining what the future noise/retaining walls look like. We showed options at our last virtual open house [here](#).

It is important to note that we are a year from beginning construction and we are still working on understanding many details. We agree that a substantive environmental assessment is needed before construction starts. We are currently completing the environmental assessment for your neighbourhood and will share it **this fall** with a 30 day feedback period before construction begins in 2022.

I understand you want more measurements for the cross section we initially shared. Due to progress with design, please see attached for more detailed measurements and the location of the cross section.

You can look up your property [here](#) to see the boundary, labelled as the "Transit Corridor Lands + 30-metre buffer area" and shown in blue. I have also attached a screenshot of the Riverdale area. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#). The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete. This does not prevent you from leasing, renting or selling your property.

Feel free to reach out should you have any further questions on anything I mentioned above,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: [Redacted]

Sent: June 9, 2021 8:08 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line Questions

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Hello Ontario Line Team,

As a resident of Riverdale, I have deep concerns about the Ontario Line and how it is being implemented.

I wanted to make clear that I am completely supportive of increased transit in our community and our city. What I am opposed to is the current plan for the Ontario Line and the manner in which Metrolinx is proceeding and the lack of transparency in planning and communication with my community. We are still waiting to see an actual plan from Metrolinx as to how exactly and where the Ontario Line will proceed and yet you are proceeding with early works that will irrevocably change the nature of our community.

As a homeowner who was informed just this week that our property falls within 30 m of the transit corridor land and that our land title will be altered to indicate that, I am very upset. We still don't know the exact nature of the transit plan that will apparently be running so close to our house.

Metrolinx has yet to accomplish a substantive environmental review that will inform us about the impacts on the environment including environmentally sensitive areas, species and habitat and other important concerns. It doesn't make sense to me that a project can move forward without these reviews taking place. What will the impacts be for our community for generations to come? We all need to hear this before any work is done on the construction of this project.

Metrolinx has lost the trust of my community. Your organization not been acting in good faith in interacting with the community from the start of the Ontario Line project. There has been evasive and misleading communication about how this will proceed. It is blatantly obvious that as an organization that Metrolinx is just barely following the community consultation guidelines so that you can claim to be listening to the community. You most certainly are not listening to the community.

Recently Metrolinx released a flyer into my community stating the facts and fictions of the Ontario Line project including the “myths” that community have been sending forth. The cartoon illustrations in the flyers with slim actual details further obscured the supposed plans and didn't address the specifics of the width of platforms for trains, the impact of the new bridges, the trees and sections of parks that will be removed, the close proximity of the expanded tracks to community buildings, the list of what Metrolinx is not telling the community goes on and on.

My questions for you are:

What will you do to restore the faith in building transit in the communities that you are impacting?

When will Metrolinx begin consulting with communities in an open and transparent way?

Will you let everyone in the community know what the actual environmental, social, noise and vibration impacts will be before you start the early works that will irrevocably change the face of our community?

Would you want to live in a house that was 30 m from the transit corridor land and have the title of your property indicate that in the land registry? Would you want to be informed of that fact by a letter addressed to Owner?

I look forward to hearing your responses to these time sensitive questions.

Thank you for your considerations,

██████████



Little Free Library

Jimmie Simpson Park

Bruce Mackey Park

Barrio Cerveceria
Takeout • Delivery

Brick Street Bakery
Takeout • Delivery

A&W Canada
Takeout • Delivery

Clinique De Mode

La Carnita
Takeout • Delivery

Bonjour Brioche
Takeout

Queen St East at Boulton Ave

Queen St East at Empire Ave

Queen St East at Empire Ave

Queen St East at Logan Ave

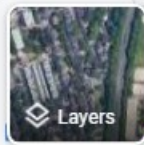
Queen St East at Logan Ave

AIC Studios

Value Village
Second hand store

Queen Street
Dental Cent

John Chan
Neighbour



Distinction

LCBO

Queen St East at

Graham Pl

Logan Ave

Booth

Empire Ave

McCoy St

Howie Ave

Boulton Ave

Boulton Ave

De Grassi St

Wardell St

Booth Ave

Colgate Ave

Logan Ave

Colgate Ave

Natalie Pl

Logan Ave

Boulton Ave

Cummings St

De Grassi St

Dundas

Existing Metrolinx Property Boundary

Track Centre Widened to Accommodate Leslieville Station Platform

Existing Metrolinx Property Boundary

Ontario Line Track (Westbound)

Ontario Line Track (Eastbound)

Overhead Catenary System

GO Tracks

Noise Barrier

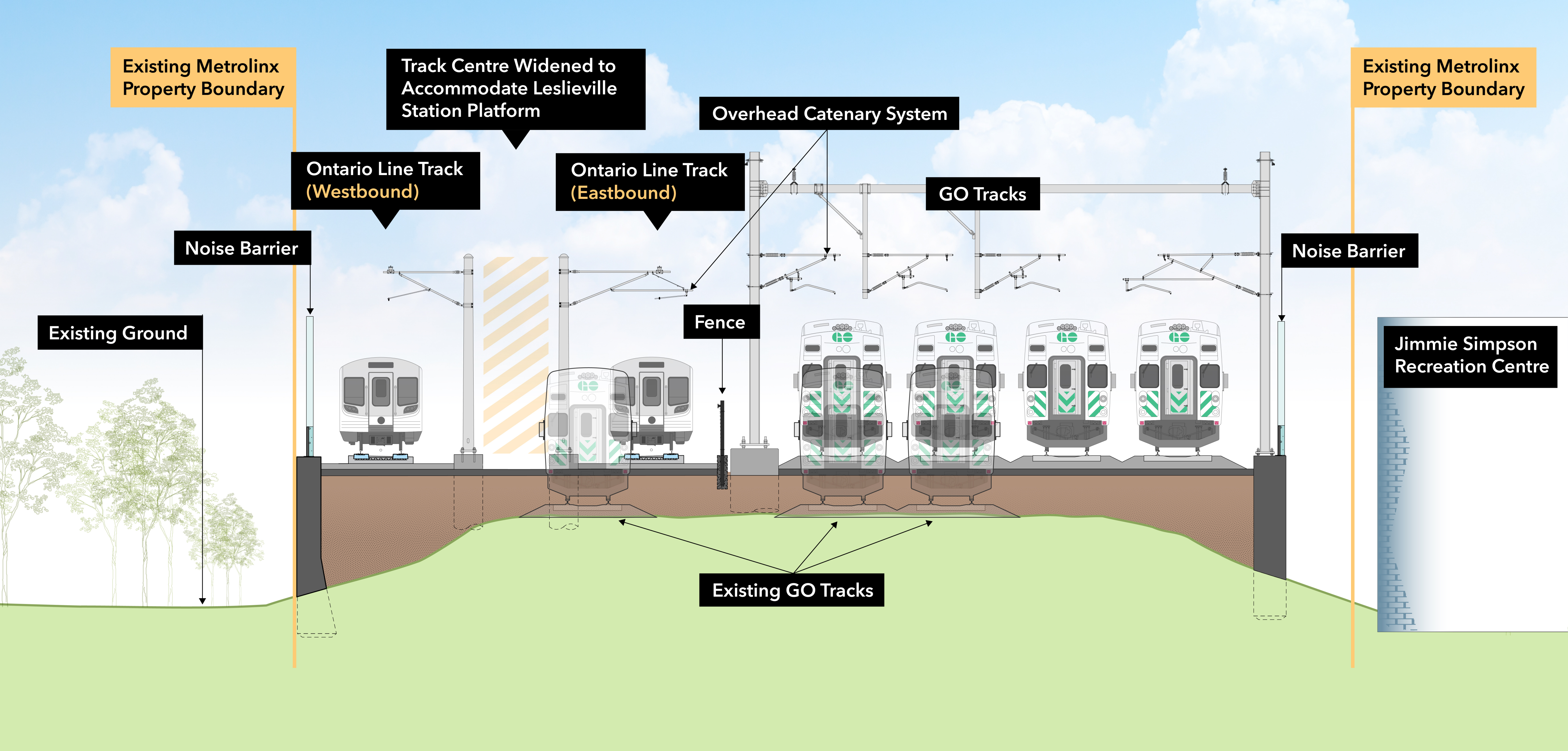
Noise Barrier

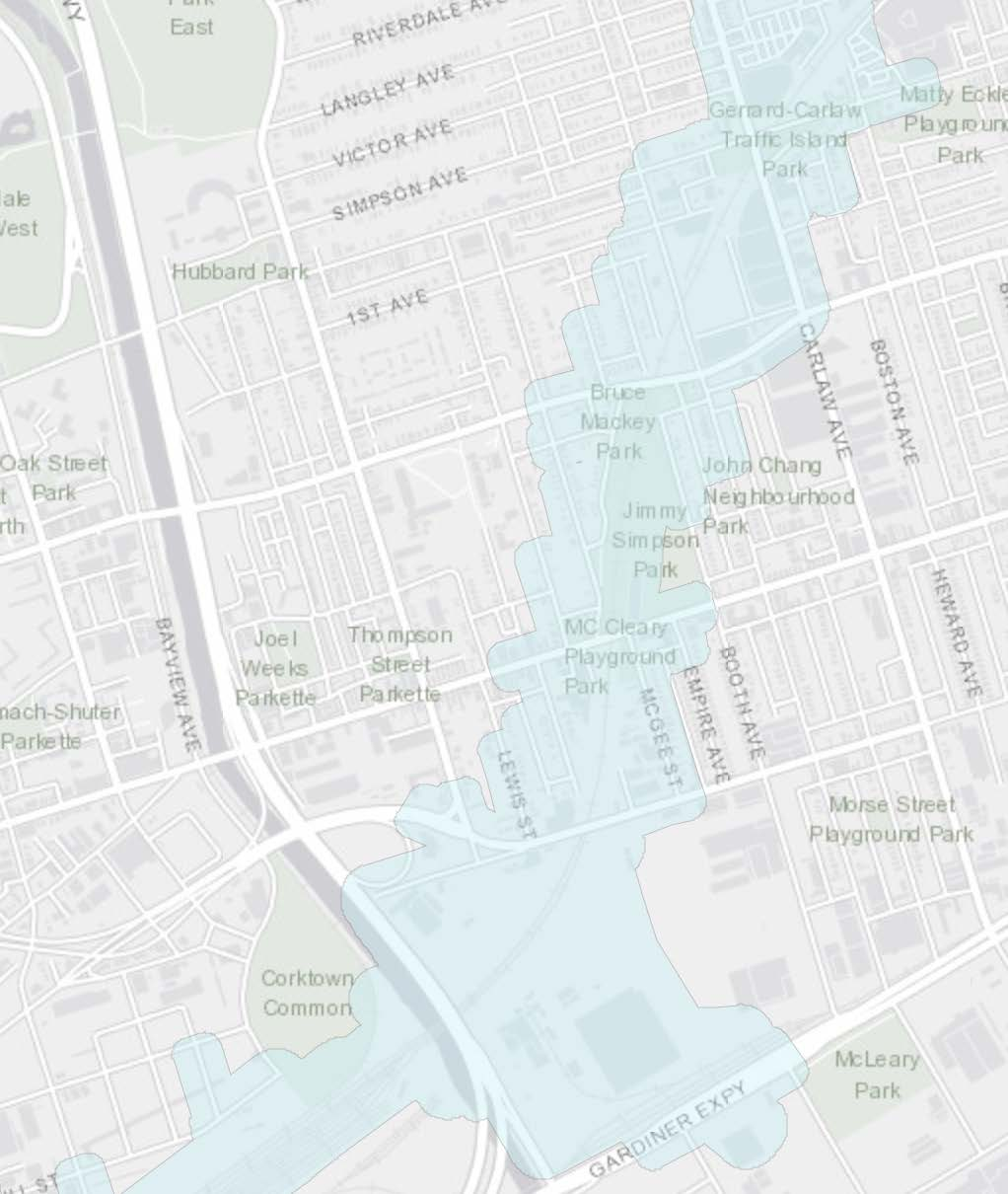
Existing Ground

Fence

Jimmie Simpson Recreation Centre

Existing GO Tracks





Park East

RIVERDALE AVE

LANGLEY AVE

VICTOR AVE

SIMPSON AVE

1ST AVE

Hubbard Park

Gerard-Carlaw
Traffic Island
Park

Mally Eckle
Playground
Park

ale
West

Oak Street
t Park
rth

Bruce
Mackey
Park

John Chang
Neighbourhood
Park

CARLIAM AVE

GOSTON AVE

nach-Shuter
Parkette

BAYVIEW AVE

Joel
Weeks
Parkette

Thompson
Street
Parkette

MC Cleary
Playground
Park

EMPIRE AVE
BOOTH AVE

NEWARD AVE

ST

Corktown
Common

Morse Street
Playground Park

McLeary
Park

GARDINER EXPY

From: Ontario Line
Sent: June 20, 2021 10:12 PM
To: [REDACTED]
Subject: RE: June 3rd letter received

H [REDACTED]

Apologies for the delay in responding as we have received quite a few inquiries recently.

The Ontario Line is being advanced in this area by using the existing rail corridor.

I have attached a detailed cross section north of Queen Street for your reference. We will be lifting and shifting the three existing GO tracks. GO Expansion will add one track while Ontario Line will add two. In addition, there will be continuous noise walls delivered to protect your community from the sights and sounds of the rail corridor. Currently, there is no mitigation in place between your home and the rail corridor.

After the environmental study for this area has been released to the public this fall, construction will begin in mid-2022. A timeline can be viewed [here](#).

We have written [here](#) about previous tunnelled approaches in this area. Most importantly, if we tunnel underground with the goal of preserving the planned station at Queen Street East, a tunnel portal is required which means significant impacts to homes on Saulter and McGee street. Should you wish to register a complaint, you can do so via this email or the 30-day feedback period following the environmental report release this fall.

Should you wish to chat further, happy to continue the conversation.

We have an virtual open house for this area this Thursday and you can sign up [here](#). If you have not yet, we do have a e-newsletter you can sign up for [here](#) that will provide all the latest updates to the community.

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



From: [REDACTED]
Sent: June 9, 2021 10:39 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: June 3rd letter received

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Hello,

I am at [REDACTED] and received the attached letter in the mail. I would appreciate clarity on whether it is certain or still uncertain whether this project will be going above ground next to my home.

I would also like to know:

- when construction will begin next to my house
- how many additional tracks lines are going in
- how I can register a formal complaint that this is now happening above ground instead of underground as initially proposed

Thank you,
[REDACTED]
[REDACTED]

Existing Metrolinx Property Boundary

Track Centre Widened to Accommodate Station Platforms

Existing Metrolinx Property Boundary

Ontario Line Track (Westbound)

Ontario Line Track (Eastbound)

Overhead Catenary System

GO Tracks

Noise Barrier

Noise Barrier

Existing Ground

11.3m
(may range between 5.5m - 12m)

Minimum 7m

4m

4m

4m

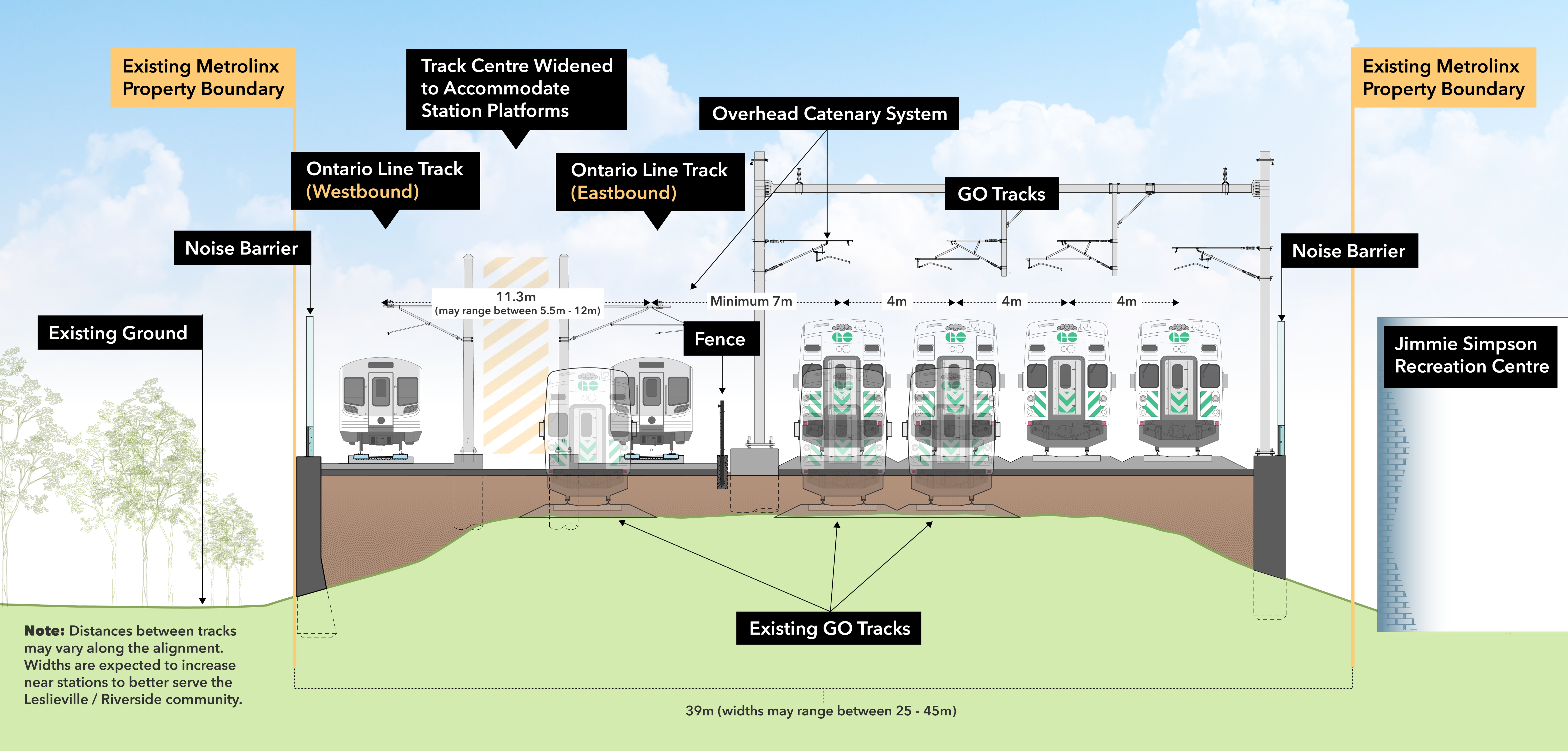
Fence

Jimmie Simpson Recreation Centre

Existing GO Tracks

Note: Distances between tracks may vary along the alignment. Widths are expected to increase near stations to better serve the Leslieville / Riverside community.

39m (widths may range between 25 - 45m)





June 3, 2021

Re: Ontario Line and Transit Corridor Land Designation under the *Building Transit Faster Act, 2020*

Dear Owner,

This letter is to notify you that the property you own or occupy is located on, or within 30 metres of, transit corridor land that has been created by the Province under *Building Transit Faster Act, 2020* for the Ontario Line. The *Building Transit Faster Act* introduces measures that support the accelerated completion of the Province's four priority subway projects.

What this means for you

We recognize how important your property is to you and that you want to know how this change impacts you. **This letter is not an expropriation notice and it does not mean we need to enter or acquire your property.** If we determine that your property is needed in any way as we complete our plans for the project, you will receive separate letters from us with more details.

As part of this change, the title of your property will include a notice about it being on or within 30 metres of transit corridor land. This will be shown in the land registry. **This does not restrict or prevent you from renting, leasing or selling your property now or in the future.**

The notice on your property means the following conditions **may** now apply to you:

- **Getting permits for planned work**
If you are planning to build, change or place a building, other structure or road on or under your property, a permit from Metrolinx may be required in addition to any necessary municipal permits. The same applies to excavation and water drainage work. This new permitting requirement will help avoid conflicts with nearby transit construction and reduce the likelihood that you might have to stop or redo your work in the future. If you are currently undergoing or planning any of these activities, please contact Metrolinx at development.coordinator@metrolinx.com or visit [Metrolinx.com/permits](https://metrolinx.com/permits).
- **Allowing access for transit planning**
Metrolinx may need to visit your property to help prepare transit plans. You will receive 30 days advance notice of any required visits. Workers will **not** enter any homes and will follow all necessary health measures to ensure your safety during these visits.

The plans Metrolinx prepares may identify a need to remove something that could interfere with construction, such as a shed, tree, or hedge. If this applies to your property, Metrolinx will also give you at least 30 days advance notice of removal.

If something on your property needs to be removed, Metrolinx will work with you to come to an agreement on how to best carry out the work and determine compensation.



Hi 

Thank you for reaching out. We hear your concerns about the transit corridor lands designation and how these lands were defined. We appreciate you sharing your feedback with us and hope to provide some additional context to clear up any confusion.

With the introduction of the new transit corridor lands designation for the Ontario Line, a high volume of property owners across the project had to be notified, which is why the letters were not further customized.

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information about transit corridor lands on our website [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place; we just want to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information about the permit process [here](#).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter. You may also wish to register [here](#) for one of our upcoming virtual open houses to learn more about transit corridor lands and the Ontario Line project.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]

Sent: June 8, 2021 5:30 PM

To: Ontario Line <ontarioline@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>

Subject: FW: Metrolinx Land Designation for Priority Transit- Form Letters

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,

I write to express my dismay at receiving a form letter from Metrolinx telling me my property has been designated as part of the priority transit land use and will require Metrolinx permit approvals. The letter is upsetting on multiple fronts: Your letter failed to provide a map indicating Transit Zones Boundaries (I found it online); I received a form letter with no ownership name on it to address the highly sensitive issue of changing our property titles; and the letter was not anticipated in recent meetings with local residents.

Is this how you plan to treat our community? It is deeply disrespectful.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Land Designation Form letter
Attachments: [REDACTED]

Hi [REDACTED]

Apologies as we have been dealing with many inquiries recently.

If you would like to continue the discussion with a phone call, let me know.

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

[REDACTED]

From: [REDACTED]
Sent: June 14, 2021 3:27 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Land Designation Form letter

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.

A form letter in response to your first form.why am I not surprised.

On Mon., Jun. 14, 2021, 1:46 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your email, and sorry for the delay responding to you.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Transit Corridor Lands + 30-metre buffer area" and shown in blue. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior

to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#) and [here](#). The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for one of our upcoming virtual open houses to learn more about transit corridor lands and the Ontario Line project.

Very best,
Vanessa

Vanessa Cheng
Community Relations & Issues Advisor
Metrolinx: connecting our communities



From: [REDACTED]
Sent: June 8, 2021 7:01 PM
To: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>
Subject: Land Designation Form letter

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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To Whom it may concern,

As we all know Metrolinx has absolutely no morals or conscience regarding the Ontario Line and how it affects our neighborhood or our property values and you continue to prove it to the general public. The lies you continue to spread are unbelievable. The fact or fiction piece of PR you put out to try and convince people you are in the right and everyone else is wrong was a nice try, but no one is buying it! Metrolinx has proven time and time again they can't be trusted to tell the truth and this is no exception.

Now you drop off a generic form letter saying the title of our property will now be altered has left us beyond bewildered and angry. Why is this the first time we are all hearing about transit permit zoning? And now we have to get your permission to do work on our homes? In one fell swoop, you have effectively destroyed our property value and for many of us, our home value is our retirement.

Your bullying and your overreach in our community is unacceptable and we will continue to fight

you every step of the way. You are a prime example of Ford politics at its worst.

[REDACTED]

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



From: Ontario Line

Sent: June 20, 2021 7:35 PM

To: [REDACTED]

Cc: info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>;
Councillor_Fletcher@toronto.ca; Phil Verster <Phil.Verster@metrolinx.com>

Subject: RE: Ontario Line - Cost Comparisons

Hi [REDACTED]

Thanks for taking the time to write to me.

We are currently understanding the requirements and determining the exact measurements for raising the track bed. Once we had a better understanding of the range the project team was looking at, we shared it with a local community group in your area this past Thursday. The current estimate is between 0.9 – 1.6 metres. These measurements depends on several factors, including City of Toronto requirements, available space, constructability requirements, etc. Once we gain a better understanding, we will share all this information with the community for feedback and a better conversation grounded in all the details. This includes the bridge refurbishments and what will be required.

With the bridges this area, they are very old and require rehabilitation to not only extend their life but also accommodate the new Ontario Line and GO Expansion infrastructure. At the request of a community group, I checked with our project team and confirmed we are currently determining the best and most efficient way to refurbish the bridges.

Everything is still within the original funding envelope that was approved by the provincial government. After we release the environmental report this fall (currently tracking for September), we will tender the early works contract through our procurement portal.

From our last call, I know how important the trees were to you. The diagram I shared does not reflect any tree removals since we are still completing the tree survey. That said, there will be tree removals. Once we have more information on the number of trees that will be removed (healthy or invasive) to accommodate GO Expansion and Ontario Line work, we will share it with the community. On our call, I mentioned the various compensation ratios and vegetation guidelines we follow but happy to provide that information again if asked.

I attached the previous diagram I shared with you. In addition to this, I marked the exact location where this cross section is taken.

Best,
Daryl

Existing Metrolinx Property Boundary

Track Centre Widened to Accommodate Station Platforms

Existing Metrolinx Property Boundary

Ontario Line Track (Westbound)

Ontario Line Track (Eastbound)

Overhead Catenary System

GO Tracks

Noise Barrier

Noise Barrier

Existing Ground

11.3m
(may range between 5.5m - 12m)

Minimum 7m

4m

4m

4m

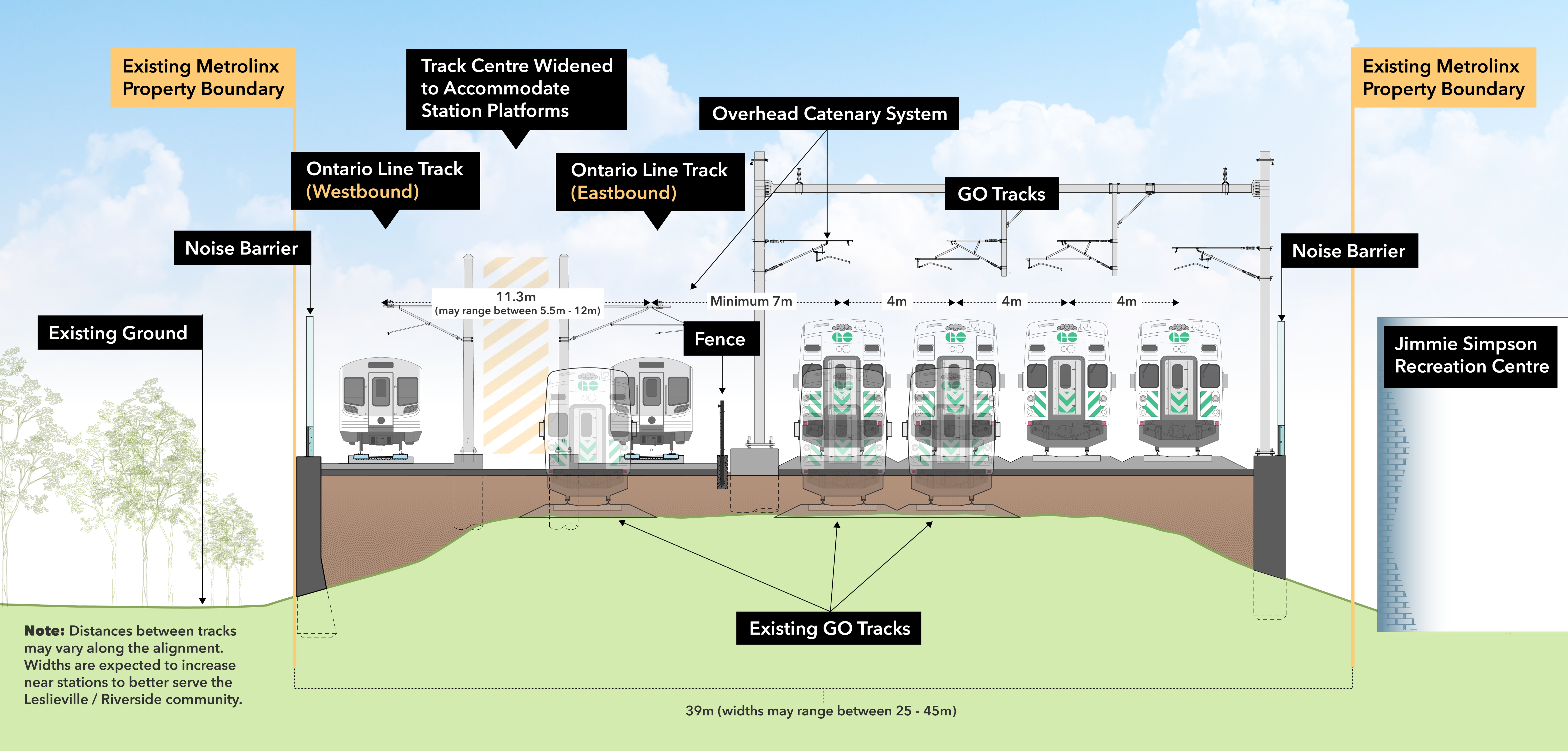
Fence

Jimmie Simpson Recreation Centre

Existing GO Tracks

Note: Distances between tracks may vary along the alignment. Widths are expected to increase near stations to better serve the Leslieville / Riverside community.

39m (widths may range between 25 - 45m)





Little Free Library

Jimmie Simpson Park

Bruce Mackey Park

Brick Street Bakery
Takeout • Delivery

Value Village
Second hand store

Queen Street
Dental Centre

Queen St East
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Barrio Cerveceria
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Queen St East
at Empire Ave

Bonjour Brioche
Takeout

Queen St East
at Boulton Ave

La Carnita
Takeout • Delivery

Clinique De Mode

AIC Studios

John Chan
Neighbourhood



From: [REDACTED]

Sent: June 19, 2021 2:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>; Councillor_Fletcher@toronto.ca; Phil Verster <Phil.Verster@metrolinx.com>

Subject: Re: Ontario Line - Cost Comparisons

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Hi Daryl,

It's extremely troubling that, again, plans regarding the Ontario Line have changed dramatically without any community consultation. In fact, I learned about the proposed re-grading of the entire Lakeshore East corridor from a BLOG (!!!), rather than through our conversation last week or through a Metrolinx newsletter. My first question to you is to ask you why Metrolinx doesn't feel the need to consult with the community. The answer is clearly that your organization does not place any value on our opinions or feedback. Why not even show the courtesy of informing us about the change?

Second, was this re-grading factored into the cost projections released in 2019? If not, I would like to understand the proposed cost of this piece of work. Will this be only the first example of many cost overruns that are inevitable from an above ground option?

Finally, how could you tell me last week that an above ground option would be less disruptive to our neighbourhood when you're now proposing to rip apart two bridges within 150m of our street and regrade our rail corridor by lifting it 5 feet? Also your new diagram shows about 50% less trees in Bruce McKay. Is this an attempt to try to level set our expectations so we're happy with the 2-3 trees that will remain in our park after the OL rips through our neighbourhood?

Thank you.

On Jun 8, 2021, at 6:48 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

I apologize as I did get a chance to review the specific details of the Transit Corridor Lands letter until after our meeting on Monday.

That said, I am happy to discuss what this means with you and I appreciate you reaching out. The language going on your property title is purely for informational purposes only. This is very similar to residential properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property. This language will be removed from your property title once the Ontario Line opens.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in **blue**. I attached a picture of the area around your home so it is easier to visualize.

Like I mentioned previously, we will answer questions about the transit corridor lands at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions,

Daryl Gonsalves

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

<image001.png>

From: [REDACTED]

Sent: June 8, 2021 5:58 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca;

Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>;

Councillor_Fletcher@toronto.ca; Phil Verster <Phil.Verster@metrolinx.com>

Subject: Re: Ontario Line - Cost Comparisons

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Daryl,

We connected via Zoom on Monday and I just received a notice that Metrolinx will be placing a note on my property title indicating that the land is within transit corridor land. It's unbelievable that you didn't mention this on our call, especially as I was

discussing my concerns about this project affecting property values in the area. Could you please explain how this is not just another form of expropriation? I am very concerned with how Metrolinx is approaching engagement with the community.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line

Sent: June 30, 2021 3:28 PM

To: [REDACTED]

Subject: RE: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020

[REDACTED]

I hope you had a chance to make it out to the virtual open house last week. Apologies for the delayed response, I wanted to gather some more information for you. I canvassed Tiverton Avenue a couple of weeks ago and met some of your neighbours. Had a really good conversation with Sue.

Please see here for [detailed drawings](#) of the Ontario Line and GO Expansion from Eastern Avenue to Carlaw. As you can see, the light blue represents the future locations of the retaining/noise walls. Along with the detailed cross section I shared, I hope this answers the questions you had.

If you missed the open house, [here is the replay](#). We also had a [presentation](#) which reaffirmed that there are no impacts to Tiverton Parkette at this time.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: June 14, 2021 8:46 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020

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Thank you.

How much closer will the new line be to my house. Appreciate the information on the wall.

[REDACTED]

Sent from my iPhone

On Jun 14, 2021, at 4:17 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

We are still fine tuning design in that area (it is at 30%) and we will share updated maps of Ontario Line plans once they are available. The June 24 open house will have more information.

That said, the project team recently shared more detailed measurements for a previous cross section we shared north of Queen Street which I am attaching for your reference. As you can see, the new Ontario Line trains will be closer to you due to the positioning of the new tracks. As a mitigation, they will be fully electrified from day 1 and there will be an effective noise wall added as well. Once again, we have written an article on the effectiveness of the noise wall which I linked to below.

Best,

Daryl

From: [REDACTED]

Sent: June 10, 2021 9:34 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020

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Daryl,

Thank you for the information. Can you please confirm, how close the tracks are planned to be placed to the lower and upper part of Tiverton Avenue, in the current plan?

On Wed, Jun 9, 2021 at 3:24 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Thank you for chatting with me on the phone and I look forward to staying connected with you. I had the chance to connect with your neighbour as well [REDACTED]. I hope to keep your neighbours on Tiverton informed through you and I invite you to reach out to me directly should additional questions arise.

I understand how important your home and community on Tiverton is to you. Our commitment is open lines of communication as more information about the project is known and studies are completed. A reminder that we are working towards the Environmental Report which is currently expected to share **September 2021**. This is part of the Ontario Line's Environmental Assessment process and you can learn more about it [here](#). It will detail the full plan, associated impacts and mitigation measures Metrolinx will deploy. We are looking to advance the noise

and vibration study as we know residents want to see that.

Under current plans that are yet to be finalized, Tiverton Park will continue to operate throughout construction and beyond. We understand all the work you put into making this park a great asset for the community. That said, there might be short periods where geotechnical work is needed in the park to understand underground conditions or utilities in the area. If this is the case, residents will be informed through community notices with well defined timelines.

You can learn more about the future Ontario Line stations at Queen Street and Gerrard Street [here](#). Please note we are updating these maps with the latest information shortly.

If you did not attend our previous open house, you can view the presentation materials [here](#). Our next open house will continue the conversation and answer questions about the transit corridor land letters you received. It will take place on June 24 and you can sign up [here](#). The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. This is why your home on Tiverton falls within these lands despite being a certain distance from the rail corridor where the Ontario Line will run.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and **shown in blue**. I attached a picture of this area so you have context.

I look forward to staying connected and I hope you reach out as you have more questions. I understand you have a group chat so please pass this invitation to your neighbours should they want to reach out to me.

Daryl Gonsalves

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



From: [REDACTED]
Sent: June 8, 2021 11:24 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>

Subject: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020

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Team,

I want full transparency on plans on how my property and street will be affected. I've lived here for 10 years, started my family, renovated my house, led an initiative to revitalize Tiverton Park, and was alarmed to receive the letter dated June 3rd. I'm extremely confused by proposed plans, revisions, spray paint on streets, green tags on trees, etc.

I'd like more information on exactly what is proposed and how the construction will affect Tiverton Avenue. I have spent a lot of money and time to make my house and neighborhood a great place to live. I also pay my taxes on time (which went up, again, this year, despite having two school aged children with me at home while my wife and I try to work). Our little street is a fabulous corner of the city that I would hate to see destroyed because of the Metrolinx line. I appreciate that this needs to be done somewhere, but please not here. There isn't a day that goes by that you won't see dozens of children playing on our street, something we don't have enough of in the city.

I would also like to know my rights as a land-owner with the aforementioned proposed work/construction.

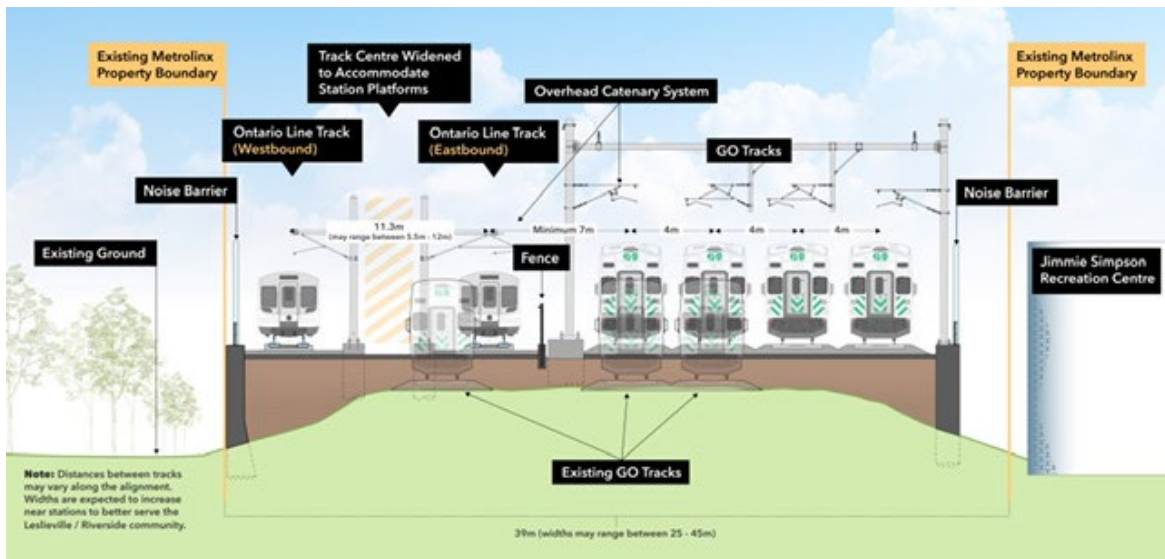
Please add me to any and all communications regarding the proposed work, I have added Paula Fletcher's office to comment on any/all of the above.

Happy to communicate to the distribution list I have from my time leading the Tiverton Park initiative, I'm sure that the 100+ residents in the neighborhood would appreciate more clarity on this issue.

[REDACTED]

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From: Ontario Line
Sent: July 2, 2021 12:26 PM
To: [REDACTED]
Subject: RE: Ontario Line

Hi [REDACTED]

Great to chat for a little and open to having a phone conversation when you are available. Apologies for the delay in responding.

If you did not attend our June 24 open house, we have a replay available [here](#). The presentation posted includes more information about the neighbourhood parks will be larger after construction and more information on construction access into the rail corridor.

I appreciate the need for more detailed information. Detailed design is still ongoing so there are certain specifics we are still refining. In addition, property conversations need to progress with property owners impacted before we share information with the public. That said, due to progress on both of these fronts, we have made the engineering detailed drawings available [here](#).

Thank you for writing to us and starting a conversation.

Feel free to reach out should you have any further questions or if you want to chat further,

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



From: [REDACTED]
Sent: June 7, 2021 4:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line

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Metrolinx has distributed a very expensive PR campaign for the proposed Ontario

Line which continues to throw around massively false claims like 'a quieter corridor,' and one 'with all our trees in it' etc.- without providing one single finalized map with elevations, approved plans, or noise data tables to back it up with - something our community has been asking them for more than a year. We have been asking for factual data but all we get is a finger pointing back at us, accusing us of misleading our own neighbours. All we have been asking to see are accurate engineering and landscape drawings which show the true impact of the proposed Ontario Line - something that seems strangely elusive. Until we get accurate information how can you truly expect to get any community support?

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

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From: Ontario Line
Sent: June 30, 2021 3:03 PM
To: [REDACTED]
Subject: RE: Ontario Line Media Campaign

[REDACTED]

I appreciate the conversation and thanks for engaging. We recently shared some more [detailed drawings](#) of Ontario Line plans in this area and I want to make sure you have a chance to review them.

I also want to make clear there is no transit oriented community planned for the station at Queen Street East as I know there has been speculation in the community. On June 8, [Metrolinx responded to the City Council](#) motion exploring the SJS community option. For numerous compelling reasons, we do not believe it will perform better than current plans and we continue to advance the Ontario Line in the existing rail corridor where the GO Expansion is already planned.

Due to consultation and requirements from the City of Toronto, bridges will be and we will be building them to their current standards, with five metres between the bottom of the bridge and the roadway. By comparison, the Queen Street bridge has a clearance of only 3.9 metres. This means the connecting rail tracks must also be higher. They will be raised by 1.1 metres at Queen, 0.9 metres at Dundas, and 0.6 metres at Logan.

Best regards,

Daryl Gonsalves

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



-----Original Message-----

From: [REDACTED]
Sent: June 29, 2021 10:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Media Campaign

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Daryl...

Thanks for the reply.

The flyer was designed to discredit opposition to MX plans. It only made them more angry.

The green line is symbolic. Where would it be if MX observed federal guidelines for setbacks from train traffic? It would be through peoples homes.

The decision to run above ground is irrational, unless we include developer influence. With the latest revelation that MX plans to raise the track bed 1 - 2 metres, the cost argument, any technical arguments, the "sound wall benefit" and the construction disruption arguments are all dead in the water. Customer experience was never compelling - the alternative proposed by SJS has no impact on station flow. The vertically stacked option is the norm everywhere.

Why do you put your good name on these messages?

[REDACTED]

> On Jun 25, 2021, at 9:55 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

[REDACTED]

>

> Thanks for providing your feedback on the recent mail out to Riverside residents.

>

> The primary goal of the flyer is to provide information to residents and encourage them to come start a discussion with us, bringing their questions and concerns about the project. The green line someone painted in the community to represent the new corridor boundary is incorrect and we needed to ensure Riverside and Leslieville residents can continue engaging in community discussion with a solid foundation of facts. Last night we held a virtual open house and you can view the replay by going here: <https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2FOLLiveEJune24&data=04%7C01%7Contarioline%40metrolinx.com%7Cdb420a8ff14b4cda465a08d93b0e0927%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637605753727284672%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=IFaSvcogErwGPFdn2sHuwJ07JrjI%2FmdZpkr1v6EFKI%3D&reserved=0>

>

> The decision to run the Ontario Line above ground is due to many compelling considerations, customer experience being one of them. Another consideration is how GO Expansion was already planned for this area and by streamlining Ontario Line work, we can reduce disruption by having a shorter construction schedule. In addition, plans for the Ontario Line include a commitment to noise walls along the rail corridor through Riverdale and Leslieville, a benefit as there is no noise mitigation that exists today.

>

> Again, appreciate you taking the time to write to us.

>

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

>

> Daryl Gonsalves

> Community Relations & Issues Specialist – Ontario Line

> Metrolinx: connecting our communities

>

> -----Original Message-----

> From: [REDACTED]
> Sent: June 7, 2021 11:57 PM
> To: Phil.Verster@metrolinx.com; minister.mto@ontario.ca
> Cc: [REDACTED]
> Subject: Ontario Line Media Campaign

>
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>
> I'm not impressed that my tax dollars are being used by Metrolinx (information flyer) to discredit legitimate neighbourhood concerns about its proposed train corridor in Riverside. It is obvious that Metrolinx staff and consultants are dancing on the head of a pin in order to point the finger at the victims of the Ontario Line fiasco.

>
> I am similarly unimpressed with the Government of Ontario's Opinion piece from the Transportation Minister (Toronto Star: Ontario's Commitment... June 1). Yes it is unbridled self promotion, and I suppose we should expect to have to pay for that. But what isn't said is that this government has cut itself in to deal directly with developers behind closed doors, and at every decision point the benefits for developers take priority over the existing communities that will be affected. Seems like a recipe for bad choices and even corruption to me - and corruption is a reality in many jurisdictions - we are not immune.

>
> And so I felt somewhat cynical when I read in the Toronto Star (Toronto's Canary Wharf? June 6) about the glorious new development potential in East Harbour, and the facile explanation for why the subway is proposed to be above ground through Riverside after East Harbour - to save 4 minutes on a fantastic 20 minute commute (on the GO Train?!) vs a non-existent design (Relief Line) option, for the rare passenger who takes the subway to get to the East Harbour GO station, and who would not have had to wait for the GO Train in any case. I'm sure it could happen.

>
> Time to stop wasting time and money burying the truth, and Bury the Line.

>
> [REDACTED]

>
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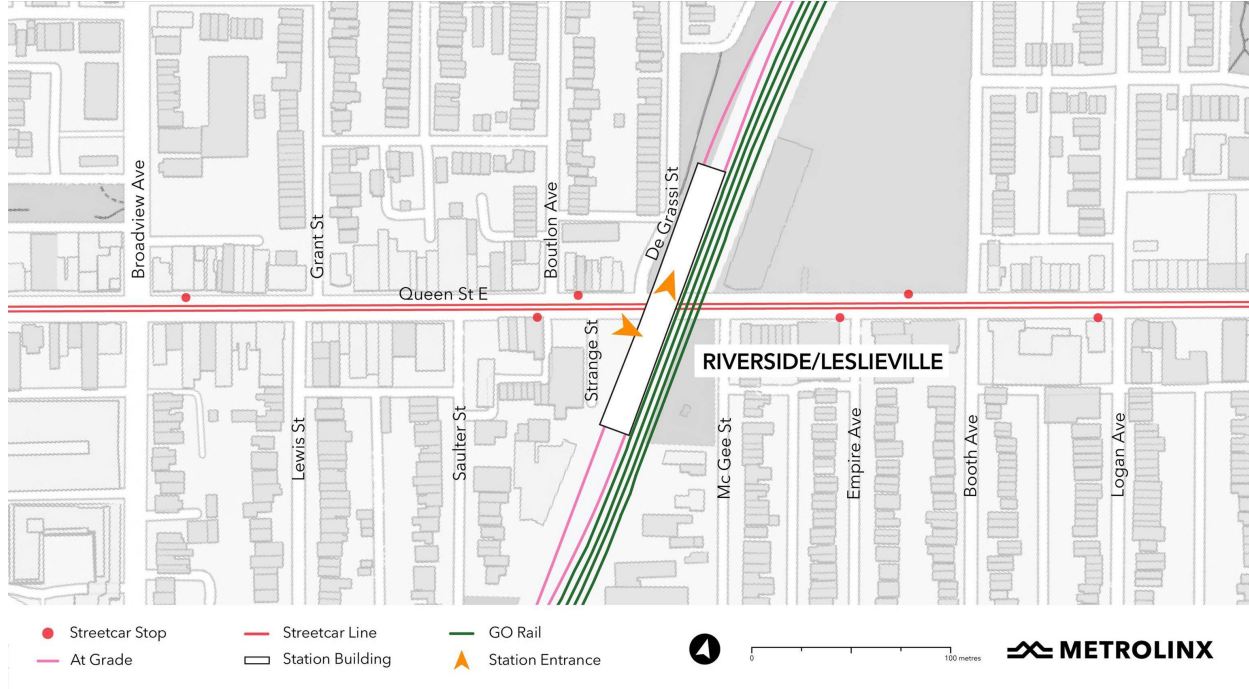
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From: Ontario Line
 Sent: July 15, 2021 3:22 PM
 To: [REDACTED]
 Subject: Re: Ontario Line technical drawings

At this point in the project, this is the level of detail that is available.

The station will be integrated with the new bridge that will be constructed. The parking lot will help support construction.

Best,
 Daryl



From: [REDACTED]
 Sent: July 14, 2021 3:03 PM
 To: Ontario Line <ontarioline@metrolinx.com>
 Subject: Re: Ontario Line technical drawings

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Station? Parking structure? Please provide much more detailed plans please.

On Wed, Jul 14, 2021 at 2:48 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Happy to respond via email and if you would like a phone chat, give me a shout.

I included a zoom in for the current design of the nearby Ontario Line station at Queen Street East. As you can see, it will be integrated within the new bridge in this area. I also included land requirements for access and staging. Right now, the closest staging area to your store would be the Fontbonne Parking Lot near the bridge. Although construction in Riverside and Leslieville will start in mid-2022, we do not expect construction to begin on the west or north side of the rail corridor until the end of 2022.

Please note that we are in active discussions with Fontbonne to explore mitigation options. As mentioned on our previous call, the environmental reports for this area will be released this fall (tracking for September) and the final overall environmental report for the Ontario line will be released early next year.

Best,
 Daryl



Potential Land Requirements | Early Works



Potential Lands Required

- 1 356 Eastern Avenue
- 2 Laneway adjacent to rail corridor near Saultier Street
- 3 City owned plaza north of McCleary Playground
- 4 Dundas Street near Paisley and Booth Avenues
- 5 Dundas Street near Bruce Mackey Park
- 6 Logan Avenue
- 7 First Avenue and Gerrard-Carlaw Parkette (dog park)
- 8 10 Dickens

NOTE: If any properties are identified at this time and the map will be updated as design progresses, property owners are informed and/or agreement received.

From: [REDACTED]
 Sent: July 13, 2021 4:22 PM
 To: Ontario Line <ontarioline@metrolinx.com>
 Subject: Re: Ontario Line technical drawings

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Please send us a better drawing with more detail.

The at grade expansion is extremely close to our store at [REDACTED]
How many meters from the current bridge will be the construction hoarding?

On Mon, Jul 12, 2021 at 2:13 PM Ontario Line <gonsalves@metrolinx.com> wrote:

[REDACTED]
I hope you are well. I understand by now you may have made your decision regarding your businesses.

That said, thanks to progress with design and property conversations, we have new technical drawings available for the public to review [here](#) and [here](#).

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

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



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

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



From: Ontario Line

Sent: June 9, 2021 1:32 PM

To: [REDACTED] Verster <Phil.Verster@metrolinx.com>

Cc: minister.mto@ontario.ca

Subject: RE: Seeking detailed plans and schedules for Ontario Line in Riverside

Hi [REDACTED]

It was a pleasure to talk to you and I appreciate how important this decision is for you. Should you choose continue your operations, Metrolinx works with owners and tenants operating businesses to see how they can continue operating if they are impacted by construction of a transit project. We will help businesses through construction by offering noise and traffic mitigation and local business supports like promotional signage, wayfinding, shop local programs and construction hoarding.

You asked for more information and I am happy to provide some materials for you to read below. Let me know if you have any questions on the content.

- [April open house presentation](#) – info on overall plan, graphics what the rail corridor will look like, what the retaining/noise walls could look like and preliminary results from the noise and vibration study.
- [Information on various parts](#) of the Ontario Line plan to service Leslieville and Riverside.
- The environmental report detailing full Ontario line plans, impacts and mitigation measures for this area is tracking for release in September 2021.
- [Article](#) on preliminary results from noise and vibration study. We are looking to advance these studies to release before the final environmental report in September 2021.
- [How plans were refined](#) recently to reduce infrastructure requirements
- Construction staging and access – this has not been defined yet as we are working to finalize the design. What we do know is that much of the access will be through main roads and much of the work can be done inside the rail corridor.
 - Like I mentioned, the Ontario Line is very different than the Crosstown project because it is not being constructed along one major road with stations in close proximity.
- [Preliminary Design Business Case](#) for the Ontario Line.

We also have a virtual open house coming up – June 24, at 6:30pm. Register [here](#). We will have monthly engagements with the community as more information about the project is known and ready to share.

Please reach out should you have any further questions,

Daryl

-----Original Message-----

From: Ontario Line

Sent: June 9, 2021 11:09 AM

To: [REDACTED] Phil Verster <Phil.Verster@metrolinx.com>

Cc: minister.mto@ontario.ca

Subject: RE: Seeking detailed plans and schedules for Ontario Line in Riverside

[REDACTED]

Thank you for taking the time to write to us and I apologize for the delayed response as we have been receiving many inquiries recently.

I understand how important this decision is to you and will be happy to share the information we have available. I will call you using the number in your signature.

Look forward to connecting,

Daryl Gonsalves

-----Original Message-----

From: [REDACTED]

Sent: June 7, 2021 4:57 PM

To: Phil Verster <Phil.Verster@metrolinx.com>

Cc: minister.mto@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Subject: Seeking detailed plans and schedules for Ontario Line in Riverside

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We received a flyer outlining some claims about the new Ontario Line that will be going through Riverside where we have two of our business locations. We are writing to you today to seek the technical documentation that supports those claims so that we can assess the impact on our businesses.

We are making post-pandemic plans for our businesses and we need to assess if we should close our two Riverside businesses permanently when our leases come up for renewal. It is our current understanding that our Riverside businesses will not be viable given the proposed above ground expansion of the rail line.

We require current and accurate technical drawings and schedules so we can make a fact informed

assessment of the future viability of our businesses in Riverside.

Please provide us detailed technical drawings of the plans of the Ontario Line for the area where the Ontario Line crosses Queen Street East as well as any documentation regarding proposed train schedules and any noise data you have.

Thank you.

--

[Redacted signature block]

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From: Ontario Line
Sent: June 4, 2021 11:21 AM
To: [REDACTED]
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: RE: Follow Up to Your Recent Phone Call

[REDACTED]

I share that optimism for the future where we can chat at the park or our community office on Queen Street East. Glad to hear you signed up for the upcoming virtual open house.

I will send an invite over for Monday, June 7 at 3:30pm.

Have a great weekend,

Daryl

-----Original Message-----

From: [REDACTED]
Sent: June 3, 2021 7:10 PM
To: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Re: Follow Up to Your Recent Phone Call

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Daryl,

May I be clear?

There is only ONE tunnelled alignment that the Riverside community has requested which is defined by Steve Munro as you point out.

If [REDACTED] and others think otherwise, please ask them to accept this option and cost it out. I am happy to meet with him to go through all the details.

Also, I'm happy to talk about bridges and measurements.

I/we have been waiting for months to get dimensions while recognizing that the route and track layout has been a moving target. It has changed configuration on more than one occasion.

I have already signed up for the virtual open house. With luck, this will be the last one and we will be able to meet in person going forward.

I am available all day next Monday, Tuesday or Wednesday, and Thursday morning.

Regards,

[REDACTED]

[REDACTED]

> On Jun 3, 2021, at 5:14 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

>

> Thank you for your email and continuing the conversation.

>

> I do understand there are multiple different tunneled alignments and you prefer the one being put forward by [REDACTED]

>

> I am happy to connect with you to discuss current plans near First Avenue and Logan Avenue. In addition, we can talk about the bridges and measurements. My colleague Jackie who is taking over from Josh may join as well.

>

> Do you have any availability next week to chat?

>

> PS. I want to make your neighbours and you aware of the next virtual open house on June 24. You can register here:

[https://urldefense.com/v3/ https://can01.safelinks.protection.outlook.com/?url=https*3A*2F*2Fww.w.metrolinxengage.com*2Fen*2FOLLiveJune24&data=04*7C01*7Contarioline*40metrolinx.com*7C9cd1cfe7f4dd4711a07608d926e4c788*7C191b00eaedcc406c8456dc29abc0f10f*7C0*7C0*7C637583587050554839*7CUnknown*7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0*3D*7C3000&data=KE3jlv8Sn4hS62buYcLNb1vCaEtrvwYyMcOFyVMNj5M*3D&am p;reserved=0 ;JSUIJSUIJSUIJSUIJSUIJSUI!!ETWISUBM!nsAXXEJVp2T4qB-RoXgGw8MfEv_z1AVx4xdSAw-VIZUy5zaalmerC3NP-oSpGP_eA\\$](https://urldefense.com/v3/https://can01.safelinks.protection.outlook.com/?url=https%3A*2F*2Fww.w.metrolinxengage.com*2Fen*2FOLLiveJune24&data=04*7C01*7Contarioline*40metrolinx.com*7C9cd1cfe7f4dd4711a07608d926e4c788*7C191b00eaedcc406c8456dc29abc0f10f*7C0*7C0*7C637583587050554839*7CUnknown*7CTWFpbGZsb3d8eyJWljoic4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0*3D*7C3000&data=KE3jlv8Sn4hS62buYcLNb1vCaEtrvwYyMcOFyVMNj5M*3D&am p;reserved=0 ;JSUIJSUIJSUIJSUIJSUIJSUI!!ETWISUBM!nsAXXEJVp2T4qB-RoXgGw8MfEv_z1AVx4xdSAw-VIZUy5zaalmerC3NP-oSpGP_eA$)

>

> Daryl

>

> -----Original Message-----

> From: [REDACTED]

> Sent: June 3, 2021 3:33 PM

> To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

> Cc: Duncan Law <Duncan.Law@metrolinx.com>; Richard Tucker <Richard.Tucker@metrolinx.com>;

Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; Jennifer van der Valk

<Jennifer.VanDerValk@metrolinx.com>; Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni

<Franca.Digiovanni@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

> Subject: Follow Up to Your Recent Phone Call

>

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>

>

> Daryl,

>

> As an owner of [REDACTED] I wanted to clarify a few of the points you spoke or wrote about. Josh Vandezande had met with area residents and neighbours on site in the past.

>

> Your UNDERGROUND tunnel comments again pertain to a location under the current corridor which is NOT part of the alternate community plan. There is ONLY ONE underground plan to be costed out based on much of the previous Downtown Relief Line route east of East Harbour station.

> Talk about Eastern Ave. or Queen St. closures and effects on Saulters and McGee are misguided. These streets would not be impacted in the way you suggest. Please clarify with Malcolm.

> There is only one alternate plan which starts at a portal east of East Harbour station and proceeds underground parallel to Eastern Ave. then heads north east close to Logan and continues to an underground station at Carlaw and Queen before heading north to an underground station at Carlaw and Gerrard.

> There would be no Leslieville station at Degrassi because the station would be located at Queen and Carlaw (where all the condo transit riders live).

> The "deep station at Gerrard" description is incorrect and refers to a calculation error on the original Relief Line drawings (again, speak to Malcolm and find the details in one of Steve Munro's latest blogs).

>

> Electric trains should be quieter than diesel, but there will still be diesel GO Trains to Bowmanville and VIA diesel trains.

> The main point here is that there are currently 169 trains daily using the corridor.

> This number will INCREASE to approx. 1505 trains by 2031 - an almost 10 times increase.

> 60% of these trains (approx. 900) would be the Ontario Line ones.

> 1 train would pass by my home every 48 seconds.

>

> Please confirm that Metrolinx will now be REPLACING all 6 bridges from Eastern to Gerrard to "accommodate the next generation of GO, VIA and Ontario Line trains."

> You stated that these bridges will be wider in some locations and will have a higher clearance between the road and the underside of each structure.

>

> Please confirm that the GO Train track nearest to my home (on the west and north side of the corridor) will now be pulled up and moved to the east/south side of the remaining and existing 2 GO Train tracks.

> The proposed southbound/westbound Ontario Line track will take its place.

> The new Ontario Line northbound/eastbound track will be built closest to my home where no track currently exists.

>

> I am still waiting for specific details on the corridor WIDTH (not length as you state) to accommodate all of the above.

> Only then can the impact on existing trees and parks be assessed.

> Only then can we see where the noise walls would be installed (and at what height)

>

> I would be happy to meet with as per your suggestion at your earliest convenience.

>

> Sincerely,

>

> 

>

> Sent from my iPad

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From: Ontario Line

Sent: May 31, 2021 1:08 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thank you for reaching out and sharing your excitement about the Ontario Line. We're excited too!

We appreciate your suggestion about building mixed-use, multi-storey developments around Ontario Line stations. Infrastructure Ontario is leading a [transit-oriented communities](#) program for the Ontario Line, which is focused on incorporating these types of developments. Plans for two stations at Corktown and East Harbour have been announced to date, and we look forward to sharing more information as further plans are developed.

To stay updated on the Ontario Line, including any transit-oriented communities announcements, please consider [signing up for our newsletter](#).

Thank you again for reaching out! Please do not hesitate to contact us in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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

Sent: May 29, 2021 9:26 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Saturday, May 29, 2021 - 09:26

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Density

Message:

Hello,

I strongly support the construction of the Ontario line and utilizing the existing rail corridors above ground to save time and resources. Density has to be a priority along these stations, I would love to see mixed use mid/high-rises incorporated into the new stations rather than wasteful one storey standalone buildings like most TTC stations are today. The Danforth near Pape is particularly underdeveloped and would love to see more high density residential as this becomes a transit node. Can't build this soon enough!

Cheers,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/24183>



[Facebook](#)



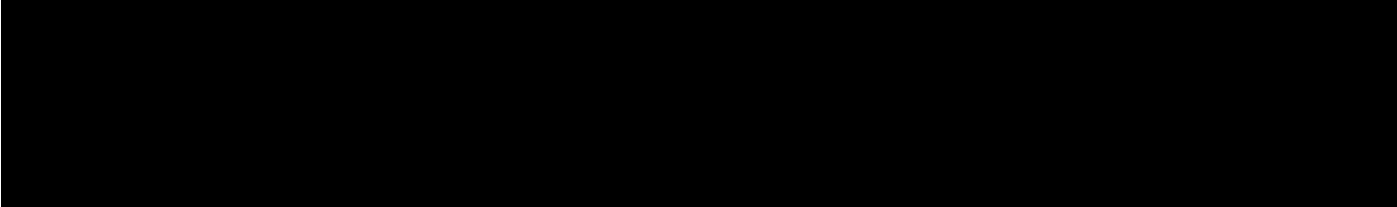
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From: [REDACTED]
Sent: June 20, 2021 9:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario line Leslieville

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You know yourself that we aren't in the burbs or in the country side this is an extremely dense neighbourhood. How do you actually think this is ok? I will never understand that. You mentioned on our walk that Metrolinx didn't choose underground option as they would have to take peoples homes. So that isn't happening now? Or are the trains just going to go into people's back yards now. You have no other example in the entire world where they are designing this close to homes with all these trains tracks and are definitely not following any kind of recommended set back guide so that just proves to me that Metrolinx has complete disregard about safety, healthy neighbourhoods, and just real people in general.

From: [REDACTED]
Sent: June 20, 2021 8:46 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario line Leslieville

what do you mean you dont have an example??? you mentioned that you are basing your design on other standards with these kind of crazy close set backs. So there are no examples in the world where trains are this close to houses.
Seems kinda crazy no? and risky?

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 20, 2021 8:37 PM
To: [REDACTED]
Subject: RE: Ontario line Leslieville

Yes, I hear you. It is fair to hold any comment until the full study is out.

On your other email, I do not have an example to share that comes to mind based on those specific circumstances.

Daryl

From: [REDACTED]
Sent: June 20, 2021 8:33 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario line Leslieville

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Hi Daryl,

Can you please stop advertising that it will be less quiet as that is pure lies and you havent even completed a study yet that represents the actual scenario now. There are rarely trains going by now its perfectly quiet. So you cant tell me it will be less quiet then no trains now. Got me? Or do I have to explain it in a different way?

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 20, 2021 6:59 PM
To: [REDACTED]
Subject: RE: Ontario line Leslieville

Hi [REDACTED]

Thanks for following up.

My previous email still has the latest information I have on safety and noise. The environmental report for this area is currently tracking for release this fall (current ETA is September) once studies are complete.

I attached an updated cross section and location we shared with a local community group recently. Due to progress with design, we included additional measurements.

Daryl

-----Original Message-----

From: [REDACTED]
Sent: June 20, 2021 10:52 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario line Leslieville

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Hi Daryl,

Still patiently waiting for answers to the questions I sent you ? Any updates?

Thanks,

██████

Sent from my iPhone

> On May 25, 2021, at 17:32, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> ████████

>

> Thank you for your patience and your questions on a previous email thread to me and for your email to the Chair of Metrolinx, Donald Wright. For simplicity, I will respond to both of them here.

>

> The overall noise model will use typical continuous train traffic rather than levels you hear now or during the pandemic. In addition, we take into account future GO service/trains outlined in the GO Rail Network Electrification EPR Addendum noise study. The Ontario Line noise study will provide a full methodology when it is released as part of the forthcoming Environmental Report. Once that can be shared, I look forward to hearing your thoughts and addressing any concerns you have. Along with noise improvements, we will also deploy proven solutions to address the visual impacts. We hope to engage you and the community on what options would be best to fit within the fabric of Riverside and Leslieville.

>

> Continuing our previous discussion, Metrolinx would not design or operate a system that will be unsafe for communities. For any new development near an active rail corridor, crash walls are required as a proactive safety measure. Metrolinx is confident the Ontario Line can be delivered within the rail corridor that has existed for 150+ years and we will continue sharing more information on how this can be successfully done. To ensure safety, we are working with the Standards Council of Canada which involves bringing in an independent safety assessor who will not only play a role in ensuring safety during the design, building and commissioning phases of the Ontario Line, but also for on-going inspection once the Ontario Line is in operation.

>

> If you would like to chat further, I am happy to connect again via phone call.

>

> Best,

>

> Daryl Gonsalves

> Community Relations & Issues Specialist – Ontario Line

> Metrolinx: connecting our communities

>

> From: [REDACTED]

> Sent: May 13, 2021 10:58 AM

> To: Chair of Metrolinx <Chair@metrolinx.com>

> Subject: Ontario line Leslieville

>

> Hi Donald,

>

> Can you please send me an example of where residential homes have been 2m away from 6 train tracks running continuously with no crash wall.

>

> That's what s going to happen in leslievile on Tiverton avenue.

> Also why does metrolinx require crash walls for new build on degrassi street but no crash wall for their own build along all those existing old homes?

>

> Can a study be done for continuous noise vs now where there is no noise as trains rarely go by?

> Metrolinx States it will be quieter then the current trains going by but it doesn't talk about the effects of constant quieter train noise?

>

> Sent from my iPhone

>

>

>

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-----Original Message-----

From: Ontario Line

Sent: May 25, 2021 5:32 PM

To: [REDACTED]

Subject: RE: Ontario line Leslieville

[REDACTED]

Thank you for your patience and your questions on a previous email thread to me and for your email to the Chair of Metrolinx, Donald Wright. For simplicity, I will respond to both of them here.

The overall noise model will use typical continuous train traffic rather than levels you hear now or during the pandemic. In addition, we take into account future GO service/trains outlined in the GO Rail Network Electrification EPR Addendum noise study. The Ontario Line noise study will provide a full methodology when it is released as part of the forthcoming Environmental Report. Once that can be shared, I look forward to hearing your thoughts and addressing any concerns you have. Along with noise improvements, we will also deploy proven solutions to address the visual impacts. We hope to engage you and the community on what options would be best to fit within the fabric of Riverside and Leslieville.

Continuing our previous discussion, Metrolinx would not design or operate a system that will be unsafe for communities. For any new development near an active rail corridor, crash walls are required as a proactive safety measure. Metrolinx is confident the Ontario Line can be delivered within the rail corridor that has existed for 150+ years and we will continue sharing more information on how this can be successfully done. To ensure safety, we are working with the Standards Council of Canada which involves bringing in an independent safety assessor who will not only play a role in ensuring safety during the design, building and commissioning phases of the Ontario Line, but also for on-going inspection once the Ontario Line is in operation.

If you would like to chat further, I am happy to connect again via phone call.

Best,

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

From: [REDACTED]

Sent: May 13, 2021 10:58 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario line Leslieville

Hi Donald,

Can you please send me an example of where residential homes have been 2m away from 6 train tracks running continuously with no crash wall.

That's what s going to happen in leslieville on Tiverton avenue.

Also why does metrolinx require crash walls for new build on degrassi street but no crash wall for their own build along all those existing old homes?

Can a study be done for continuous noise vs now where there is no noise as trains rarely go by?
Metrolinx States it will be quieter then the current trains going by but it doesn't talk about the effects of constant quieter train noise?

Sent from my iPhone

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E [REDACTED]

From: Ontario Line

Sent: July 21, 2021 10:24 AM

To: [REDACTED]

Cc: Tabuns Peter <tabunsp-qp@ndp.on.ca>; doug.fordco@pc.ola.org; premier@ontario.ca

Subject: RE: Riverside Station (Queen and Degrassi)

Hi [REDACTED]

Good to hear from you. Appreciate you taking the time to read through these dense documents. It's very impressive.

I also appreciate how you understand the importance of the Ontario Line project but want to have a debate the most effective way to deliver it. I will say Metrolinx has looked at 5+ underground options that the community brought forward to us. In our analysis of all these options, we found they negative impact the ridership, customer experience, many of them have major technical constraints such as slope restrictions and most importantly, they increase disruption to communities by increasing the construction schedule by 1-2 years. Much of this is detailed in reports to the City of Toronto [here](#) and [here](#).

By using in the existing rail corridor, we can streamline Ontario Line work with the already planned GO Expansion work to add an additional fourth track to the corridor. This will ensure we are impacting the community once instead of twice.

If you have some time, I would love to chat with you on the phone, have a video meeting on Microsoft Teams or have a socially distanced meeting outside. I am in the community quite often. Let me know what times work best for you and if you are interested.

Have a nice day,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]

Sent: July 20, 2021 9:42 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Tabuns Peter <tabunsp-gp@ndp.on.ca>; doug.fordco@pc.ola.org; premier@ontario.ca

Subject: Re: Riverside Station (Queen and Degrassi)

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Hi Daryl,

Thank you for your response. I certainly had my work cut out for me, reading through the 85 page Initial Business Case and 149 page Preliminary Design Case!

My concern is balance between providing additional transit service and the effect of the project on the local community. Although I appreciate that I will be able to get to Exhibition Place on a one-seat ride and get from Exhibition Place to the Ontario Science Centre in 30 minutes or less, quite frankly, I doubt that I would do either more than once or twice a year. Has a poll been taken of the surrounding community to see whether other community residents feel the same or whether they feel that this benefit outweighs the disruption to the community? I've never been asked, so I doubt that anyone else has either.

As for community consultation, your response below, says it all:

“As we make more progress with design, construction plans and mitigation solutions to protect the community, we will share this all in the forthcoming environmental reports this fall before any construction begins. Before those reports are released, we will also hold more open houses soon to provide a better understanding of the look at feel of this project in your community.”

Is it really “consultation” when decisions are made and then simply presented? By then it is a done deal.

The recent “Your Network Questions, Answered” brochure has a number of interesting statements, particularly to the question: *Aren't subways supposed to always run underground?* Yes, TTC's subway network has seven stations with tracks or above surface. But they all run along major streets, e.g. Yonge Street, Allan Expressway, Bloor/Danforth, not through residential side streets. And yes, in NYC 40% of the subway runs in open air as does 55% of the London Underground. But is that necessarily a good thing? Both of those systems were built over a hundred years ago. Are those the standards that Metrolinx should be measuring itself against! Hopefully we have come a long way since then.

Again, I have no dispute with the need for the Ontario Line. I do question though the decision to have the line 1) run above ground through the quiet Riverside neighbourhood side streets when there is a viable, even if more costly, option 2) need for a huge station at Queen Street East and Degrassi Streets so that I will be able to get to the Exhibition grounds or the Science Centre more

quickly.

[REDACTED]
[REDACTED]

On May 13, 2021, at 10:27 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for reaching out and for choosing transit to get where you need to be.

You can find more information about the planning behind in the Ontario Line in the [Initial Business Case](#) and the [Preliminary Design Business Case](#). Strategic criteria that influenced the location of the Ontario Line station serving Riverside included:

- How many people could be served
- How much travel time can be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the overall network
- How local impacts could be managed
- How to ensure maximum transit benefits within the approved budget

Like you identified, there is a congestion problem. We expect this particular station to be part of the solution by providing a popular transfer opportunity between the streetcar network and the Ontario Line. It will also make destinations in the city more accessible. For example, a trip from Leslieville to Exhibition, which was previously only served by a combination of surface network routes, can now be completed on a one-seat ride on the Ontario Line. A trip across the entire Ontario Line will also take 30 minutes or less, getting you from Exhibition Place all the way to the Ontario Science Centre in record time – something that cannot be achieved with additional buses or streetcars in an already congested city. Our estimate shows the Ontario Line will have daily ridership of 388,000.

Construction means some level of disruption and we are committed to working with your community on Allen Avenue to mitigate those disruptions. One example is coordinating construction schedules so that noisy operations do not occur simultaneously. As we make more progress with design, construction plans and mitigation solutions to protect the community, we will share this all in the forthcoming environmental reports this fall before any construction begins. Before those reports are released, we will also hold more open houses soon to provide a better understanding of the look at feel of this project in your community.

My name is Daryl and I am your contact at the Ontario Line. We are opening a community office on Queen Street East so feel free to visit us in the future if you have

any concerns or questions. Consider signing up for our [e-newsletter](#) to receive all the latest project updates.

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

Daryl Gonsalves

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

<image001.png>

From: [REDACTED]
Sent: May 12, 2021 8:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Riverside Station (Queen and Degrassi)

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I have lived in the community (Allen Avenue) for thirty years and have seen a lot of good changes to the neighbourhood. So I am greatly interested in the proposed Ontario line and specifically the proposed Riverside station at Queen and Degrassi.

One of the reasons given for the need for the station is:

“Eliminating the station would greatly reduce customer benefits – especially for people living in the immediate vicinity – and the much-needed relief for the 501 streetcar will be lost.”

I don't own a car so one of the reasons I have lived in the community for so many years is the excellent public transit available: the 501 Queen, 503 Queen, 504 King, 505 Dundas and 506 Gerrard streetcar lines.

So I wonder how many local residents will take advantage of the proposed Riverside station at Queen and Degrassi which will create a huge disruption to the surrounding residential area.

Could you please provide me with the data you used to determine that people living in the immediate vicinity have a need for / would use this station.

I agree that the 501 streetcar line is overcrowded. Has Metrolinx, in conjunction with the TTC, considered alternative solutions that would be much less expensive and cause

less disruption to the community, such as:

A) An express bus along Queen from Victoria Park to the proposed Moss Park station. The bus could pick up/drop off riders at major intersections only.

B) Increase in the number of streetcars on Queen street or a car free corridor as was done on King Street.

I look forward to your reply.

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: May 5, 2021 1:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Form submission from: Contact

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Daryl,

Thank you so much. I feel much better now that I am informed.

I in turn will share this information.

Sincerely,

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>
To: [REDACTED]
Sent: Wed, May 5, 2021 11:39 am
Subject: RE: Form submission from: Contact

Hi [REDACTED]

Don't apologize, it's a large project and we can always do better to improve our maps.

That's correct. Ontario Line plans will not impact or modify Leslie Barns. Since you live on Woodfield Road, your neighbourhood will not be impacted by Ontario Line construction. Once the Ontario Line is completed, the Eastern Avenue (East Harbour Station) and Queen Street (Leslieville Station) will in fact serve your neighbourhood as you can easily connect via the TTC streetcars.

If you neighbours have any more concerns, feel free to reach out to me directly.

Daryl

From: [REDACTED]
Sent: May 4, 2021 1:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Form submission from: Contact

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Hi Daryl,

Thank you very much for taking the time to answer my question. I guess I find the map a little confusing for which I apologise. Plus, as I mentioned, there are a lot of rumours about Leslie Barns being a part of this so I thought I might ask about it.

I live on Woodfield Road and was wondering if there are plans for Leslie Barns or how these new lines might affect those who live on this street.

When I look at your map, I don't see anything to do with Leslie Barns at all.

I would be happy to share the information with my neighbours whom are concerned as I am as well.

Thank you so much.

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>

To: [REDACTED]

Sent: Tue, May 4, 2021 11:13 am

Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thanks for reaching out. I am not sure I understand your question so apologies if I do not provide all the information you need. Happy to follow-up if you can provide more details. I am assuming you live in the east end based on your question.

The Ontario Line will include a new East Harbour station which will be at Eastern Avenue, just on the east side of the Don River. From there, the Ontario Line will continue north and east to stop at Queen Street (Leslieville Station) and Gerrard/Carlaw (Gerrard Station). Our maintenance and storage facility will be in Thorncliffe Park.

You may have also been mentioning the TTC's streetcar yard, Leslie Barns, which is a different facility for different types of vehicles.

To learn more about the Ontario Line stations I mentioned, [click here](#).

To learn about the Ontario Line in general and sign up for our e-newsletters, [click here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: May-03-21 6:53 AM

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

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[REDACTED]

Submitted on Monday, May 3, 2021 - 06:52

Submitted by anonymous user: [REDACTED]

Submitted values are: [REDACTED]

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Queen Streetcar House Facility, between Greenwood and Woodfield

Message: Hi! I have heard some rumours and would like to get some actual information. This is in regards I think to the new Metrolinx/Ontario line. When I look on the website I don't see that this New Harbour will be at your current Queen Car house. Could you please clarify? Are there new plans for the current Queen Car location? Thank you so much.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/23134>

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From: Ontario Line

Sent: May 4, 2021 11:12 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thanks for taking the time to write to us and sharing your experiences with walking along Wardell Street.

The Ontario Line is following a robust [Environmental Assessment process](#) and one important component which we did not have too much time to speak about at the April 22 open house are the natural environment studies. The [Environmental Conditions Report](#) released last year studied the natural environment along the Ontario Line route, which includes wildlife in and near the communities where the Ontario Line will serve. As we complete these comprehensive studies looking at the impact of construction and operation of the Ontario Line on wildlife, we will propose solutions. All of this information will be shared in the forthcoming environmental reports which will be released later this fall and in early 2022.

Once again, thanks for writing to us and participating in the April 22 open house. We will be sharing more engagement opportunities and we look forward to sharing the results of these studies once they are completed.

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: May 3, 2021 9:40 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, May 3, 2021 - 09:39

Submitted by anonymous user [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Overground through Riverside

Message:

I attended your virtual public meeting on April 22 and just wanted to make a few comments.

I started taking daily walks with my dog along the park on Wardell Street about 20 years ago and have continued the habit with my second dog. Yesterday the robins and cardinals were singing loudly and a group of 5 red-winged blackbirds was fluttering about in the bushes on the railway right-of-way. That area, with its bushes, tangles of vines and scrubby trees, provides such an important micro-habitat for birds - in the winter there are chickadees, hairy and downy woodpeckers, cardinals and goldfinches. In the spring we have kinglets, brown creepers, vireos and a variety of warblers passing through. I've seen Cooper's hawks and sharp-shinned hawks and kestrels. There are groundhogs and I once saw a coyote.

I was disappointed during the Metrolinx presentation to hear the chair say that you would 'consult' with the community about what we wanted in those parks - perhaps a bench or some shrubs. You can't replace the natural habitat which is there now by doing some sort of manicured planting. I realize it's your r-o-w and you will do what you want with it. Already much of the underbrush seems to have been cleared. However, I just want to voice my concerns about something else that this community will be losing because of the above-ground railway corridor expansion.

Please provide a response to this submission.

Thank you.

Regards,

[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23137>



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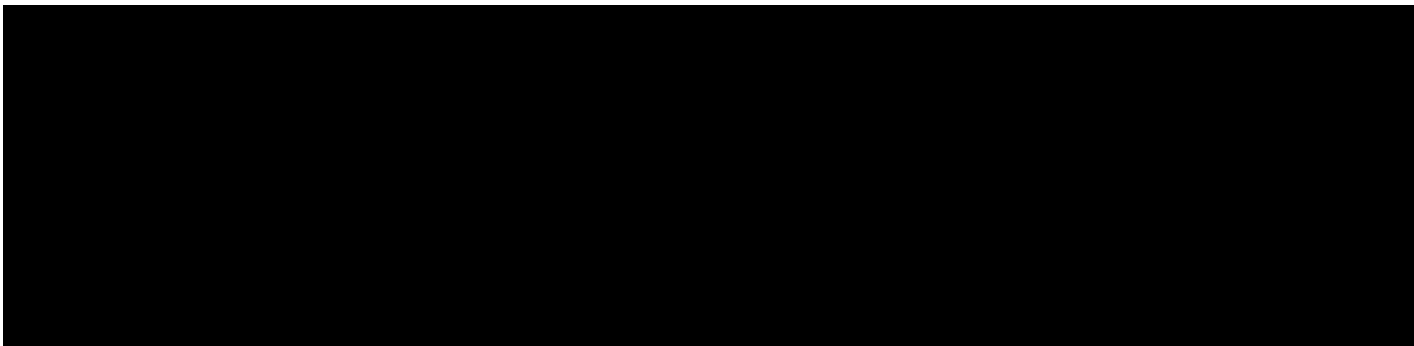
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From: Ontario Line
Sent: May 4, 2021 11:12 AM
To: [REDACTED]
Subject: RE: Dundas street bridge - leslievile

Hi [REDACTED],

Thank you for your email and I believe my colleague Josh met with you earlier. Great to e-meet you, my name is Daryl and I am leading engagement with Leslieville and Riverside. We operate from one shared email so feel free to reach out through this email.

At this point, we do know the Dundas Bridge will need be refurbished in order to accommodate the Ontario Line and GO Expansion. We are still in the process of identifying design requirements for the bridge refurbishment and so we cannot confirm measurements and impacts at this time. Our priority is to reduce impacts on area parks and private property. Once we have more information, we will provide an update to the community. Based on what I am hearing from the project team, I expect there should be more details available in early summer.

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

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

-----Original Message-----

From: [REDACTED]
Sent: April 30, 2021 10:51 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Dundas street bridge - leslievile

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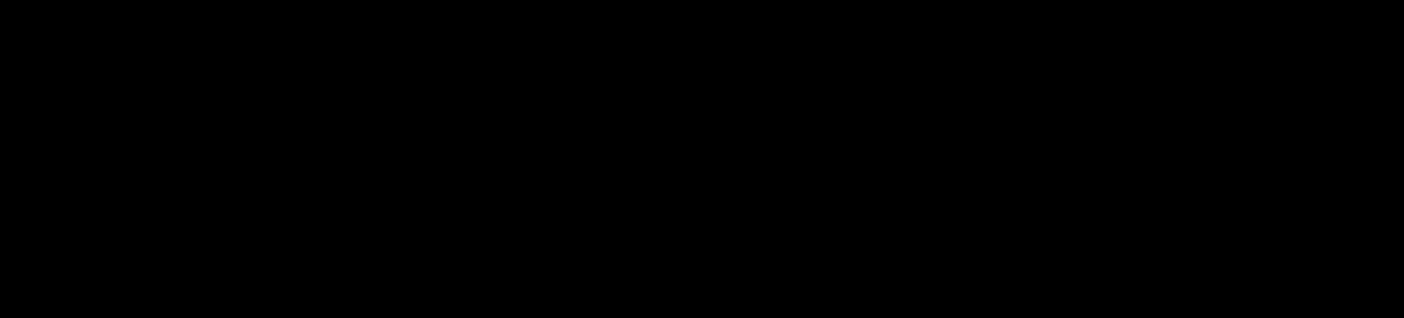
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Hello - I live up the street from the Dundas street bridge in Leslieville on Tiverton Ave. Many of us use the public car park at the south end of Tiverton. How much will the Dundas Street bridge need to be widened and how much of the car park will be affected during construction and after the tracks are live? Thanks!

[REDACTED]

Sent from my iPhone

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From: Ontario Line
Sent: May 5, 2021 8:43 AM
To: [REDACTED]
Subject: RE: GO/Ontario Line Transfer at Exhibition Station

Hi [REDACTED]

Thank you for your question about the future joint Ontario Line-GO platform at Exhibition station. Please accept our apology for the delay in responding.

We hear your concern and feedback regarding the practicality of the eastbound Ontario Line and westbound Lakeshore GO line sharing a joint platform. This is an issue our project teams have also considered. We investigated several construction options when developing the current layout, including possibly crossing the Ontario Line over when travelling westbound into Exhibition station as you suggested, but the operational complexity and associated costs of switching to a left-side configuration outweighed the potential benefits of having cross-platform transfers.

That said, we are developing plans for a new overhead concourse at Exhibition station and the need for easy and intuitive GO and Ontario Line customer access and reduced transfer times is a key priority.

If you haven't already, please consider [signing up for our newsletter](#) to stay updated on the Ontario Line and future public engagement opportunities. Please do not hesitate to contact us if you have any further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: April 29, 2021 7:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: GO/Ontario Line Transfer at Exhibition Station

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I see the GO Westbound and Ontario Line will share a platform.

If Ontario Line trains run on the right side, that would be Ontario Line Eastbound meeting with GO Lake Shore Westbound train; a transfer very few would use.

Is there an intention to run Ontario Line trains on the left-side (opposite of TTC subway) so an Ontario Line Westbound train will share a platform with GO Lake Shore Westbound?

Has there been consideration to having the OL tunnel cross-over (duck eastbound below westbound) between Bathurst and Exhibition? That is, OL trains run on the right most of the time, but on the left at Exhibition station only to provide a convenient westbound transfer?

regards,

[REDACTED]
[REDACTED]

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[REDACTED]

From: Ontario Line
Sent: April 30, 2021 1:00 PM
To: [REDACTED]
Subject: RE: Ontario Line and #2 Paisley

[REDACTED]

Thanks for the follow-up.

GO Expansion will add one additional track and Ontario Line plans will add two additional tracks. Since both Ontario Line and GO Expansion project schedules overlap, Metrolinx will be able to streamline construction in the area. I have attached a cross section graphic to help visualize what certain points of the rail corridor could look like. More detailed design work is continuing which will allow us to confirm the locations of the retaining walls and any impacts to adjacent property. Thanks for your patience while we complete this work.

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

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



From: [REDACTED]
Sent: April 28, 2021 1:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line and #2 Paisley

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Ok thanks for the update. Just a couple quick things.

I understood there was a 4th GO track to be installed (Ontario Line) and in addition to the subway expansion (relief line), which would bring 2 additional tracks.

Has the 4th GO line been greenlit or is that on hold? Is it 2 separate projects or are they contingent on each other?

Thanks
[REDACTED]

On Wed, Apr 28, 2021 at 1:08 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]
I hope this email finds you well.

I'm writing regarding our property requirements for the Ontario Line as they pertain to your home at [REDACTED]. We are still working on designs for the rail corridor and do not have an update to share as our team is still working through all the details.

As soon as we have confirmation and information to share, we will be in touch with you.

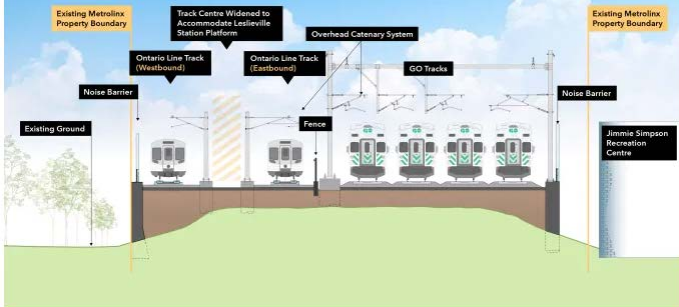
Please don't hesitate to contact us if you have any questions in the meantime,

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

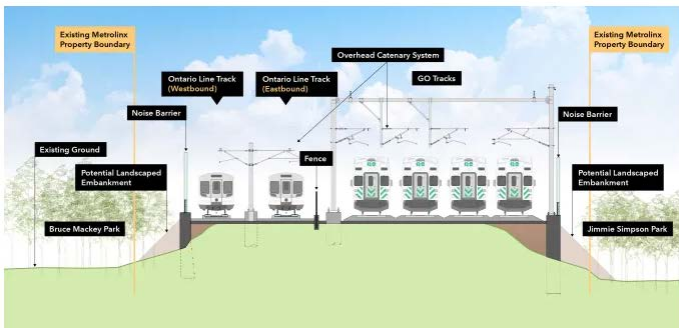


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This artist drawing shows the corridor cross section of a station north of Queen Street. (Metrolinx image)





From: Ontario Line
Sent: April 27, 2021 9:48 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact



Thank you for writing to us and for participating in the recent virtual open house. A lot of the discussion last week was focused on the area around the future Leslieville station because we had new information to share about anticipated impacts there.

Right now, we are still finalizing details related to the portal at Gerrard, looking at how we can best reduce our requirements as much as possible. Once that is complete and any property requirements are identified, we will reach out directly to property owners to make them aware. Due to legal sensitivities, we cannot share more about these conversations with employees or tenants but we will provide information to the public as soon as possible.

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 <default@metrolinxengage.com>
Sent: April-26-21 10:07 AM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Monday, April 26, 2021 - 10:06

Submitted by anonymous user [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line

Message:

Hi,

After the East segment a few days ago describing the proposed details, I was disappointed that there was very little discussion about the Gerrard portal. I'm wondering what the proposed approach is going to be for this particularity for the no frills plaza. [REDACTED] I'm concerned about being displaced.

[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22782>



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From: Ontario Line
Sent: May 4, 2021 11:12 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thanks for your follow-up.

For the Lakeshore East Joint Corridor Early Works, we are still finalizing the design before determining the best construction method to use and a construction work schedule. Once we start determining the construction schedule, we consider impacts to the community, safety issues, rail traffic, coordination with other construction in the area, etc. Once we start construction, we will establish lines of communication with the community so you are aware of what work is happening and what to expect for the future. We know construction means disruption but we are looking at how best to minimize it wherever we can.

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

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



From: [REDACTED]
Sent: May 3, 2021 1:37 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Form submission from: Contact

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Hi Daryl,

Thanks for your reply from a couple of weeks ago now (please see below).

I do have another question:

In terms of the Early Works part of the project for Lakeshore East Joint Corridor, does Metrolinx anticipate much of the work happening at night?

We've heard that is likely the case due to safety issues surrounding work happening during the day as the

majority of trains use the corridor.

Can you let me know any thoughts on this?

Thanks very much,

██████████

On Apr 23, 2021, at 12:54 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ██████████

Thank you for your question and your kind words. We recognize the need for more engagement with your community and as we start making more progress with the project, we are excited to share more information.

Since the Ontario Line is a massive project, we have split the work into three different packages and multiple 'Early Works' projects. For the East section, three pieces of work are important to note: Lower Don Bridges Early Works, the Lakeshore East Joint Corridor Early Works and the Northern Civil, Stations and Tunnels package. I have attached a graphic to this email to help visualize the timeline.

Lower Don Bridges Early Works

- New Ontario Line bridge will be added to the north side of the existing rail bridge.
- Expected to start in 2022, following public consultation on the draft environmental report this summer.

Lakeshore East Joint Corridor Early Works

- Expected to start in mid-2022, following public consultation on the draft environmental report this fall, and last for at least three years.
- Includes GO rail corridor vegetation removal, grading, realignment of existing tracks and new track, relocation of utilities, refurbishment of all existing bridges (Queen, Dundas, Logan), installation/upgrading retaining and noise walls.

Once early works are concluded, station construction for Leslieville and Gerrard will begin followed by rail track installation. Construction of the tunnel beginning at Gerrard and running north up Pape is expected to begin in 2023.

As we advance procurement, we will have a better idea of when the each piece of work will be completed. The opening of the Ontario Line is expected by 2030.

We recognize construction of major transit infrastructure is disruptive and we are here to help. Along the way, we will strive to keep the community updated with advance notification where possible and we will be close by with our community office on Queen Street.

Let me know if you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

<image001.png>

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Date: April 23, 2021 at 8:19:09 AM EDT

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

Reply-To: Metrolinx Engage <support@76design.com>

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Submitted on Friday, April 23, 2021 - 08:19

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

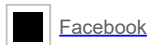
Subject: Ontario Line East question.

Message:

Hi there,

Thank you for putting on the virtual open house for the East section last night. I'm encouraged by your team's commitment to holding monthly meetings, as well as the upcoming opening of your office on Queen. In the meantime, I'm hoping to get a rough idea of the construction timeline specifically for the East Section, including Leslieville Station. Are you envisioning three years, five, one? Will construction go on throughout work along the entire line, so closer to a decade? I won't hold Metrolinx to any numbers, as I know variables are a fact of life for transit around the world, but would like some sense of how long we can expect disruption, no matter how rough that estimate is. Thanks again for last night, and I look forward to your reply. [REDACTED]

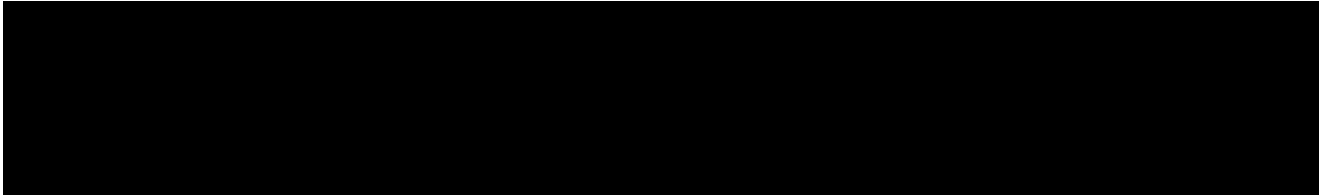
[REDACTED]



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From: Ontario Line
Sent: May 7, 2021 11:33 AM
To: [REDACTED]
Subject: RE: Link to cross-section

Hi [REDACTED]

If Ontario Line work has directly impacted your home, this will be handled as a damage claim. The exact process is still being setup for this project and we will have more to share later this year, prior to any construction work beginning.

Sorry I can't provide more information at this time but please feel free to reach out again.

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]
Sent: May 3, 2021 1:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Link to cross-section

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Thank you!! What about the compensation process in case our foundations which are in stone are destabilized? You mentioned there is a compensation process.
Have a great day?



On Mon., 3 May 2021 at 9:03, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

It was great to chat with you last week. I connected with my colleagues internally and here is some more information you requested:

Ontario Line train specifications

- Ontario Line trains will be fully electric and smaller than the trains TTC uses.
- They will be fully automated which is the safest system in use around the world. Train doors will automatically open and close in sync with platform edge doors that will be installed at all stations, keeping both passengers and objects safely separated from moving vehicles.
- Trains could be about 100 metres in length assuming a three metre car width
- There will be capacity to run 40 trains per hour during rush hour which means an interval of 90 seconds between each train.
- More details will be shared in the future as we advance in the procurement process.

Noise wall design

- I have attached pictures of some design ideas that the team is considering.
- Public engagement on retaining and noise wall design concepts will begin in early Summer 2021.

Bridges

- As part of the 2022 construction work, all of the bridges will be refurbished to accommodate the Ontario Line and GO Expansion.
- There are no further details I can share as they are still finalizing requirements and design.

Property impact process and compensation

- Right now, there are no impacts identified to [REDACTED] at this current moment in time.
- If Metrolinx confirms that a property is needed/impacted to support construction or operation of the Ontario Line, you will receive direct confirmation from us informing them that this is case. After that, Metrolinx will arrange to meet with the you to answer any questions you have, including how much property is needed and why, how the acquisition process works and expected timelines. Multiple meetings will take place throughout this process to ensure you have the information and support you need. Like I mentioned on our call, we are still confirming requirements and we expect to complete this by fall 2022. If your property is impacted or required, Metrolinx will compensate you at fair market

value, and our commitment is to ensure owners do not experience a financial loss.

I hope this helps and feel free to reach out if you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]
Sent: April 29, 2021 11:54 AM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Link to cross-section

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Hi Shivahami,

I'm still waiting for the call from Daryl Gonsalves.

Thanks,

Stay safe

[REDACTED]

[REDACTED]

On Friday, April 23, 2021, 03:53:12 p.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks so much for our call. It was a pleasure talking with you.

My colleague Daryl Gonsalves will give you a call back soon (I've mentioned that you prefer weekdays after 11am) with what we hear back from the project team about the following items:

- Whether the Dundas bridge will be expanded westward in the direction of your property at [REDACTED] and by how much
- The pre-surveying process used to document the conditions of homes and buildings near work sites, and whether your property will be one of the homes we will document
- More detail if possible about the compensation process if any damage is done to your stone foundation by drilling taking place near your property (I was mistaken about this being in our FAQs so I don't have a link to share right now)
- A more detailed timeline regarding when work will take place near your property ([here](#) is the overall project timeline, which shows Early Works construction in the rail corridor beginning in 2022)

Please let me know if I missed anything in this list.

I also wanted to share a couple of links to our [noise & vibration studies](#) and [neighbourhood maps](#) for your area. The maps there will be updated very soon to show the new plan to have the Ontario Line tracks together. If you aren't already, please subscribe to our e-newsletter [here](#).

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Ontario Line
Sent: Friday, April 23, 2021 2:41 PM
To: [REDACTED]
Subject: Link to cross-section

Hi [REDACTED]

Here is the link I mentioned: <https://blog.metrolinx.com/2021/04/22/ontario-line-east-segment-update-looks-at-how-noise-walls-will-make-communities-quieter/>

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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[REDACTED]

From: Ontario Line

Sent: May 13, 2021 10:25 AM

To: [REDACTED]

Subject: RE: Ontario line

[REDACTED]

We are completing a comprehensive noise and vibration study to look at those specific impacts along the rail corridor. In addition, we have an [array of proven solutions](#) to mitigate noise and vibration, including seamless noise walls which will be installed at Tiverton and elsewhere where there is currently no mitigation whatsoever. Our preliminary results show it will be quieter at many areas near the rail corridor.

Once those studies are complete, we look forward to sharing the results along with our proposed mitigation measures in the forthcoming environmental reports. We know the community wants to see these so we are looking to share them as soon as the results are verified.

Best,

Daryl

From: [REDACTED]

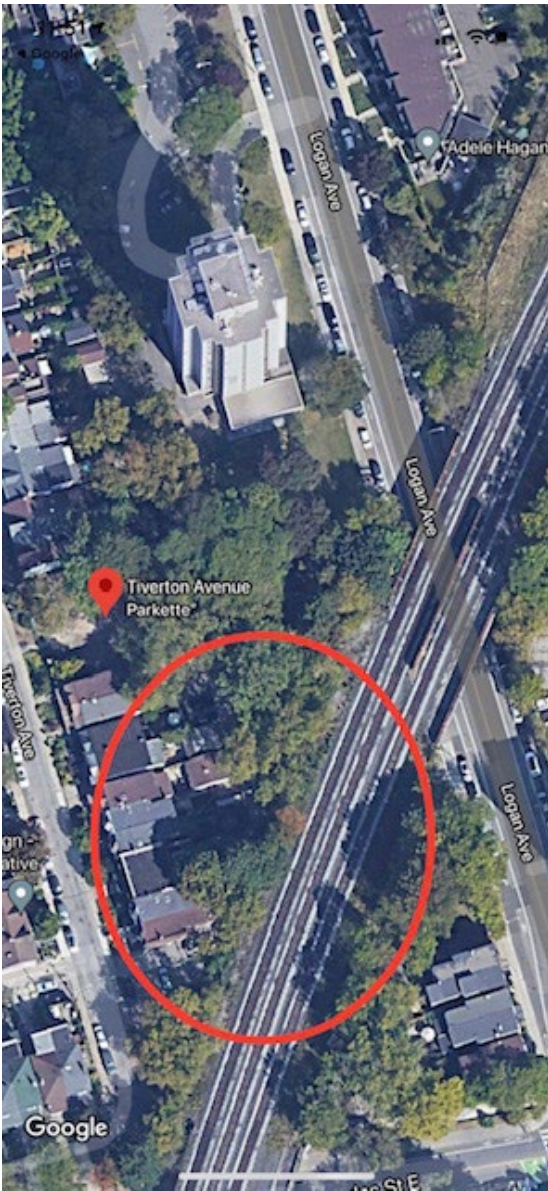
Sent: May 7, 2021 11:54 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario line

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Are you also telling me adding 4 more tracks is not too close to these tiverton houses and will be less noisy and perfectly healthy? Imagine yourself living there.



Sent from my iPhone

On May 7, 2021, at 11:41, [REDACTED]

Just bury it. It's an extremely archaic, backwards, unsafe, unhealthy, extremely ugly, maintenance nightmare, community destroying, suburban and disruptive solution in every way you present it.

Have a great weekend

Sent from my iPhone

On May 6, 2021, at 10:07, [REDACTED]
wrote:

That sounds like a lot of disruption!! I thought you said less disruption???

Sent from my iPhone

On May 6, 2021, at 09:53, Ontario Line
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I understand that picture looks disturbing and thanks for reaching out again.

As part of Ontario Line early works in your neighbourhood, we will be doing an extensive refurbishment of the Queen Street rail overpass. This will be done according to the latest bridge construction standards set by the City of Toronto and the Province of Ontario.

I can assure you that the project team is taking safety very seriously. In my previous emails, I provided some background on how Metrolinx is looking to international rail best practices to determine all potential hazards, like derailment, and properly mitigating them as much as possible. It's important to note that Ontario Line's train technology has automatic control which will have the latest monitoring technology so sensors can detect if the trains need to stop due to any hazard on the rail tracks.

As we advance design and develop this standard, Metrolinx will have more so share on safety and our construction plans.

Have a good day,

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

<image002.png>

From: [REDACTED]
Sent: May 4, 2021 6:40 PM
To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Subject: Re: Ontario line

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Hi Daryl,
I'm sure you've been sent this image many times today. But this is exactly what I fear will happen on that 100 year old degrassi overpass with all those added trains. I know what you will say though it will be safe and the typical metrolinx response.

[REDACTED]
[REDACTED]

On Apr 23, 2021, at 15:32, [REDACTED]
[REDACTED]

Hi Daryl,

Your answers are more copy paste generalizations that don't respond to what I actually asked you but an answer that you picked from your general metrolinx response booklet like a robot would do that somewhat matched.

I hope you can understand why this is so frustrating for the community.

Thanks,

[REDACTED]

Sent from my iPhone

On Apr 23, 2021, at 12:57, Ontario Line
<ontarioline@metrolinx.com> wrote:

[REDACTED]

Thanks for taking the time to meet me on Wednesday morning and for attending the open house yesterday. I hope this will be start of many conversations as we move forward with the Ontario Line.

Responding to your points of concern:

1. The six-track joint corridor will be subject to an evaluation conducted with an Independent Safety Assessor to ensure the utmost

safety standards are in place for passengers, operating and maintenance staff, and the communities that the Ontario Line will travel through. This evaluation will follow the European Standard the European Common Safety Method for Risk Evaluation and Assessment and will consider a range of factors, including operations, safety, and security measures, emergency procedures and maintenance. As we discussed, the Ontario Line will use remotely operated trains that run on an automatic signalling system which are considered to be the safest model in use.

2. As discussed in last night's open house, [here is a link to a recent blog post](#) where we share initial data from the noise studies which look at the effectiveness of noise walls in rail corridor. Early results show the sound of every train passing through Leslieville and Riverside will be reduced by up to 50%. Noise levels throughout the day and night will also be lower than they currently are at a majority of locations along this part of the route. Once the findings are reviewed and verified, they will be shared with the community in the Lakeshore East Joint Corridor Early Works which will be released later this year.
3. As you saw with the two cross sections last night, Metrolinx will be able to stay almost entirely within the existing Metrolinx property boundary.
4. Above-ground rapid transit is already a proven solution in cold-weather cities across the world, including the TTC's existing subways here in Toronto. As we select a successful bidder to deliver the train technology, we will review

the track record of the proposed technology in cold weather.

5. Vancouver (Canada Line), Montreal (REM) and London (Docklands Light Railway) are a few examples of other transit systems that have used above and below ground routes to significantly expand their transit systems through urban environments. Our experts looked around the world for best practices and how to best deliver this project.

Our decision to build the Ontario Line in the existing railway was based on plans to limit or reduce the combined impacts of rail traffic to surrounding communities, including private residences, businesses, parks, streets and existing transit.

I understand you have concerns and we welcome you to bring them forward as we continue more frequent engagement with your community in advance of the Lakeshore East Joint Corridor Early Works Environmental Report this fall. As we move forward, we are committed to working with the community to ensure the Ontario serves the neighbourhood with maximum benefits and the solutions put into place allow you to enjoy your neighbourhoods for years to come.

Please reach out should you have any additional questions or feedback,

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

<image001.png>

From: [REDACTED]
[REDACTED]
Sent: April 21, 2021 1:28 PM
To: Daryl Gonsalves
<Daryl.Gonsalves@metrolinx.com>
Subject: Ontario line

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Hi Daryl,

Thanks for meeting us today. Have you read this guideline but for new developments.

Some points of concern:

1. safety , crash walls for 8 degrassi recommended by metrolinx so obvious safety concern by them even with these new trains but grandfathered approach for all others?
2. Noise levels and constant noise what is recommended levels for being this close to tracks and what will be achieved?
3. Cross section showing closest house and train what is the recommended setback vs what is being proposed. Will this be clear to everyone?
4. Above ground seems like it will cost way more compared to underground. Maintenance in winter ex. Go trains always shut down during winter snow and Scarborough above trains. I don't see how a new train system would avoid winter maintenance.
, working with old railway corridor expensive, many engineering studies, Walls walls walls \$\$\$, retaining walls, crash walls, noise walls etc.,. Artwork landscaping to try and make it look nice, destroying neighbourhood as no one will want to live next to this no matter how beautiful , wonderful and compelling you try and make it seem. I think realistically you can also see this.

Example of an old neighbourhood where trains are this close to houses and thriving would be beneficial.

Overall I just think going underground will be a future ready approach and just makes sense in many ways however what I got from you today was metrolinx will proceed with above ground plan as they have done the studies to support this.

https://www.proximityissues.ca/wp-content/uploads/2017/09/2013_05_29_Guidelines_NewDevelopment_E.pdf

Shared via the [Google app](#)

Sent from my iPhone

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[REDACTED]

From: Ontario Line
Sent: April 26, 2021 8:19 AM
To: [REDACTED]
Subject: RE: Ontario Line Open House - East Segment

[REDACTED]

Thanks for your email and for attending our open house last week.

We have noise and vibration engineers completing this important study and once complete, we will be sharing it with the community through the Lakeshore East Joint Corridor environmental report which will be released in the fall. This environmental report will include a 30-day consultation period and be released well before construction begins in 2022.

We know the community has many questions about noise and vibration so we shared some initial results from the study so far which tells us that Ontario Line plans will ensure noise levels will be lower than they currently are at many locations along Riverside and Leslieville. Right now, we can confidently say the sound of every train passing through many locations in these neighbourhoods will be reduced by up to 50 per cent. To learn more, please read the [latest blog](#) we released which summarizes the information you heard at the open house last week. We will be sharing more information as soon as we can.

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

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



From: [REDACTED]
Sent: April 23, 2021 8:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Open House - East Segment

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Hello Metrolinx,

I am a resident of Leslieville and I attended the Open House virtual meeting on April 22, 2021.

Today I received the Metrolinx email newsletter in my inbox that included the following statement,

At the virtual open house for the East segment last night, the Ontario Line team shared details about how seamless noise walls proposed along the existing rail corridor in the neighbourhoods of Riverside and Leslieville are expected to result in quieter, more peaceful streets, with noise levels lower than they are today at many locations along this stretch of the Ontario Line.

If possible, could you please provide the engineering and/or scientific data to support this claim?

Please excuse me for saying, but without real scientific data to support a claim that trains running every 45 seconds will be quieter than the current situation, your claims resemble KGB-style propaganda. It's hard to understand how this current plan could be quieter.

Thank you,

[REDACTED]
[REDACTED]

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From: Ontario Line
Sent: April 26, 2021 8:18 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi David,

Thanks for reaching out.

We are looking at how best to deliver seamless noise walls along the existing rail corridor in Riverside and Leslieville which includes the bridges you listed as well. We'll have more to share as designs and environmental assessments advance over the rest of this year.

If you have not already, consider signing up for our [e-newsletter](#) to receive all the latest updates.

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 23, 2021 12:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, April 23, 2021 - 12:41

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional): Gerrard
Subject: Will rail bridges have sound barriers?
Message:

Will the following bridges have any form of sound barrier:

- Gerrard
- Logan
- Queen
- Eastern

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22561>



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From: Ontario Line
Sent: April 29, 2021 9:13 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thanks for your follow-up and great to continue the conversation.

We recognize the character of your neighbourhood and our priority is to advance Ontario Line plans to deliver higher order transit while minimizing impacts as much as possible. In the article I previously shared, we looked at tunneled options which would have resulted in the acquisition of numerous homes along McGee and Saulter Streets, including the beloved Saulter Street Brewery.

Based on the homework we did in the business case process I mentioned, utilizing the existing rail corridor while staying mostly within the Metrolinx property boundary is a solution to minimize impacts to homes and parks, while creating an effective transit system. Based on our early designs, we are confident we can deploy effective mitigations that address the community's concerns. For example, Ontario Line plans have committed to the installation of seamless noise walls which will make the neighbourhood quieter than it is today at a majority of locations along the rail corridor.

We understand the community wants more engagement so we have committed to monthly touchpoints to discuss these mitigations as we advance the forthcoming environmental reports. These engagements will offer a chance for us to prove to the community that our mitigations are effective and also a chance for community members to provide direct feedback.

Thanks again for taking the time to write to us George.

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

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



From: [REDACTED]
Sent: April 27, 2021 10:03 AM
To: Ontario Line <ontarioline@metrolinx.com>; [REDACTED]
Subject: Re: Contact Ontario Line Submission

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Thanks so much for the response!

As was communicated on the call, there is massive community support for going underground so as not to disrupt our small and unique neighbourhood. I don't necessarily support the under Carlaw plan that is being INACCURATELY identified as a community backed plan. The reality is no one in the Carlaw/Queen area was given any chance for feedback.

Having said all this, I fully believe any delay in construction to bury the line, even within the current rail corridor, would be fully accepted by the community. Is this a plan that MetroLinx is willing to revisit and consider as the only underground option?

Forcing an above ground solution when clearly the community is opposing this will not resolve well. Although not ideal for some, a proposal that is under the rail corridor would perhaps be a resolve that everyone could agree to. Having everyone in alignment would certainly make the entire process easier and friction free.

Thoughts on this?

[REDACTED]

On Tuesday, April 27, 2021, 9:45 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for writing and providing your feedback on the recent east virtual open house.

At Metrolinx, we complete [business cases](#) to determine how best create new transit capacity in a way that would minimize negative impacts while achieving the greatest benefits. Throughout this planning work, we have found that using the existing rail corridor in Riverside and Leslieville will help us minimize impacts to the local community and connect more neighbourhoods with higher order transit sooner while getting cars off the road and reducing greenhouse gas emissions.

[In an article here](#), we looked at tunneled alternatives but found they would be more disruptive to the community and increase the construction schedule by 15 and 24 months. We are advancing Ontario Line plans that use the 150 year old rail corridor because we are confident that we can provide effective mitigations and achieve the best customer experience for those using the Ontario Line.

As we discussed at the end of the meeting, we know the community wants more information and more engagement opportunities so we committed to more frequent touchpoints in the future as we advance the forthcoming environmental reports by the end of this year.

Again, thank you for writing to us. Feel free to reach out should you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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

Sent: April 22, 2021 8:13 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 22, 2021 - 20:12

Submitted by anonymous user [REDACTED]

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Meeting follow up questions

Message:

Thanks for the meeting tonight. I am under the belief that the only underground option you attempted to cost out was under Carlaw Avenue. As you likely heard on the call tonight, this community has not had a real chance to discuss this project. Fletcher and a small group of concerned residents had NO input into the Carlaw underground plan. Regardless of the money they wasted already, I would be most interested in hearing if a straight line underneath Pape would be considered. There

is more resident density with all the new condos on Carlaw and the total supporter number would far outnumber the small count of Pape Ave residents. People near the current rail line would also very likely support this (they have valid proximity concerns). I know Fletcher has NOT compromised, but this is your chance to hear the community and react in a way that meets the VAST MAJORITY of residents needs. I also wonder what happened to the proposal of tunneling under the current railway as a means to minimize disruption. As you saw tonight, the people of Leslieville are adamant in wanting an underground solution. You do NOT have to relent to Fletcher's specific Carlaw plan in order to secure a victory. Actually, a move back to Pape would be a clear sign her pandering politics of a few voters does not work. Metrolinx can own some REAL community consultation and have support instead of pushback for the duration of the project. Please advise, and thanks in advance.

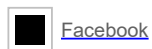
██████████
P.S. I don't typically make comments about individuals, but Fletcher/Save Jimmie Simpson and the LSE CAC are all aligned ONLY for a Carlaw plan and will not engage in anything else (sorry they also support Steven's plan, but this is also up Carlaw). Don't even ask to see a plan, instead feel free to work for the residents and not these niche groups to create your own plan. The reality is that residents would be overjoyed for a plan calling for a straight line under Pape (and the old TTC yard could be used for staging).

So the bottom line is the whole community wants an underground plan, but the vast majority want it under Pape as was originally designed.

Thanks for you consideration.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22527>



From: Ontario Line
Sent: April 23, 2021 11:06 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thank you for taking the time to write to us and provide your feedback.

We understand the community has concerns with Ontario Line plans and we want to continue working with you as we share more opportunities for public feedback and open our community office in Riverside. Not sure if you had a chance to attend our virtual open house last night but I would like to highlight some of the information we shared.

Protecting parks in your neighbourhood while making use of the 100+ year old rail corridor means we can reduce community impacts by avoiding significant excavations compared to a tunneled option. Current plans ensure the Ontario Line remains in the existing rail corridor which means the Jimmie Simpson Recreation Centre can continue operations throughout construction and beyond.

Providing ongoing access to your beloved green space in the community is a top priority for us as we deliver this important project. If we need a small parcel of park space in order to avoid impacts to homes or businesses, we will work with the City of Toronto to ensure it is thoughtfully restored to its original condition, or better. When it comes to trees, we are working hard to avoid impacts unless absolutely required. That being said, with our commitment to deliver effective continuous noise walls for your neighbourhood, we will also plant new trees and other greenery. The attached graphic gives you an idea of how the new tracks will be arranged in the corridor, mostly within the Metrolinx property boundaries.

Thank you for taking the time to write to us and please let us know if you have any further questions.

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



From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: April-19-21 2:10 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Monday, April 19, 2021 - 14:10

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line

Message:

Let's not destroy our neighbourhood. Please bury the proposed Ontario Line. That way we will save parks, trees, wildlife, rec centres and we keep on enjoying our green space.

Thank you.

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22220>



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Existing Metrolinx Property Boundary

Track Centre Widened to Accommodate Leslieville Station Platform

Existing Metrolinx Property Boundary

Ontario Line Track (Westbound)

Ontario Line Track (Eastbound)

Overhead Catenary System

GO Tracks

Noise Barrier

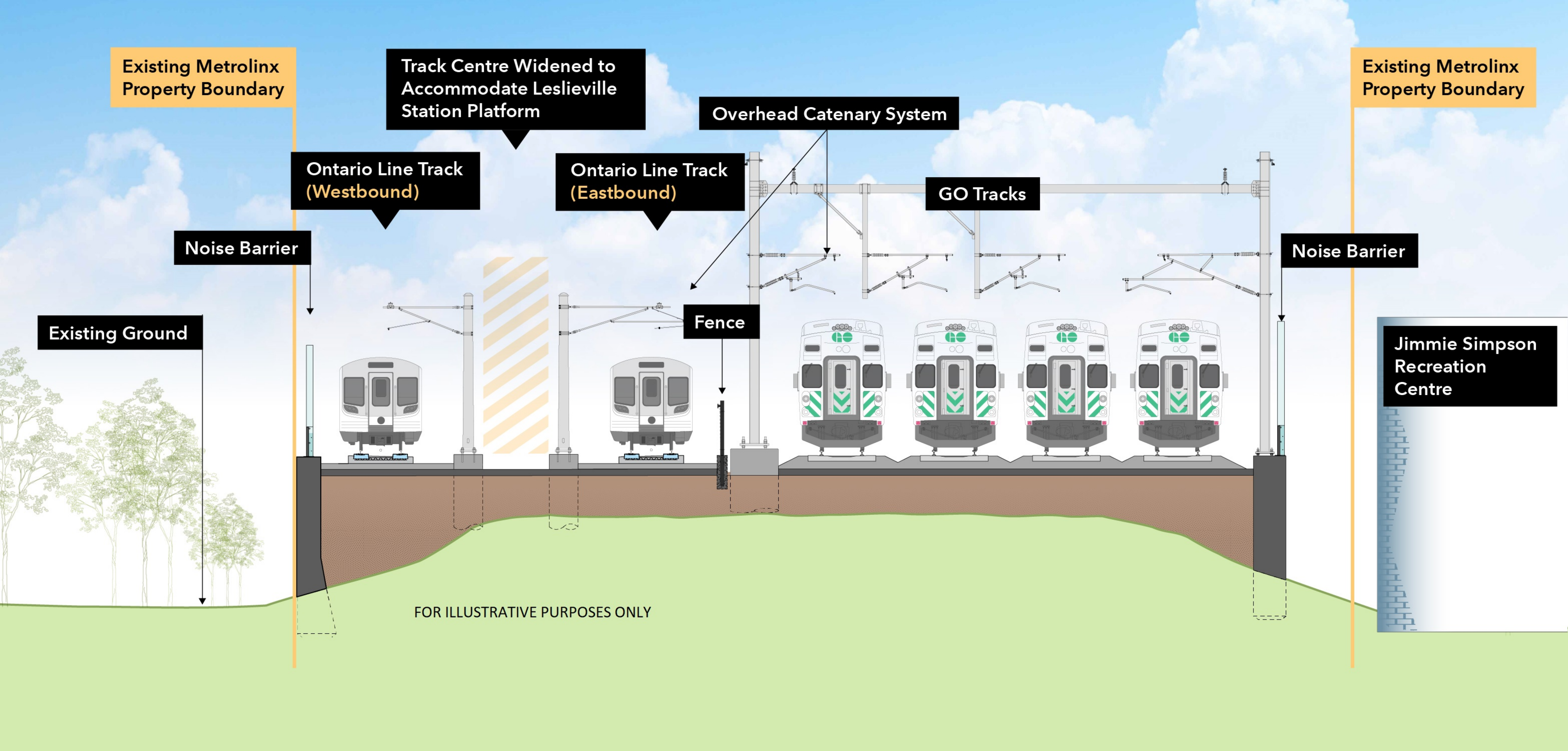
Noise Barrier

Existing Ground

Fence

Jimmie Simpson Recreation Centre

FOR ILLUSTRATIVE PURPOSES ONLY



From: Ontario Line

Sent: April 6, 2021 2:51 PM

To: [REDACTED]

Cc: councillor_Fletcher@toronto.ca; julie.dabrusin@parl.gc.ca; tabunsp-qp@ndp.on.ca

Subject: RE: Expropriations on elevated portion of Ontario Line

Hi [REDACTED]

Thank you for reaching out again.

To provide some context, we are still working on refinements to our plans and developing public information materials so we can provide a better understanding to residents in Leslieville and Riverside. We recently [released updated drawings of this change](#) in the area of the parks and are working on updating our website to reflect the latest proposal. We are planning virtual open house for April to provide an update to the community and seek feedback. Details of the upcoming virtual community meeting will be shared through our e-newsletter.

In terms of your property located at [REDACTED], we still do not anticipate any impacts.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: April 3, 2021 6:31 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_Fletcher@toronto.ca; julie.dabrusin@parl.gc.ca; tabunsp-qp@ndp.on.ca

Subject: Re: Expropriations on elevated portion of Ontario Line

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Hi,

I am wondering if I can get an update on the “do not anticipate impacts “ as I understand a decision has been made to build the subway (elevated way?) platform on the west side on the existing Go platform. I live on the west side.

I don't feel continually informed. I would have thought there would have been community conversation before these decisions.

Regards

[REDACTED]
[REDACTED]

On Mon, Nov 9, 2020 at 8:52 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your message and question about property impacts. I understand that your home is very special to you and that timely information is very important.

Initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. However, based on the location of your property and the distance from the rail corridor, we do not anticipate any impacts. We will work collaboratively with our partners, communities and with property owners to ensure the lines of communication remain open and that those impacted are continually informed.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]

Sent: Friday, November 06, 2020 9:49 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: tabunsp-qp@ndp.on.ca; julie.dabrusin@parl.gc.ca; councillor_Fletcher@toronto.ca

Subject: Expropriations on elevated portion of Ontario Line

Dear Metrolinx,

A representative of yours managing the twitter account (fs) indicates there will be expropriations of homes along the elevated portion of the Ontario Line. I also understand from some of your promotional material that construction will be starting soon. The representative also is indicating that you are presently identifying properties.

I love my home and wish to understand the risk of expropriation before I decide to invest further in it.

Is there a way to understand the risk for my address (or any other address for that matter)?

Regards

[REDACTED]
[REDACTED]
[REDACTED]

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

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--

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

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From: Ontario Line

Sent: April 8, 2021 10:22 AM

To: [REDACTED]

Subject: RE: [REDACTED] [REDACTED] Construction Impacts Not Noise [REDACTED]

Hi [REDACTED]

Thanks for your follow-up email and your questions on social media as well.

Rearranging the corridor with both Ontario Line tracks on the west side doesn't mean the tracks are closer to homes. As you can see from the image that we [recently shared with the community](#), the six tracks stay mostly within the rail corridor. In addition, this change allows us to reduce the need for permanent infrastructure which means even fewer impacts to parks that the community enjoys. What we're working on now is how the design of retaining walls to protect the parks and provide a foundation on top of which we will install noise walls that will protect the community from the sights and sounds off the corridor and bit landscaped so they reduce visual intrusion and blend in the with parks.

We're still in the early stages of design and there will be many future opportunities to provide your feedback. For your neighbourhood, environmental assessment reports will be released in fall 2021 and early 2022 that will detail associated impacts of the Ontario Line and proven solutions Metrolinx will deploy to mitigate those impacts. Before construction starts, there will be opportunities to provide feedback alongside each of these reports. You can learn more [here](#). Details will be shared through our [e-newsletter](#).

We'd like to setup a time to chat with you on the phone or via Microsoft Teams. Let us know when would be convenient for you.

Thank you,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]
Sent: April 6, 2021 3:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Construction > Construction Impacts Not Noise [REDACTED]

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Hi Sivahami,

The new drawings will impact the homes on De Grassi and Wardell by being closer to peoples' actual homes versus in the park. Though this change has been taken to consider "community feedback" I am quite certain no one in the neighbourhood would have fathomed that the solution would be to increase the proximity to peoples' homes. This is less than the recommended set back by Rail Canada and the World Health Organization. How is Metrolinx obtaining feedback from all of the people who will now be directly beside this expansion at an unsafe distance? What measures is Metrolinx willing to take to make this safe for ALL individuals?

[REDACTED]

On Tue, Apr 6, 2021 at 1:27 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Further to my previous message, I wanted you to know that we released some [updated drawings](#) of the alignment in the area. Please take a look and let me know if you have any questions.

Have a good day,

Sivahami
SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team



From: Ontario Line
Sent: April 5, 2021 8:51 AM
To: [REDACTED]
Cc: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>
Subject: RE: [REDACTED] Construction > Construction Impacts Not Noise [REDACTED]

Hi [REDACTED]

Thanks for your email about Ontario Line plans in your neighbourhood, and thank you for the

work you do on the frontlines as a nurse.

Metrolinx is looking at reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. It's important to note that we're still committed to fitting the Ontario Line mostly within the existing corridor. This would be done by shifting the GO tracks to the east. The homes on Wardell and De Grassi would not be blocked by the new configuration.

Having both of the Ontario Line tracks on the west would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning a virtual open house for April to provide an update to the community and seek feedback. This open house will also provide an opportunity for us to share some of the initial work we have been doing on noise and vibration mitigation, including well-designed noise barriers, that will shield the community from the sights and sounds of the rail corridor.

No construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation. This environmental assessment process began in 2019 and is ongoing, with noise, vibration, and air quality studies. More information is available [here](#).

Please sign up for our newsletter or check our [website](#) for more information about the upcoming virtual open house. In the meantime, please reach out if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>

Sent: Thursday, April 01, 2021 8:01 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: [REDACTED] Construction > Construction Impacts Not Noise [REDACTED]

[REDACTED]

I am a resident of the Riverside neighbourhood in Toronto and writing to you regarding

the Ontario Line and its impact on the environment, health, and safety of my community. My family just recently moved into this cherished neighbourhood where we finally had outdoor space. I am shocked and appalled that without public consultation my home and neighbourhood have been put in jeopardy. I am a registered nurse and have been working on the frontlines during this pandemic, not only do I have to worry about my family's safety through my work but also in my own home.

The proposed Ontario Line over ground plans are problematic for the following reasons:

- 1. The new proposed changes will directly impact the homes of those on both Wardell Ave and De Grassi St by blocking access to homes and increased proximity to the rail tracks, as well as indirectly impacting many other residents. Had the most recent changes in plans been disclosed we would not have purchased our home. The doubling of rail tracks, over ground and in close proximity (less than 10 m) from residential and social housing exposes residents to dangerous noise levels, vibration and pollution. This is supported by the World Health Organization. Noise walls are ineffective, when significant noise reduction is required - such as having 4 rail lines within 10 m of social housing or a residential neighbourhood. Moreover, Metrolinx has not completed a vibration study for the impacted neighbourhoods.**
- 2. The proposed plan of 10m setback from residential homes is far below the recommended minimum of 30m set by RailCan in 2013. This is unsafe.**
- 3. The changes to the ground plans are in complete contradiction to the latest funding agreement set out by the federal government which stipulates "no site preparation, vegetation removal or construction will occur for a Project ... until Canada is satisfied that the federal requirements under the Canadian Environmental Assessment Act ... are met.**

For these and many other concerns, including lack of public consultation throughout this process, we are asking for your support on the following:

- Put the Ontario Line underground from north of Gerrard St E to south of Eastern Ave.**
- A proper Health Impact Assessment (HIA) needs to be incorporated into the Environmental Assessment to understand the health impacts for the communities that surround the line.**

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

[REDACTED]

From: Ontario Line

Sent: June 20, 2021 8:08 PM

To: [REDACTED]

Subject: RE: Ontario Line East Virtual Open House - April 22

[REDACTED]

Thank you for writing to us again and apologies for the delay in responding.

Ontario Line plans commit to continuous noise walls, a benefit as there is no mitigation in place in the existing rail corridor. We are currently completing noise studies and will share it with the community in the upcoming environmental report. This is on track to release this fall (currently tracking for September).

In addition, all Ontario Line trains will be electric from day one and GO Expansion will increase GO train service using electric trains (diesel will still run since Metrolinx does not own certain tracks in the corridor).

Our preliminary results tell us that many parts of Leslieville and Riverside will have lower noise levels due to the planned noise walls. We will have more details to ensure in the upcoming report.

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: June 13, 2021 10:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line East Virtual Open House - April 22

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Hi,

What about the noise impact of the Toronto Lakeshore East Rail Corridor? Right now these trains are pretty loud.

What is planned in regards to that? If these trains are supposed to go every 15 minutes, this is an important question.

Thanks,

■

Am Mo., 19. Apr. 2021 um 13:07 Uhr schrieb Ontario Line <ontarioline@metrolinx.com>:

■

Thanks for your follow-up and I appreciate you relaying the concerns of folks living on Pape Avenue.

In terms of mitigation noise and vibration, Metrolinx is first addressing these impacts directly at the source – the trains and track. Ontario Line trains will be completely electric, resulting in significantly less noise than what you might hear from TTC or GO trains. In addition, since the Ontario Line will connect with the existing Line 2/Pape station by going underneath it, the depth of tunnel will go a long way in terms of mitigating noise and vibration once the Ontario Line is operational.

We are still completing studies and modelling of the anticipated impacts during construction and operation of the Ontario Line. The results will be included in the Environmental Impact Assessment Report that is expected to be shared with the community in early 2022.

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

Daryl Gonsalves

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



From: ■

Sent: April 15, 2021 12:58 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line East Virtual Open House - April 22

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Hello Daryl,

Not sure if it makes such a big difference if the completion is taking 10y or 12y. Adding on 1/5 of work time and then having no impact above the ground after completion seems way less disruptive and worth it for the people to me. In the long term of course, which is the "term" we are all striving for. The argument of emissions of two more years of car traffic seems very much insignificant in the big picture.

Another question would be, how much will the underground part underneath Pape Ave affect the surrounding houses in terms of noise/vibration? Knowing how it sounds inside a house close to the Danforth/Bloor line, i've met many people who are very much worried about this.

Please let me know.

Thanks,

■

On Thu., Apr. 15, 2021, 12:46 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

■

Thanks for your question.

Underground does not always mean less impact. In our planning and design work, we have found that using the existing 100+ year old rail corridor in Riverside and Leslieville will help us minimize impacts to the local community and connect more neighbourhoods with higher order transit sooner while getting cars off the road and reducing our greenhouse gas emissions. Tunneling the Ontario Line through this area would delay completion between 15 and 24 months – also adding to the length of time the neighbourhood would be disrupted by construction – and it would result in significantly more impacts to local businesses, homes and park space. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond. In addition, we have committed to continuous noise walls that we will work with the community to deliver. We have written more about this in an article which you can read [here](#).

Our plans have been updated based on what we heard from the community so far. We will continue to share more mitigation plans as soon as we have them. Please take a moment to read our [latest update](#) about plans for this area.

Please reach out should you have any further questions or concerns,

Daryl Gonsalves

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

From: [REDACTED]
Sent: April 13, 2021 6:03 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line East Virtual Open House - April 22

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Hello,

I have a question indeed: why are you not keeping the project underground and instead decide to destroy a whole community?

Thanks

[REDACTED] 13. Apr. 2021 um 15:53 [REDACTED] <ontarioline@metrolinx.com>:

Hello there,

You are receiving this email because you have reached out to us about the Ontario Line in your community.

Since we cannot be in person, we have scheduled a virtual open house for an Ontario Line presentation and Q&A for East Harbour, Leslieville/Riverside and Gerrard. It will take place on Thursday, April 22 starting at 6:30pm. You can register and submit questions in advance by visiting this [link](#).

If you can, please circulate this opportunity with your neighbours.

Looking forward to seeing you at the event,

Daryl Gonsalves

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

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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From: Ontario Line

Sent: March 31, 2021 4:05 PM

To: [REDACTED]

Cc: TorontoEast <TorontoEast@metrolinx.com>; GO Expansion TPAP <GoexpansionTPAP@metrolinx.com>

Subject: [REDACTED]

Hi [REDACTED],

Thank you for reaching out to Metrolinx. From your message to our colleagues, we understand that you are a householder at [REDACTED] and are looking for more details about Metrolinx's projects in your neighbourhood.

We wanted to connect with you directly as Metrolinx has two overlapping projects planned in your area – the [Ontario Line](#) subway project and the [Lakeshore East GO Expansion Project](#) (Pape Avenue to Kennedy Road). The joint-corridor will be a shared railway where the Ontario Line will run parallel to existing GO Service. The Ontario Line tracks are planned to run on the north side of four (three existing and one new) GO train tracks. Using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means we can keep mostly within an existing footprint, and minimize impacts to surrounding neighbourhoods as much as possible. Each project has its own dedicated Community Relations team who would be happy to assist in answering any specific questions you might have with regards to either project and the joint-corridor.

Based on current plans, we do not anticipate property impacts to [REDACTED]. Given your proximity to the rail corridor, I understand you may be concerned about dust, noise and your safety. Minimizing disturbances to the neighbourhood is an important part of the construction planning work we will do with our contractors. As we move towards the construction phase of the Ontario Line, we have a variety of best practices to manage dirt and dust we'll be looking for our contractors to employ in order to manage the impact of construction on communities across the Ontario Line. You can learn more [here](#). In addition, we also will employ proven solutions to monitor and mitigate noise and vibration. There is some more information available [here](#).

We will be releasing further details in our Final Environmental Impact Assessment report in spring 2022, which will share specific impacts and associated mitigations Metrolinx will take to minimize disruptions to communities across the Ontario Line. If you have not yet, consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest updates.

I hope this provides some helpful information. Feel free to reach out should you have any further questions.

Vanessa Cheng

Team Lead of Community Relations – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line

Sent: April 14, 2021 11:49 AM

To: [REDACTED]

Subject: Re: Above ground train Ontario Line at Leslie like

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to

develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

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



-----Original Message-----

From: [REDACTED]

Sent: March 28, 2021 10:29 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Above ground train Ontario line at Leslie like

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Hi Donald

I am very concerned that Metrolinx has decided to put the trains above ground in the Leslieville section.

I live on Boulton Avenue behind Degrassi Street and my house already shakes everytime the current trains pass by.

I know that Metrolinx is extremely concerned about the trains derailing and crashing into the new construction building that is being proposed at the bottom of Degrassi and Queen at 8 Degrassi. So much so that they want the developer to build a crash wall in front in order for project to proceed. Does Metrolinx have this same concern for all the existing houses along Wardell / Degrassi Avenue that are even closer to the proposed tracks? Or is this building special?

Is the plan to build a crash wall along that entire street? Seems expensive and absolutely hideous, no?

Why are we not sticking to the same underground plan down Carlaw ave. for the previous relief line that was approved which is more commercially zoned?

It seems completely absurd to have all these trains a few metres from people homes. Isn't there some sort of health and safety set back that you have to follow? Or are Health and safety studies ignored for the Ontario line?

Bury the line and build better transit that is future proof. 800 million doesn't seem very much for putting the line underground to avoid having a train derail and crashing into our houses especially when this is being done for way more in Doug fords Etobicoke.

Regards,

A solid black rectangular box used to redact the sender's name.

Sent from my iPhone

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From: Ontario Line

Sent: April 14, 2021 4:49 PM

To: [REDACTED]

Subject: Re: The Ontario Line and its impact on the Riverside and Leslieville communities

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional

emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 28, 2021 11:28 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: The Ontario Line and its impact on the Riverside and Leslieville communities

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Chairperson Wright,

I am a resident of the Riverside neighbourhood in Toronto and am writing you

regarding the Ontario Line and its impact to the environment, health and safety of my community. The over ground plans for the Ontario Line proposed by the Province and Metrolinx are problematic for the following reasons:

1. The doubling of rail tracks, over ground and in close proximity (less than 10 m) from residential and social housing exposes residents to dangerous levels of noise, vibration and pollution. This is supported by the [WHO](#). Noise walls are not effective, when significant noise reduction is required - such as having 4 rail lines within 10 m of social housing or a residential neighbourhood. Moreover, no vibration study was conducted by Metrolinx for the impacted neighbourhoods
2. From a rail safety perspective the proposed plan of 10m set back from residential homes is far below the recommended minimum of 30m set by RailCan in 2013. How and who is approving this exception and what is the rationale?
3. The latest funding agreement set out by the federal government stipulates “no site preparation, vegetation removal or construction will occur for a Project ... until Canada is satisfied that the federal requirements under the Canadian Environmental Assessment Act ... are met.”

For these and many other reasons, including lack of public consultation throughout this process, we are asking for your support on the following :

- Ensure a proper Health Impact Assessment (HIA) is incorporated into the Environmental Assessment to understand the health impacts for the communities that surround the line.
- Review efforts and plans to put the Ontario Line underground from north of Gerrard St E to south of Eastern Ave

Yours truly,



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-----Original Message-----

From: Ontario Line
Sent: April 5, 2021 9:02 AM
To: [REDACTED]
Subject: RE: Relief Line

Hi [REDACTED]

The Ontario Line builds on the previous Relief Line South plans, providing much more than just downtown relief. The Ontario Line will operate underground, at-grade and on elevated structures. Because of this, it is able to cover a larger geography, provide more stations and expanded network integration, and generate greater benefits for travellers. Communities in Thorncliffe Park and Flemingdon Park will be able to access an Ontario Line station whereas the Relief Line did not extend service to them.

By building and operating above-ground in the Riverside and Leslieville area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. Yes, there will be some impacts to the adjacent parks but we expect they can be managed and, in fact, that we can help improve the enjoyment of the parks by adding attractive noise barriers with vegetation to break up the visual impact and new tree plantings. We will also be working with the City of Toronto and Toronto Region Conservation Authority to develop a robust tree replacement program.

Our commitment is to reduce community impacts for Leslieville and Riverside throughout and beyond construction, and you can learn more about it here: bit.ly/3cCekLQ

We know that people have concerns and questions about Ontario Line plans. It's important to note that no construction will begin until Summer 2022 and before then there will be two environmental assessment reports for the joint corridor portion of the project. These reports will provide a clear picture of anticipated impacts and how they will be mitigated. Each draft report is released for a 30 day public consultation period.

We are holding a virtual community meeting in the coming month to update Leslieville and Riverside on the Ontario Line and we hope that you will be able to join. Details will be shared through our e-newsletter: bit.ly/2O4E8qf

Happy to answer any further questions,

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

-----Original Message-----

From: [REDACTED]
Sent: March 26, 2021 5:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Relief Line

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Why did Metrolinx do away with the Relief Line and why are you insisting on ruining the Leslieville area by going above ground with your Ontario Line?

A worried citizen and transit user,

[REDACTED]

[REDACTED]

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From: Ontario Line

Sent: April 14, 2021 11:58 AM

To: [REDACTED]

Subject: Re: Awakening to a meaningful life

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant

aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

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Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 23, 2021 8:46 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Awakening to a meaningful life

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Dear Mr. Wright,

As you are aware, the Toronto residents of Riverside and Leslieville are unilaterally opposed to the proposed destruction of our neighbourhood by Metrolinx and Doug Ford. That you should believe yourselves entitled to decide the fate of two historic Toronto neighbourhoods and the hundreds of thousands of residents who live here by elevating (rather than burying) the Ontario Line is nothing less than an attack on human life and the democratic process designed to protect collective rights.

Do you know anything about Karma?

Metrolinx has NOT conducted valid environmental testing nor ANY studies of the **mental health impact** on hundreds of thousands of residents that will be adversely affected by the eight fold increase in train traffic, not to mention the obliteration of the ONLY parks existing in the area.

Given the EXTREMELY close proximity to a thousand private homes, an Elementary school, historic Degross Street, a seniors home, a low income apartment building, six of the ONLY six parks that exist in the neighbourhood and a huge recreation centre with outdoor hockey rink used by hundreds of children it is my belief that allowing this construction to move forward is a veritable **crime against humanity, existing wildlife habitat and Toronto tourism.**

Is this even legal from an environmental law perspective? **As a mental health practitioner of almost twenty years I assure you that the adverse psychological affects on humans devoid of nature and exposed to continuous noise are real and PALPABLE.** I don't need to tell you how vitally important our parks have become during the covid pandemic when the only place where ISOLATED people have been able to meet for almost a year has been in these parks. By elevating the Ontario Line rather than burying it, as was the original plan of previous governments, the residents of Riverside and Leslieville will have to walk 3 kilometres to the closest park. Nevertheless they will NOT BE ABLE TO ESCAPE the ever-present sound of 800 daily trains running within a few metres of their faces.

We are not against development. Indeed as you are fully aware there has been an existing plan in place for a number of years that involves burying the Ontario-line due precisely to the fact that this is a **highly sensitive residential area with very few existing parks** and one of the few welcoming neighbourhoods in the city that provides housing for many low income families, seniors and the homeless.

According to Phil Verster Metrolinx's decision to elevate the line is based on high cost and yet recent cost analysis has shown that his claims are EXCESSIVELY EXAGGERATED. In fact he has at the same time mandated that the **Ontario line running through Etobicoke where the premier lives is to be buried.** The cost of burying the line in Etobicoke will be far more costly (1.8 billion to be precise) to tax payers it turns out than the cost of burying the Ontario line in Riverside. (800 million).

Nevertheless a price tag cannot and should not be placed on the physical and mental health of thousands of Toronto residents. This is criminal. Especially when mandated by non-elected corporate civilians. Given that the federal government has recently allocated 14.9 Billion Dollars to public transit there is no excuse.


Please act as on our behalf and bring this pending disaster to a firm STOP. In the interim I

will be seeking consultation with the Ontario Human Rights Tribunal. If **protection against elitism** is not part of their mandate I will be advocating for it.

Yours sincerely,

A small black rectangular redaction box covering the signature.A large black rectangular redaction box covering the signature.

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From: Ontario Line
Sent: April 14, 2021 12:56 PM
To: [REDACTED]
Subject: Re: Ontario Line

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant

aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 23, 2021 10:06 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Ontario Line

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Dear Chair,


For the health and safety of our community, the Ontario Line MUST be built underground.

I know you understand the arguments for and against. I implore you to do the right thing for our community with the future in mind.

Sincerely,

[REDACTED]
[REDACTED]

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From: Ontario Line
Sent: April 14, 2021 4:24 PM
To: [REDACTED]
Subject: Re: Put the Ontario Line Underground

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. I hope the links I sent to you earlier today worked.

We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum

and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: March 23, 2021 10:24 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Put the Ontario Line Underground

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Dear Mr. Wright,

I look forward to more public transit in Toronto, but I fear that the Ontario Line lacks meaningful public consultation and adequate environmental, health and safety assessments.

I understood that the TTC was ready to start construction of a thoroughly evaluated, publicly supported and funded relief line subway. Then our new provincial government dismissed that plan, replacing it with a new plan with extensive above grade sections through densely developed inner city neighbourhoods. How to square that with the billions of extra dollars being budgeted to extend rapid transit underground in the low-density suburban neighbourhoods of Scarborough and Etobicoke?

I believe that the current plan lacks adequate evaluation. It feels rushed, with little or no consultation with the people who will be directly affected. I've heard that our public parks along the route might be damaged as trees may be cut down. Has the public even seen details of the current design proposal, or studies and costing of any alternatives? Furthermore, I've heard that the scope of the EA has been scaled back substantially.

Please allow for meaningful public input and adjust your plans for the Ontario Line accordingly. Then carry out a fulsome EA, to protect us and to protect future generations.

Thank you,



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From: Ontario Line

Sent: March 23, 2021 10:28 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for taking the time to provide your feedback. Happy to respond and begin a conversation.

Utilizing the existing rail corridor in Leslieville and Riverside is not only about the money involved. More importantly, we [shared](#) why running the Ontario Line in the existing rail corridor is the right approach for the community but also for an effective transit network. Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. By building above ground in this area, we can avoid at least five major excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. The most significant excavation associated with the underground option would be a tunnel portal that would have been required between Eastern Avenue and Queen Street. With the above ground plan, we are able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and Riverside and Leslieville residents. We are committed to designing infrastructure that is a good fit for your community and will work with our contractors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with [our Vegetation Guideline](#). We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage.

Due to careful planning and streamlining construction with other projects in the area, we can keep mostly within the existing rail corridor footprint which minimizes impacts to surrounding neighbourhoods.

Again, thank you for taking the time to write to us. Feel free to reach out with any further questions and we are happy to continue the conversation.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: March 22, 2021 10:48 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, March 22, 2021 - 22:47

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Ruining Parks, Trees and the Go Line berm should not be extended.

Message: This section needs to be underground. The trees and parks and berms along the Leslieville corridor add to the character of this neighbourhood. It will ruin it. There was an underground plan. Go back to that. There should not be an expanded rail berm along the Go corridor. There are so many parks, homes, business that will be negatively impacted by an above ground expansion. Terrible planning to try to save money.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19775>



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From: Ontario Line
Sent: April 14, 2021 3:16 PM
To: [REDACTED]
Subject: RE: Ontario Line

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant

aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 22, 2021 5:26 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Ontario Line

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Dear Mr Wright,

As a resident and tax payer in the Leslieville/ Riverdale neighbourhood, I am glad that plans are starting about increasing public transportation. However, I understand that for just the portion through our neighbourhood, the proposed Ontario Line will be above ground (running below ground from Gerrard Square north and heading east into downtown). This is shocking. It will have a devastating impact on the area, destroying many mature trees and parkland as well as contributing unknown amounts of additional noise and pollution into the neighbourhood. This gives me great concern for the health and safety of our community. I am

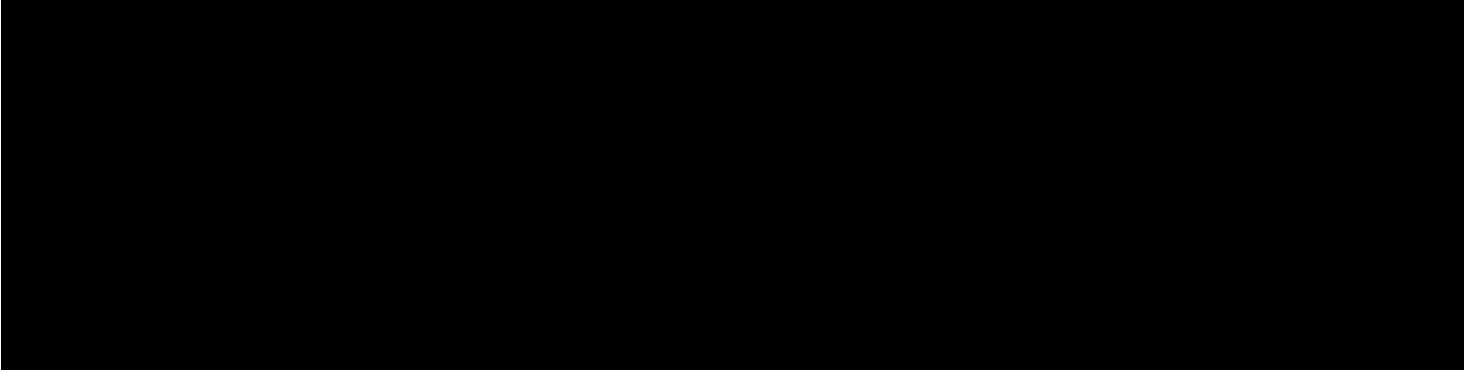
a strong believer and consumer of public transit but firmly believe that we need to get this right. Listen to the people who will be using this and experiencing it daily as part of their daily lives.

Bury the Ontario Line

Thank you



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From: Ontario Line
Sent: April 14, 2021 3:38 PM
To: [REDACTED]
Cc: minister.mto@ontario.ca
Subject: RE: Ontario Line Build through the Leslieville area.

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be

followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 18, 2021 2:03 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Cc: minister.mto@ontario.ca
Subject: Ontario Line Build through the Leslieville area.

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Dear Sir,

I am writing on the subject of the proposed construction of the Ontario Line, which will pass through my Leslieville neighbourhood.

There is no question that improved transit in the City of Toronto is much needed. And as planning for the Ontario Line is underway, I want to add my voice to those advocating for an underground solution through the area from south of Gerrard to Eastern Avenue.

As a long-time resident of this area, I am particularly concerned by the potential impact to the many green spaces in the area, especially Jimmie Simpson and Bruce Mackey parks. These green spaces are much needed, and greatly contribute to the beauty, vibrancy and essential character of this community.

Like many others, I am concerned about public health impacts, rail safety, and the proposed kickstarting of construction prior to completion of a thorough environmental assessment.

I encourage the Government and Metrolinx to take a long-term and considered perspective in designing and delivering this much needed infrastructure, taking community concerns into account.

This can be a signature project for the City of Toronto and the Province for decades to come. Please do this right.

Yours truly,

[Redacted signature block]

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From: Ontario Line

Sent: April 14, 2021 12:25 PM

To: [REDACTED]

Subject: Re: Bury the Line

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright.

Your neighbourhood is important to you – it's important to us too. We want to work closely with the community to make sure our plans for constructing in your community preserve the character of the neighbourhood while bringing much needed transit capacity to the city.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks are, especially now. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant

aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Feel free to reach out anytime,

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 18, 2021 10:15 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Bury the line

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Dear Mr. Wood,

My partner [REDACTED] and I live on Wardell Street and will be directly affected by the Ontario Line.

We value the green space and trees in front of the tracks, the quiet between currently infrequent trains, and not having unsightly sound barriers that will reduce our sunlight.

We want to see the Ontario handled responsibly, leaving our street attractive, green, bright, and as quiet as possible. We have put everything into our property and want to see its value preserved.

Yours truly,

[REDACTED]

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From: Ontario Line
Sent: March 19, 2021 9:59 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

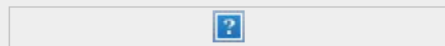
Thank you for taking the time to share your feedback.

The Ontario Line builds on the previous Relief Line South plans. By using a mix of different route options, we are able to bring more high-order transit to more communities sooner than previously planned, including Thorncliffe Park and Flemingdon Park. Our commitment is to reduce community impacts throughout and beyond construction, and you can learn more about it [here](#).

As we continue with our initial designs we are responding to community concerns, including preserving the Jimmie Simpson Recreation Centre so it's not impacted at all during and beyond construction, working with the City to design attractive and effective sound barriers, and planning a suite of mitigation techniques to reduce sound and vibration impacts from the Ontario Line. Going forward, there will be further opportunities for community feedback through virtual public open houses. More details will be shared through our [e-newsletter](#) in the coming weeks.

Again, thank you for sharing your feedback.

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 11:32 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, March 18, 2021 - 11:32

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Absurdity

Message: I will continue to oppose your thoughtlessness, your bullying, and your lies, Doug Ford. After all the community consultations over years by the city, the Ont gov't now butts in and decides that they don't care what was approved previously, and is trying to force the destruction of our community. Absurd. After all that was paid for the initial consultations, Ont gov't just throws it out and tells us this is what they are going to do. Disgusted. Doug - you don't give a ---- about Toronto, you have shown us over the years many times. When in council you ignored the experts and lied to Scarborough about transit, you will not do the same with us.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19712>



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From: Ontario Line

Sent: April 14, 2021 3:21 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: Ontario Line - Bury the Line

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of Riverside (and Leslieville) where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them

forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

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



-----Original Message-----

From: [REDACTED]
Sent: March 18, 2021 1:03 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Ontario Line - Bury the Line

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Mr. Chair...

I am re-sending you this message and this time copying the Save Jimmie Simpson team, and community advisory contact.

Thanks

[REDACTED]

>>

>> -----Original Message-----

>> From: [REDACTED]
>> Sent: March 17, 2021 11:21 AM
>> To: chair@metrolinx.com

>> Subject: Ontario Line - Bury the Line

>>

>> Mr. Chair...

>>

>> We in the community hear from Metrolinx that burying the line (the preferred option for the community) is technically difficult. I don't see it - once you separate it from the current rail line right of way it could run out all the way to Booth in order to get below grade. And of course you still have the abandoned but previously supported option of going under the river (i.e. continue the tunnel from Union that you already have planned).

>>

>> On the other hand, politically, if you don't bury the line, the Premier will not be able to avoid being labelled the guy who favours the suburbs at the expense of the urbanites - without regard to cost. A zealot. And this could play very badly in 2022, when he will be busy saying the deficit is not his fault.

>>

>> So my advice to you and the Premier - start digging.

>>

>> [REDACTED]

>> [REDACTED]

>>

[REDACTED]

>

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From: Ontario Line

Sent: March 22, 2021 9:35 AM

To: [REDACTED]

Subject: RE: Booth Avenue

Hi [REDACTED],

Thank you for your follow-up.

As we make progress in the project, we will be reaching out to property owners individually to respect their privacy. As we move forward, Metrolinx will only be acquiring properties that are absolutely necessary to get transit built. Consider reading our [blog post](#) about how we have refined plans to reduce property impacts in Leslieville and Riverside.

I understand you are concerned about noise and disturbances after construction. As we move forward, our commitment is to reduce community impacts throughout and beyond construction. Even after the Ontario Line is built, the work of reducing noise and vibration will start at the source – the train and the track. Here are some proven solutions we will deploy, as needed:

- When the Ontario Line trains are running, they will be electrified, which means they will be quieter than TTC or GO trains, in addition to clean and fast.
- At track level, we will be deploying rail dampers and resiliently supported rail ties technology that helps trains and subways run quietly over the tracks, very similar to soundproofing. I have attached a picture of a rail damper for your reference.
- In the shared rail corridor, where Ontario Line trains will run alongside GO trains, ballast mats could be installed on GO track – these are like cushions under the tracks that help soften the vibrations and sounds as trains pass over them. I have attached a picture of a ballast mat for your reference.
- For the Leslieville and Riverside communities, we will also be installing noise walls in certain above-ground areas, which will deflect even more noise. Wherever possible, these will be surrounded by attractive landscaping with trees and shrubs to keep things looking nice. Our initial studies show that the noise walls will reduce almost all of the noise from Ontario Line trains and reduce the noise from other railway traffic.

Feel free to reach out with any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: March 19, 2021 10:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Booth Avenue

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Hi Daryl

What properties do you anticipate being impacted?

Furthermore, "noise and disturbances" are not a concern solely during the construction phase but after as well.

I will sign up for the newsletter.

Thank you

[REDACTED]

On Fri., Mar. 19, 2021, 9:58 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

[REDACTED],

Thank you for your follow-up.

Based on current plans, we do not anticipate property impacts to [REDACTED]. Given your proximity to the rail corridor, I understand you are concerned about dust, noise and your safety. Minimizing disturbances to the neighbourhood is an important part of the construction planning work we will do with our contractors.

As we move towards the construction phase of the Ontario Line, we have a variety of best practices to manage dirt and dust we'll be looking for our contractors to employ in order to manage the impact of construction on communities across the Ontario Line. You can learn more [here](#). In addition, we also will employ proven solutions to monitor and mitigate noise and vibration. There is some more information available [here](#). We will be releasing further details in our Final Environmental Impact Assessment report in spring 2022, which will share specific impacts and associated mitigations Metrolinx will take to minimize disruptions to communities across the Ontario Line.

In regards to train derailment, safety is central to everything we do – we would not design or operate a service that was not safe for our customers, our communities, or our employees. The

Ontario Line will operate using remotely operated trains on an automatic signalling system which is currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Before the Ontario Line opens for communities to use, there will be robust testing program to ensure the system is safe.

If you have not yet, consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest updates.

I hope this provides some helpful information. Feel free to reach out should you have any more questions,

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 17, 2021 1:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Booth Avenue

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Hello Daryl

Thank you for your reply.

The property is at the north end- [REDACTED] Is there a timeframe for completion of the final assessment?

Other concerns include dust, noise and the possibility of a train derailment.

[REDACTED]

On Wed., Mar. 17, 2021, 1:20 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for your question, and I am happy to provide some clarity regarding property needs for the Ontario Line.

Given the relative distance from Booth Avenue to the rail corridor where the Ontario Line will be running, we do not anticipate there will be any direct property impacts. However design work on the Ontario Line is not yet complete. Final assessments of whether a property is

needed or not will be identified through further design, as more details are confirmed. Can you please provide a specific address to see if there is any further information we can share at this moment?

If a property is directly or partially impacted, Metrolinx will contact the property owner directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Again, thank you for reaching out and feel free to ask any further questions,

Daryl Gonsalves

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

From: [REDACTED]
Sent: March 16, 2021 6:48 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Booth Avenue

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Hello,

My mother is a resident of Booth Avenue. She is wondering which houses will be demolished for the development of this line.


Thank you

[REDACTED]

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From: Ontario Line

Sent: April 14, 2021 3:30 PM

To: [REDACTED]

Cc: julie.dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca; councillor_Fletcher@toronto.ca

Subject: RE: Ontario Line and its impacts to Leslieville.

Hello [REDACTED]

Thank you for your letter sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with your family to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you, your children and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound

from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 16, 2021 10:44 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Cc: Julie.Dabrusin@parl.gc.ca; Tabunsp-co@ndp.on.ca; councillor_fletcher@toronto.ca; [REDACTED]

Subject: Ontario Line and its impacts to Leslieville.

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Hello Mr. Wright,

Please find a letter attached for your review outlining our concerns as local residents and parents, with rationale to support the burying of the Ontario Line through the east side of Toronto.

Sincerely,



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March 16, 2021

**Mr. Donald Wright, Chair
97 Front St. West, Toronto, ON,
M5J 1E6**

Dear Sir,

We're writing to you in regards to the proposed expansion and construction of above-ground rail tracks that go through a number of residential areas in East Toronto. As residents of Booth Avenue, which is very close to the tracks across from Jimmie Simpson Park, and parents of two small children under six, we're extremely concerned with these tracks potentially being constructed above-ground.

If this were to go ahead, the Jimmie Simpson Community Center, the sports facilities, the children's park, and all of the trees would be eliminated. In essence, all of the activities that my children engage on an almost-daily basis would be gone permanently. Additionally, the Community Centre is critical to supporting the South Riverdale community, including vulnerable populations – for example, during the COVID-19 pandemic it has served as a respite site for individuals experiencing homelessness and beginning this week it will be used as a COVID-19 vaccination clinic.

It is imperative to the welfare of the neighborhood and the people living in this community that the line be underground, given the numerous environmental risks, the loss publically-available facilities, the loss of greenspace, as well as overall rail safety. The damage to the green canopy alone would be felt for decades. In researching the detrimental impacts of the line being above ground, it appears that, nowhere in the world, including Western Europe, are train lines so close to residential zones. Many of my former classmates at the University of Waterloo who are civil engineers have indicated to me that there is a significant lack of due diligence in the proposals to date, and further public consultation must be available to those impacted by this undertaking.

We strongly urge you to please ensure that every effort is made to ensure that any additional train lines constructed underground through these neighbourhoods, which would avoid the decimation of the existing facilities and green space in Leslieville. Please do not hesitate to contact us should you wish to discuss this matter in further detail.

Yours sincerely,





From: Ontario Line

Sent: April 14, 2021 12:45 PM

To: [REDACTED]

Subject: Re: Dear Sir

Hello [REDACTED]

Thank you for your email sent to the Chair of [REDACTED] linx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option

that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for residents in Riverside and Leslieville on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 15, 2021 7:49 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Dear Sir

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We must express our profound opposition to the above ground expansion of the Ontario Line through the

neighbourhoods of Riverside and Leslieville. The danger to the health and safety to us the residents is too extreme to let the project proceed as envisioned by Metrolinx. You appear to be ignoring the normal protocols which must be followed to vet a project of this disruptive magnitude. Please do your due diligence and reconsider the above ground option.

[REDACTED]

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From: Ontario Line

Sent: April 14, 2021 3:42 PM

To: [REDACTED]

Subject: Re: Ontario Line Concerns

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

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2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

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Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: March 15, 2021 6:16 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line Concerns

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Dear Donald Wright,

My family and I live at the intersection of Wardell and Dundas St East, right next to where part of the Ontario Line is being proposed by the current provincial government and Metrolinx. This is an urgent concern for me and my family given that this will create a significant impact on our lives insofar as there will be loud trains running very close to our house every few minutes above ground with the current proposal.

Current noise levels already exceed the Ontario Ministry of Environment and WHO guidelines. Doubling of rail tracks will expose residents like myself and my family to dangerous levels of noise and vibration. Noise walls are not effective when significant noise reduction is required. Metrolinx conspicuously did not carry out a vibration study in our neighbourhood.

There has already been a gross lack of due diligence and public consultation regarding this matter from the province and from Metrolinx. I am asking you to help to protect our community. How will you help to address the various environmental, health, and safety concerns regarding this issue? How will you help to protect families and residents from such impacts? How will you prevent harm to communities?

I hope that you will work with my community to advocate to bury the Ontario Line and put it underground. I would be glad to speak with you further about this matter.

Best regards,

[Redacted]

--

[Redacted]
[Redacted]

[Redacted]
[Redacted]

[Redacted]
[Redacted]
[Redacted]
[Redacted]

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From: Ontario Line

Sent: April 14, 2021 12:38 PM

To: [REDACTED]

Subject: Re: burying the Ontario line

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. Your neighbourhood is important to you – it's important to us too. We want to work closely with the community to make sure our plans for constructing in your community preserve the character of Riverside while bringing much needed transit capacity to the city.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound

from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for Riverside residents on April 22, starting at 6:30pm – you can sign up [here](#).

Feel free to reach out anytime,

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



-----Original Message-----

From: [REDACTED]
Sent: March 15, 2021 10:47 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: burying the Ontario line

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Dear Donald Wright,

As a resident of Riverside, I am writing to you to ask you to do what you can to ensure that the

coming Ontario line is built underground. The expansion of public transportation, in a great city like Toronto, is crucial. But equally important is the health and safety of the communities that these transportation systems serve. Building the Ontario line above ground would not have serious health and safety implications in the short term, but would also negatively affect the health of this community forever. This is a growing neighbourhood with lots of kids. The homes are mostly modest in size, with little to no backyards. The existing green spaces in our community are vital, they are our backyards, our way of enjoying the outdoors.

I know there may be financial implications to burying the Ontario line through our community, but in the long run, it is so important to the health and vitality of the people in this area for generations to come. Please let me know if there is anything I can do to help convince you to bury the Ontario line, it is so important!

Thank you for your consideration,

[REDACTED]

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From: Ontario Line

Sent: April 14, 2021 3:58 PM

To: [REDACTED]

Subject: Re: Please #BurytheLine

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant

aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 14, 2021 1:44 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: PLEASE #BuryTheLine

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Metrolinx Board
Mr Donald Wright, Chair

Dear Mr. Wright,

Respectfully, I write to implore you to give full consideration to putting the OntarioLine *underground* to prevent the considerable destruction to neighbourhoods, parks, greenery, and communities in its path.

Please-- HEAR the Residents of these Communities.

Yours sincerely

[REDACTED]

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From: Ontario Line

Sent: April 14, 2021 12:53 PM

To: 

Subject: Re: Don't Ruin Riverdale

Hello 

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. Cost is only one consideration that we factor into our plans. We are also streamlining Ontario Line work with already planned GO Expansion work in the area, using a rail corridor that has been there for more than 100 years.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to residents in this area. We are committed to designing infrastructure that is a good fit for the community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound

from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work the community to address them. Even though you do not live in the community, please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#) if you are interested.

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



-----Original Message-----

From: [REDACTED]
Sent: March 14, 2021 11:30 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Don't ruin Riverdale

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As a non-resident of the area i write to support the community in it's struggle to protect the local environment from an above-ground 'subway' line.

The extra cost of tunnelling the stretch in question is a blip when seen in light of the overall cost of the project. It is even less significant when considered over the life of the subway line and when

compared to the direct and indirect costs of the impacts on the community over the same time period.

If the extra funds cannot be generated by using the above-ground option in Etobicoke, where there is hardly a case for tunnelling, then i would be happy to see a tax levy for this specific purpose.

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From: Ontario Line

Sent: April 14, 2021 3:56 PM

To: [REDACTED]

Subject: Re: Ontario Line Needs to become the Relief Line Again

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant

aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 13, 2021 1:35 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line - Needs to become the Relief Line Again

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To Mr. Donald Wright,

I would like to request that the Ontario Line become the Relief Line and go underground once more. The health and safety of our community is at stake. I was excited to have the Relief Line starting as the city needs more transit. I have been following the design process for years, filling out questionnaires in the early stages etc.

I was very disappointed in the abrupt change to the Ontario Line just as Toronto was starting to put shovels in the ground for the Relief Line.

The Ontario Line cannot stay above ground in the downtown urban core. We live in an area where space is a premium. We value the small spaces that we have and the Ontario Line impacts this along its entire route.

I read the “McMaster University’s Health Forum survey of existing literature, [Planning Mass-Transit Projects](#)” and it states many reasons to put the rails underground.

Please consider the downtown communities and how they function.

Sincerely,

[REDACTED]

[REDACTED]

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From: Ontario Line

Sent: April 14, 2021 12:33 PM

To: [REDACTED]

Subject: Re: Bury the Line!!!

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We'd like to share some information about how our plans for the Ontario Line will take the concerns you have raised into account and how we will be streamlining our work with GO Expansion work to reduce impacts.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

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I want to also share that we recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive

foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



-----Original Message-----

From: [REDACTED]
Sent: March 13, 2021 2:27 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Bury the line!!!

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Dear Mr Chair, Donald Wright!

If you lived anywhere near Leslieville, I would not need to write this letter - because you would know that Leslieville is an older Toronto community just east of downtown, and houses well over a hundred years old are squished together in a well established community. Being close to the tracks doesn't make it a posh neighbourhood. But it IS a well established neighbourhood to many of us. We like where we live and we don't want our homes destroyed so that a much needed commuter train can pass by. We don't want our neighbourhoods destroyed because 1 train every 90 seconds passes by. (Can you actually imagine that? I can't. I keep thinking that information can't be right. But there it is.)

Burying the line underground may be time consuming and costly. But that cost would be shared by all. Having the train run above ground would only cost the neighbourhood where it passes through, by expropriating houses or creating such a noise hazard that the value drops and people sell homes for cheap and move, losing not just their homes but their investment.

Do you live in Rosedale? Forest Hill? Some nice place in King City? I live in Leslieville. Please visit our neighbourhood and see the train tracks that you're thinking of adding more trains to. Then you will

know what that is simply NOT an option!

Cheers, [REDACTED]

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From: Ontario Line

Sent: March 12, 2021 12:21 PM

To: [REDACTED]
[REDACTED]

Subject: Ontario Line Update

Hi [REDACTED],

I hope this email finds you well and you are enjoying the gradual approach of spring.

I'm writing to provide a brief update on environmental assessment and early works project timelines.

We anticipate that the draft Joint Corridor Early Works report will be released for public consultation in September 2021, this report will discuss impacts and recommended mitigations for the Early Works in the joint corridor. The public will have the opportunity to provide their feedback before the report is finalized. Contrary to what I told you in October 2020, the limits of the early works *will* include the portion of the rail corridor behind your condo property on First Avenue. I expect we will have details regarding any anticipated impacts and proposed noise wall design concepts to share in six to eight weeks time and hope we can setup another meeting with some of your members. No early works construction is planned prior to July 2022.

Finally, we anticipate the draft Environmental Impact Assessment Report (EIAR) will be released for public consultation in January 2022. This report will look at work impacts, recommended construction mitigations, and operations for the full project. Similar to the Joint Corridor Early Works Report, the public will have a 30 day period to review the EIAR and provide comment on the draft report.

Thanks again for your patience while we continue our initial design work and environmental studies. I look forward to setting up an opportunity for the team to reconnect with the First Ave Condo members. Let me know if you have any questions in the meantime.

Josh Vandezande

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

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From: Ontario Line

Sent: March 9, 2021 12:13 PM

To: [REDACTED]

Subject: RE: good enough for Leaside but not Riverdale/Leslieville? - bury the Ontario Line

Hi [REDACTED],

Thank you for your email to Metrolinx CEO, Phil Verster. We understand you are passionate about Leslieville and Riverside - your neighbourhood is important to us too! Community feedback is an important factor in the project decisions we make. We will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussion, but in the interim, we appreciate the opportunity to share some of the thinking behind the decision to use the existing rail corridor.

Metrolinx sees significant benefits for customers in a surface transfer at East Harbour, Leslieville and Gerrard stations. Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. By building and operating above-ground in the Riverside and Leslieville in the rail corridor that Metrolinx already owns, we are also able to reduce construction and property impacts on area residents and businesses and finish the work in shorter timeframes. In fact, we expect that our work will remain largely within the existing rail corridor footprint as opposed to a tunnelled option would have resulted in significantly more impacts.

We will only use property that is absolutely necessary. While there may be some impacts to parks, it will be to avoid impacts to private property. Throughout the project, we will minimize our impacts on parks and return land to the same condition or better once construction is complete. We expect that over the long term, we can help improve the enjoyment of the parks by adding attractive noise barriers with vegetation to break up the visual impact. We will also be working with the City of Toronto and Toronto Region Conservation Authority to develop a robust tree replacement program.

In our recent [blog](#), we provided more information about why burying the Ontario Line through Leslieville and Riverside would result in significant community impacts. Since the Ontario Line cannot go under the Don River, a large portal would have to be built. Due to the maximum grade, or steepness, that modern train technology can accommodate, the portal would have to be somewhere in the area of Eastern Avenue and extend all the way to Queen Street. Many homes, community organizations and small businesses would be impacted.

Thank you again for taking the time to send us your concerns. Metrolinx will continue to work closely

with the City of Toronto, councillors, community groups, neighbours and businesses to build a transit line that serves the needs of communities along the entire alignment.

Simon Granat

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: [REDACTED]

Sent: March-08-21 12:28 PM

To: CEO (Metrolinx) <CEO@metrolinx.com>; Phil Verster <Phil.Verster@metrolinx.com>

Subject: good enough for Leaside but not Riverdale/Leslieville? - bury the Ontario Line

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Dear Mr. Verster,

I have been disheartened to see the original plans for the much needed Ontario Line now has an above ground rail link planned through two of Toronto's oldest and most diverse neighbourhoods - Leslieville and Riverside. The plans for SIX parallel rail lines will effectively ruin both neighbourhoods. It will build a huge divide separating the east end from the balance of the city to the west of us, decimate our trees, eliminate six parks (SIX PARKS!!?), endanger the lives of people unfortunate enough to live alongside the new tracks especially those neighbours in government housing who will have no choice or ability to move.

This short-sighted view needs to be revised and rethought immediately. If burying the Eglinton Line was good enough for the Leaside neighbourhood, why isn't burying the Ontario Line good enough for Riverdale/Leslieville? Maybe that's a question you should answer at your next public forum or meeting?

This "easy" solution is anything but easy or simple. This plan will see dozens of new bridges needing to be build, the destruction of ALL our parks, the expropriation of swaths of private homes, the massive disruption of core east/west transit lines like the Queen and Gerrard streetcar routes.

Do you really want your legacy to include building the second Gardner Expressway – another concrete monstrosity that cuts and divides our green city?

I am resigned to the misery of five to six years of construction, noise, vibration, dirt & dust, re-routed traffic and crummy arterial roads as this would be necessary to move Toronto's transit plan and network into the 21st century and to meet Toronto's green and carbon-reduction targets.

I was happy to make that sacrifice as EVERYONE in Toronto knows this line is desperately needed.

BUT if you do not fight to ensure the **right transit** is built for our future (and believe me a six-track scar ripping through this neighbourhood cleaving it into two while enduring 800+ trains a day passing through is not it), you will be in for a rude awaking.

Don't doom Leslieville/Riverside to a cold, concrete-divided future.

Do your job – advocate for sustainable transit and fight for the transit we deserve.

Bury and Build the Ontario Line.

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

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Sent: April 5, 2021 8:58 AM

To: [REDACTED]

Subject: RE: Metrolinx Projects in Toronto East

Good morning [REDACTED]

Yes, we'll share details about the virtual meeting as soon as the date is confirmed.

Daryl

From: [REDACTED]

Sent: Thursday, April 01, 2021 9:33 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Metrolinx Projects in Toronto East

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Thanks for the response.

Will there be an invite sent out for the virtual meeting?

Sent from my iPad

On Mar 31, 2021, at 4:37 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Great to chat again and thank you to David for copying us.

In terms of our ongoing work to refine plans in response to the feedback we have heard from the community, I understand from the project team that the goal of this adjustment is to make maximum use of the space in our existing corridor in order to further protect parks and greenspace. By reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side, we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform. The change in plans will not cause delays to construction, nor increase costs.

We understand there is frustration but the Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are holding a virtual community meeting in the coming month to update Leslieville and Riverside on the Ontario Line and we hope that you will be able to join. Details will be shared through our e-newsletter: bit.ly/2O4E8qf.

Feel free to reach out with any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

<image002.png>

From: David Phalp <David.Phalp@metrolinx.com>
Sent: March 29, 2021 9:26 AM
To: [REDACTED]
Cc: TorontoEast <TorontoEast@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Metrolinx Projects in Toronto East

Thanks for your additional questions and comments.

My colleagues on the Ontario Line project are better positioned to respond to some of your additional questions.

David Phalp

DAVID PHALP
Senior Manager (A), Community Relations - Toronto East
Metrolinx
10 Bay Street | Toronto, ON | M5J 2R8
(o) 416.202.5993 | (m) 416 659-9470

<image001.png>

From: [REDACTED]
Sent: Saturday, March 27, 2021 12:42 PM
To: David Phalp <David.Phalp@metrolinx.com>
Subject: Re: Metrolinx Projects in Toronto East

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Hi David,
Thanks for the response.

I guess I'm still a little foggy on the plans in respects to where and how the tracks will be built and what parks, homes and neighbourhoods will be disrupted?

The latest I've heard is that,

... "Ontario Line alignment in our area to have both Ontario Line tracks run on the west side of the rail corridor, rather than straddling the GO tracks as had been previously proposed."...

Which from what I understand is different and more disruptive than what was presented as the way forward -

On a personal note, our home is situated at the top of Tiverton Ave. At the foot of the street the rail bridge crosses Dundas Street east. While The crews were drilling for soil samples, the level of vibration resonating through our heritage home was 8/10.

I can only imagine how hard it will be on old foundations when actual pilings are drilled and hammered in to support the bridge. Testimonials from home owners in the junction during the UP line creation serves as a warning and worry to us all.

Ultimately, I would suggest we all understand the need for improved transit in and around the city. The frustration seems to come from lack of clarity in regards to the actual plan and it's actual and real effects on the concerned neighbourhoods.

Thanks.

[REDACTED]

On Mar 23, 2021, at 17:20, David Phalp <David.Phalp@metrolinx.com> wrote:

Mr. [REDACTED]

We are responding to your inquiry submitted to the Ministry of the Environment, Conservation and Parks (MECP).

Firstly, thank you for taking the time to share your thoughts and feedback. Metrolinx understands and values that we are planning work in areas where people live, work and play.

We wanted to connect with you directly as we have two overlapping projects planned in your area – the [Ontario Line](#) subway project and the [Lakeshore East GO Expansion Project](#) (Pape Avenue to Kennedy Road). The joint-corridor will be a shared railway where the Ontario Line will run parallel to existing GO Service. The Ontario Line tracks are planned to run on the north side of four (three existing and one new) GO train tracks. Using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means we can keep mostly within an existing footprint, and minimize impacts to surrounding neighbourhoods as much as possible. Each project has its own dedicated Community Relations team who would be happy to assist in answering any specific questions you might have with regards to either project and the joint-corridor.

With respect to your interest in the GO Rail Network Electrification Addendum. In response to your comments (which have been included in **bold italics** below) contained in your email received March 5, 2021, we have provided the following clarifications and responses.

Thank you for taking the time to read the note below regarding the "Notice of Environmental Project Report Addendum GO Expansion Program."

Please consider this a written objection to the expansion of the line in relation to the Lakeshore East Corridor.

The plan in place without question will upset numerous parks and other communal greenspaces in the affected neighborhoods. More than ever, these spots need our protection as they are the places where communities are made, enjoyed and maintained.

The Lakeshore East Corridor is cutting through one of Toronto's oldest areas. Numerous heritage homes, irreplaceable buildings and parks are under threat from the expansion of this line.

The expansion will not only be disruptive from a geographical and environmental perspective but also from a human one. The people who call this neighbourhood home and the people who seek out this neighbourhood for its parks and other amenities will forever be missing a piece of what has made this area irreplaceable for the last 100+ years.

The Significant Addendum to the previously approved 2017 GO Rail Network Electrification EPR has been undertaken to assess additional electrification infrastructure required for new

tracks and layover facilities (which were studied as part of separate Metrolinx studies called “New Track & Facilities TPAP” and “Scarborough Junction Grade Separations TPAP”) proposed across various portions of the GO Rail Network that were not previously examined as part of the 2017 EPR. In addition, updated assessments of noise, vibration and air quality associated with increased service levels across six Metrolinx-owned rail corridors, including the Lakeshore East Corridor have also being undertaken.

With respect to assessment of impacts, each new transit project undergoes an Environmental Assessment in accordance with Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings). A Transit Project Assessment Process (TPAP) is a centralized environmental assessment created specifically for transit projects. The process involves an investigative pre-consultation phase followed by a regulated consultation phase (up to 120-days) to develop an Environmental Project Report (EPR). The report includes project scope, consultation and an environmental impact assessment (including Natural Environment, Cultural Heritage, Land Use and Socio-Economic, Visual, Noise and Vibration, Air Quality, Vegetation etc.) with associated mitigation measures where required. The EPR goes through a 30-day public review period before being submitted to the Minister of the Environment Conservation and Parks’ for a final review.

In accordance with Section 15 of Ontario Regulation 231/08, Metrolinx assessed the significance of the proposed changes to the GO Rail Network Electrification Project that are inconsistent with the previously approved 2017 EPR. Thorough assessments of potential impacts, including the natural environment and cultural heritage features have been completed as part of the EPR Addendum and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, no built heritage resources or cultural heritage landscapes will be directly or indirectly impacted by the works proposed as part of the EPR Addendum.

It is important to note that the additional electrification infrastructure proposed as part of the GO Rail Network Electrification EPR Addendum is primarily located within the existing Metrolinx Right-of-Way (ROW). Limited impacts beyond the Metrolinx ROW are anticipated.

Updated noise and vibration studies have been undertaken to assess potential impacts associated with Metrolinx’s new detailed service plan and to determine where mitigation is warranted. Metrolinx follows a specific Ontario Provincial Protocol (Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment. More detailed information regarding the Noise and Vibration Assessment Update completed for the Lakeshore East corridor, including further clarification regarding assessment methodology and mitigation, is available within Section 4.7.7 of the EPR Addendum at the link below:

https://www.metrolinxengage.com/sites/default/files/go_rail_network_electrification_epr_addendum_1.pdf

A copy of the Noise and Vibration Assessment report (provided as EPR Addendum Appendix G6) for the Lakeshore East corridor can also be viewed at:

https://www.metrolinxengage.com/sites/default/files/appendix_g6_-_lse_noise_and_vibration_study_0.pdf

The GO Rail Network EPR Addendum and associated supporting studies can be viewed on the Metrolinx Engage website at: <https://www.metrolinxengage.com/en/content/go-rail->

[network-electrification-epr-addendum](#)

In addition, with emptying offices spaces and lease occupancy of over 42+% and growing in the downtown core, how many people can we expect to use this rail corridor in the future? Ultimately, is it really needed?

Aside from further environmental and human impact studies, the current situation should require us to do deeper study into the actual need for an expanded rail corridor in its proposed form.

While progress is something that is always in motion, it feels like now is the time to stop and evaluate what is at stake.

Metrolinx is focused on building a faster, more efficient and sustainable regional transit network as part of the GO Expansion Program. The long-term goal and vision of the GO Expansion Program is to provide 15-minute two-way all-day service on core segments of the rail network. GO Expansion consists of many different projects. The largest piece represents all the work that is required to enable service levels identified in the [GO Expansion Full Business Case](#), including new trains, signals, systems, track, as well as the maintenance and operation of the system for years to come.

The GO Expansion program consists of six elements, the following five GO Expansion elements, are undertaking a Transit Project Assessment Process (TPAP) or TPAP addendum regulated by the Province of Ontario. These projects include TPAPs – [New Track and Facilities TPAP](#), [Scarborough Junction Grade Separation TPAP](#), [Stouffville Rail Corridor Grade Separations TPAP](#), and addenda - [the Network-Wide Structures Project](#) (an Addendum to the Barrie Rail Corridor Expansion TPAP 2017), and [an Addendum to the GO Rail Network Electrification TPAP 2017](#). The [Union Station Trainshed Heritage Conservation](#) project is being addressed in a Minister's Consent Application and a Strategic Conservation Plan.

Metrolinx understands the future "normal" may look different, as people continue to adjust their work and commuting patterns. Investments such as GO Expansion are now needed more than ever because the travel patterns of the future will be two-way all-day and much less about commuter peaks in the mornings and evenings. This is more about connecting the different cities in the GTHA, with organizations and businesses seeing more decentralization in the years to come.

Infrastructure Ontario and Metrolinx are continuing to advance the procurement of these important infrastructure projects on behalf of the province. We are working closely with all of our partners, stakeholders, and the private sector to move forward and will re-assess our procurement schedule, if necessary, as the global situation continues to evolve.

As noted above, this current commenting opportunity is with respect to the GO Rail Network Electrification EPR Addendum. Through the application of identified mitigation and monitoring measures, no negative impacts are anticipated to natural or cultural heritage environments.

Should you have any further questions or comments, please reach out via Torontoeast@metrolinx.com.

David Phalp

Sr. Manager Community Relations

From: [REDACTED]
Sent: March-05-21 1:56 PM
To: Wills, Devon (MECP) <Devon.Wills@ontario.ca>
Subject: MetroLinx

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Mr. Wills,

Thank you for taking the time to read the note below regarding the "Notice of Environmental Project Report Addendum GO Expansion Program."

Please consider this a written objection to the expansion of the line in relation to the Lakeshore East Corridor.

The plan in place without question will upset numerous parks and other communal greenspaces in the affected neighborhoods. More than ever, these spots need our protection as they are the places where communities are made, enjoyed and maintained.

The Lakeshore East Corridor is cutting through one of Toronto's oldest areas. Numerous heritage homes, irreplaceable buildings and parks are under threat from the expansion of this line.

The expansion will not only be disruptive from a geographical and environmental perspective but also from a human one. The people who call this neighbourhood home and the people who seek out this neighbourhood for its parks and other amenities will forever be missing a piece of what has made this area irreplaceable for the last 100+ years.

In addition, with emptying offices spaces and lease occupancy of over 42+% and growing in the downtown core, how many people can we expect to use this rail corridor in the future? Ultimately, is it really needed?

Aside from further environmental and human impact studies, the current situation should require us to do deeper study into the actual need for an expanded rail corridor in its proposed form.

While progress is something that is always in motion, it feels like now is the time to stop and evaluate what is at stake.

Thanks, and hope all is well.

[REDACTED]
[REDACTED]
[REDACTED]

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From: Ontario Line
Sent: December 22, 2020 2:06 PM
To: [REDACTED]
Subject: RE: Ontario Line


Hi [REDACTED]

Thank you very much for your feedback and taking the time to share your thoughts.

We are committed to listening to the residents of Riverside and Leslieville so we can provide you with the information you need about the benefits of the project while helping to manage impacts. Our plans have been updated based on what we heard from the community, and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhoods we will serve.

Please don't hesitate to contact us in the future if you have any questions,

Simon

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx


From: [REDACTED]
Sent: December 21, 2020 8:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line

Thanks for sending back the Metrolinx party line on this. Not helpful though and did not respond to my concerns. No actual consultation with the neighbourhood has occurred. None of our concerns have been addressed. Destroying a neighbourhood to save us 4 minutes? Nobody wants this. Nobody believes this work will fit within the existing rail corridor. If this project proceeds as planned, irreparable and needless harm will be done to this neighbourhood. I have yet to see any evidence that "community considerations" factored in. Restoring park space? You cannot restore what you have torn apart and paved over.

As for the Don River issue: you could come above ground in that area and still pass over it, instead of under it. The line does not need to come above ground at Gerrard in order to pass over the Don where the line is planned. I know that many people asked about this as an alternative and I have yet to see a rationale explanation.

We had a plan to improve transit in the area - the DRL. Mr. Ford, as always, decided that he knew better and threw years of planning and already spent resources out the window and replaced it with the Ontario Line. All without any consultation. I'm quite sure that some are benefitting from this, but let's not pretend it is Leslieville/Riverside.

Metrolinx should stop the lies and deception in relation to the Ontario Line. The truth is, it is being built with total disregard toward my neighbourhood and to pretend that it is being done for my benefit only adds insult to injury.

[REDACTED]
On Dec 18, 2020, at 3:44 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],


Thank you for sharing your thoughts with us.

By running the Ontario Line along the existing corridor, we are able to cut construction impacts in half, and get the work done quicker. Fitting the work within the rail corridor also means that we are able to minimize our construction footprint. We understand that community institutions are important to you, and they are important to us too. By building and operating the Ontario Line above ground South of Gerrard means that important community destinations like Jimmie Simpson Recreation Centre can stay open during construction and beyond. We will work continuously to limit the footprint of our work, and where using park space cannot be avoided, we will strive to limit our footprint, as well as work with our contractors and the City of Toronto to restore the park space to its original state or better. We are also taking further steps to reduce disruption by streamlining Ontario Line construction with GO expansion work that is already planned for the rail corridor. As a result, we are able to further reduce impacts and disruption in the community, including dramatically reducing property impacts than if the Ontario Line were tunneled.

Decisions made about the Ontario Line and its route are made with the goals to increase the customer experience, better access to transit, and create more access to jobs, while balancing cost and community considerations. Due to Toronto's geography, the Ontario Line would need to be at a depth of approximately nine stories below ground to pass under the Don River. The Line would then need to continue at that depth to avoid major Toronto sewer infrastructure. At Leslieville station, for example, it would take customers approximately four and a half minutes to get from the station to the train if the line were below ground. Another benefit is that by having surface stations, riders can get where they need to go quicker and easier. This will make for a seamless travel experience for passengers transferring between the Ontario Line and the existing TTC network, while easing overcrowding on Line 1 and connecting more people to high-order transit. The Ontario Line will be further integrated with the TTC by running as a part of the TTC network, accessed with a TTC fare, and customers will be able to pay with PRESTO, as they do today.

Thank you again for writing and sharing your thoughts with us, and don't hesitate to let us know if you have any further questions.

Simon

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx


-----Original Message-----

From: [REDACTED]
Sent: Friday, December 18, 2020 8:15 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line

Just read your latest propaganda - I still see nothing in it to justify or to even attempt to justify the destruction of my neighbourhood for the above-ground portion of the line south of Gerrard. Is that reckless plan still on?

Nor does the utopian picture you paint indicate how the Ontario Line will in fact be integrated with the TTC. For example, will it be a separate fare?

How much of Jimmie Simpson park and the surrounding neighbourhood will be destroyed to make way for this "gift" that is being foisted upon us? What development will be permitted in exchange for funding this portion of the line?

So many unanswered questions remain, but it is clear that the concerns of the people most directly impacted by this above-ground portion have to date been ignored.

Shame.

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From: Ontario Line
Sent: December 15, 2020 1:24 PM
To: [REDACTED]
Subject: RE: Ontario Line - Cost Comparisons

Hi [REDACTED]

Thank you for the question. We know how important parks are in your community and are committed to minimizing our impact on them. The map at the link you provided shows where Metrolinx will be installing noise walls across its entire network as part of the GO Expansion program. The map is not intended to show the specific locations of noise walls which will be determined through detailed design work for individual projects.

As I mentioned in my earlier message, the environmental studies and design work for improvements to the shared rail corridor in your neighbourhood is underway. Design concepts, noise and vibration studies, and recommended noise barrier heights and locations will be included in a draft environmental report which will be released for public consultation in 2021 prior to any work beginning. We are committed to designing infrastructure that is a good fit for the community and will take great care when constructing it to minimize impacts on existing trees and parks. We will also be working closely with the City of Toronto to restore the parks after construction is completed.

I have attached several noise wall design concepts to this message to give you an idea of how they can be integrated with trees and shrubs to reduce the visibility of the rail corridor as well as effective protection from noise and vibration. We look forward to sharing more details with the public and receiving their feedback.

I hope this information is helpful, but please don't hesitate to contact us if you have further questions. I'm also happy to give you a call this afternoon, if you have time.

Sincerely,
Josh

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

From: [REDACTED]
Sent: Monday, December 14, 2020 1:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Phil Verster <Phil.Verster@metrolinx.com>; premier@ontario.ca; mavor_tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>; councillor_fletcher@toronto.ca
Subject: Re: Ontario Line - Cost Comparisons

Hi Josh,

I was very disappointed to see Metrolinx's map setting out the proposed boundaries for the construction of the noise wall through my neighbourhood in Riverside (<https://maps.metrolinx.com/arcgis/apps/webappviewer/index.html?id=199ded6da5e746c08f4742df9c921f8c>). In particular, the map directly contradicts your statement below regarding "staying almost entirely within the current footprint", since it's evident that significant portions of Bruce Mackey park will be taken to build the sound walls. I feel particularly misled by you since the barrier will be less than 40 feet from our property line. Could you please clarify how this proposed alignment will minimize impacts on our community when the fact is that a 15-20 foot wall will be erected directly in front of our houses? Will Metrolinx share what mitigation efforts they will be taking with respect to the construction of these walls? Will adjacent property owners be compensated for the physical damage and loss of value of their properties and the adverse impacts to their overall health and safety? Please advise at your earliest opportunity.

[REDACTED]

On Mon, Nov 23, 2020 at 9:20 AM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

From: Ontario Line
Sent: December 11, 2020 9:34 AM
To: [REDACTED]
Subject: RE: Pandemic impact - no rush to build and cheap out - Ontario line

Hi [REDACTED]

Thanks for your email, and taking the time to share your thoughts. More than a one way address—this email connects to a team that's here to work with residents and answer questions about the Ontario Line. I'm the specialist for the Riverside/Leslieville area.

Thanks again for your feedback and please don't hesitate to contact us if you have further questions,

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx
[REDACTED]

From: [REDACTED]
Sent: Thursday, December 10, 2020 1:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Pandemic impact - no rush to build and cheap out - Ontario line

Thank you Simon,

I really appreciate your reply and feedback! I thought this was just an automated/one way email address!

I am fully aware of your explanation and the details of the Ontario line. I do not doubt what you said. It is a valid solution and you mentioned only positive points.

However, there is also nothing wrong with my approach/solution (original relief line design) either. Ontario line has its pros and cons and so does the original relief line design before the election, whether it is cost, time to build or Alignment and etc.

The issue is not that the Ontario line is better as you position your feedback, it is the fact that Ontario line exists for political reasons. There was already a plan on the table (before the election) that the city needs and just like the past 30-40 years, a new government (any party) comes in and has a grand new political plan. And changes everything up. It's a vicious cycle.

At the end of the day, no matter how much you try to sell the Ontario line to the residents of Riverdale/Leslieville, this project will more negatively impact (less positively) the neighbourhoods permanently vs. the original design.

You do not live there.

Now the question is which political party feels which design is the lesser of the two evils, in this case, and the answer is Doug Ford. Ironically, the saviour of build subway, subways subways.

Anyways, thanks for your time. I really do appreciate your time and hearing me out.

Regards,

[REDACTED]
[REDACTED]

Sent from my BlackBerry — the most secure mobile device - Also find me in Signal!

From: ontarioline@metrolinx.com
Sent: December 10, 2020 11:10 AM
To: [REDACTED]
Subject: RE: Pandemic impact - no rush to build and cheap out - Ontario line

Hi [REDACTED]

Thanks for sharing your thoughts about the Ontario Line with us. The community's needs are at the centre of our decision making. Because of the Ontario Line's mix of

below ground, at-grade and elevated track, it is able to reach more communities sooner and offer an improved customer experience with less construction impacts.

At twice the length of the previously proposed Downtown Relief Line South, the Ontario Line will give residents of Thorncliffe Park, Liberty Village, Flemingdon Park, and Liberty Village access to higher order transit, and be built within a similar timeframe. Tunneling is complex, time-consuming and disruptive due to the amount of excavation required. In areas where there are practical alternatives—such as the Metrolinx owned right of way—we can drastically cut down on construction impacts to communities and finish the work in a shorter timeframe. In fact, in the East from the Don Yard to Gerrard, our plans have the Ontario Line fitting almost exactly into the current railway footprint, and by doing that we can cut property impacts by half. In the above-ground areas, construction techniques will be faster and simpler which results in less construction impacts for residents. As a result, we can provide more transit, quicker, with fewer property impacts.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases and the trains will be automated, which means less noise and vibration when trains come to a stop. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis will be shared for public consultation in upcoming environmental reports.

Having the Ontario Line as a mixture of tunneled, at-grade, and elevated track also supports a better customer experience. For example, due to Toronto's geography, between the Don Yard and Gerrard Station, the Ontario Line would have to be buried more than 38 meters below ground to cross below the Don River, and continue at that approximate depth to avoid Toronto sewer infrastructure. As a result, a tunneled station would need to be so far below ground that it would take passengers approximately four and a half minutes to get from Queen Street East to board the train underground. Surface level stations in this area mean that we can provide a better customer experience. Customers can hop on or off the Ontario Line quickly and easily, getting downtown, coming home, or easily getting where they need to go.

We look forward to sharing more details as our work moves ahead. If you haven't already, please consider signing up for [our e-newsletter](#) to help stay up-to-date on the latest project information.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From: [REDACTED]
Sent: Wednesday, December 09, 2020 9:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Pandemic impact - no rush to build and cheap out - Ontario line
Importance: High

Hi,

my opinion, this was purely a political decision vs What is really required for this route

If we are going with the Ontario line vs The original relief line before Ford got elected at least build the tunnels to be upgraded in the future using subway cars on line1 and line2 just like how crosstown was designed

Now that there is no rush to build this due to the pandemic has decrease demand and political reasons to build the line 1 north ext asap we can now bury the lines as intended using the original route before Ford was elected
Don't tear up neighbourhoods along the rail corridor Don't increase the noise along that route Cars running frequently, especially as demand increase is not fair for those neighbourhoods


The current proposal now feels like the scarborough RT all over again

Just build a big chunk of the line right the first time So we don't have to spend more money later to fix a poor decision made in the past

Thanks

[REDACTED]
[REDACTED]

Sent from my BlackBerry — the most secure mobile device - Also find me in Signal!



From: Ontario Line
Sent: December 11, 2020 9:37 AM
To: [REDACTED]
Subject: RE: Ontario Line

Hi [REDACTED]

Thanks for your follow up questions.

In areas where there are practical alternatives to tunneling, such as an already Metrolinx-owned right of way, we can reduce impacts to communities and finish the work in shorter timeframes. A tunneled Ontario Line would have to be buried approximately 40 metres from East Harbour all the way to Gerrard and Carlaw in order to avoid major sewer mains, specifically the midtown interceptor sewer. We are continuing to refine our plans, based on feedback from the community. As we plan and carry out our work, we will minimize the impact to parks and trees. Where those impacts are unavoidable, we will compensate trees in accordance with [Metrolinx's Vegetation Guideline](#). We will have more to share in 2021 as we advance our designs and complete environmental studies. This will help us answer your questions in greater detail.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases and the trains will be automated, which means less noise and vibration when trains come to a stop. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor.

Throughout the project we will maintain an open dialogue with businesses and work to help them stay accessible and successful during construction. We have already begun our outreach to BIAs and individual businesses to understand their operations and questions about the project. Businesses will be represented on community liaison tables that we will be setting up

along the entire alignment. Once we move into construction, we will partner with business improvement areas on shop-local initiatives and work with construction teams to keep access to businesses clear and clean.

We appreciate the opportunity to respond to your concerns and look forward to continuing to engage with the community as the project moves forward.

Sincerely,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx

From: [REDACTED]
Sent: Thursday, December 03, 2020 1:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; Mayor Tory <mayor_tory@toronto.ca>
Subject: Re: Ontario Line

Thank you for your very prompt reply.

I ought to be re-assured by your response, but I find myself very surprised by many of your assertions, which seem inconsistent with the logic applied elsewhere. Is surface rail somehow only less disruptive than tunneling in east downtown, but not in the suburbs?

I am also surprised with your comment that the rail footprint will be almost exactly the same when doubling the number of rail lines, and you will keep your work in the existing corridor. Perhaps we just disagree about the meaning of 'almost exactly', and 'work'.

I am also surprised by the assertion that the tunneling and station would have to be 9 stories below grade. The deepest TTC stations in old Toronto are no more than five stories deep by my estimate. (I have at times counted the stairs, invariably on the way up). Similarly, I've seen the sewer line 100m north of Queen St. East: it is about 3 metres below grade. There must be a main trunk at greater depth, but it is disappointing to hear that sewers and the local geology are so different on this side of the City.

I think your comment that above ground "provides much needed higher order transit access compared to tunnelling" implies that Metrolinx would not build a Queen St East station if it were required to tunnel, due to the cost, and I can see that underground subway station construction can be very costly and disruptive to surface activities, as it has been on Eglinton. Yet somehow the TTC managed to build lots of them in downtown Toronto. Those stations lack the grand entrance buildings that characterize the Spadina/York subway extension, but otherwise have been working

well for about 60 years. Furthermore, I understood that Metrolinx was planning shorter train sets and therefore smaller stations than the downtown TTC system. Finally, I think that cost is a strange justification for elimination of what would likely be a high performing station on a necessary line, when the government insists that it will proceed with entirely new Scarborough and Eglinton West (suburban) transit lines that by Metrolinx' own analysis have been shown to not pass a cost benefit test.

I suppose I would be able to place more trust in your responses if I knew that Metrolinx would bear the cost of the disruption through agreements with the City for interim and permanent loss of parkland and roadways, and would provide business disruption compensation for what promises to be a protracted construction period. You do say disruption is less for surface rail. Words are cheap. Do your agreements with the City and landowners compensate them appropriately, so we can infer that surface rail disruption has been priced and considered by Metrolinx and remains the best approach? Or does Metrolinx want the community to just trust them, without putting its money where its mouth is, so to speak?

Thank you for your consideration.

██████████

On Dec 3, 2020, at 10:16 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ██████████

Thank you for writing, and sharing your thoughts with us.

The Ontario Line route puts community interests first. The route was created by carefully anticipating issues, talking with residents and businesses. The above ground alignment has unique and significant benefits for your community. Having the line above ground is the least disruptive option, drastically reduces property impacts, improves customer service, and provides much needed higher order transit access compared to tunneling.

By having the line above ground we drastically reduce property and traffic impacts than if the line were tunneled. Tunnelling is a complex, time-consuming and disruptive process. Our careful design fits the Ontario Line almost exactly in the rail corridor's footprint and cuts property impacts in half. By keeping our work in the existing corridor we are significantly reducing the property needed to accommodate near-term construction, and long-term operations. This is especially impactful considering that tunneling requires laydown areas needed to build stations and emergency exit buildings between stations. Another benefit of the at-grade route is its faster construction—meaning fewer community and

traffic impacts.

There's a much better customer service experience above ground, too. Due to Toronto's geography and municipal sewer infrastructure, the Ontario Line would have to be buried very deep below ground. In fact, we estimate station locations through this part of the City would need to be approximately nine stories below ground. As a result, it would take customers approximately four and a half minutes to get from Queen Street East to the train at Leslieville Station. Having surface stations means that riders can seamlessly transfer to their other TTC connections, shop, or get where they need to go quicker.

Lastly, I want to address safety. Safety is the centre of everything we do at Metrolinx. We would not design or operate a service that was not safe for our customers, community and our employees. I would like to share that the approach to run trains along a joint rail corridor is not new. This approach is similar to other operations such as the Scarborough Rapid Transit and Stouffville GO train operations between Kennedy and Ellesmere Roads, and Line 2 and CP railway operations between Bloor Street West and Kipling Station.

For more information you can visit our [website](#), and if you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project and get notified about future virtual open houses.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx
<image001.png>

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, December 02, 2020 10:51 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; Mayor Tory <mayor_tory@toronto.ca>
Subject: Ontario Line

Thanks for the solicitation of my opinions that you sent in the mail.

My opinion is that you are going above ground in Riverside to save a little money at the expense of the local community, because the provincial government's, and metrolinx's, priority is to better serve communities that are likely to support the governing party. I find your 'caring about the community' posture disingenuous. Here's why I think so:

1) Nowhere in Canada is a six lane rail or auto highway being build through an existing and historic downtown residential community of a major city. Only in Toronto is the government seemingly bent on implementing strategies more at home in the 1950s.

2) Nowhere else in Toronto has a surface subway been built so close to residential development. In every case I can think of -Rosedale, Bloor High Park, Downsview, Scarborough east of Warden, there are significant gullies or separations. Why have our standards fallen precipitously under Metrolinx? What justifies the unusual and disruptive treatment in this case? There has to be a better reason than "it's the best way to make intermodal transfers work at East Harbour", as your mail-out implies.

3) In the inner suburbs, where the governing party gets more support, the priority has been to build underground subways in Scarborough and North York even where surface right of ways already exist, and surface land is a lot less valuable (compare the development activity). In Riverside your plan will blight valuable land. It is clear that the new Ontario and GO rail lines are primarily designed to improve service to suburban areas. Metrolinx has used end to end travel times as its most important benchmark for evaluating new stations. Our community appears to be expressly (pardon the pun) not important to Metrolinx. Oh, and I have not forgotten the placement of a gas generating station in our community, and the expensive political cancellations in suburban neighbourhoods. The bias is real.

4) The land that will be taken to increase the surface lanes from 3 to 6 is important space for the neighbourhood, much of it a buffer with the existing railway, and very expensive to replace. Perhaps if Metrolinx were required to fully replace it, and build with current buffer space standards in keeping with the frequency of the rail traffic and the residential contiguous use, Metrolinx would find it more attractive to go underground.

5) The business and neighbourhood traffic disruption will be brutal. Is Metrolinx providing compensation for this, like the contractor on the Gardiner Expressway (lane occupancy charges), and to the BIAs and others who will be harmed for

years? Your reputation for timely completion on Eglinton, a big wide thoroughfare, is in tatters. The work in this case would be much more complicated, fully integrated into the community - with no staging grounds on the right of way. Perhaps if compensation for these disruptions was properly included in your agreements, Metrolinx would reconsider going underground.


6) The project involves tunnel boring machines at both ends of the surface section - they are available to continue the work. I have been told by your drillers that your core sample drilling has gone down over 180 feet, which seems only needed if you are considering tunnelling. I think you know it is the appropriate solution.

I believe you are capable and prepared to bury this line if it becomes politically necessary. Why wait. Recommend the obviously more reasonable approach and tunnel through Riverside, and earn the trust of the people you serve.



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From: Ontario Line
Sent: December 8, 2020 3:20 PM
To: [REDACTED]
Subject: RE: Ontario Line - Bruce Mackey Park

Hi [REDACTED]

Thanks for your email. We agree that the parks in your neighbourhood, and greenspace throughout the city and province, is valuable. We are applying significant design and engineering effort to fit the Ontario Line almost exactly within the existing rail corridor. Wherever park spaces are needed in order to avoid impacting private properties, we will work with our contractors and the City of Toronto to restore them as much as possible, including compensating for removed trees in accordance with [Metrolinx's Vegetation Guideline](#). We are still finalizing designs and will share updates about impacts to park spaces as soon as we have them. We have already committed to shielding the community from the rail corridor by adding effective, well-designed noise walls, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows that when combined with the other mitigation we will put in place, the noise and vibration impacts from the Ontario Line will be eliminated and we will reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis, including noise wall details and aesthetics, will be shared for public consultation in upcoming environmental reports.

Thank you for reminding us how important Bruce Mackey park is to the community. We look forward to staying in touch as the project moves ahead. Please sign up for our [e-newsletter](#) to stay updated with the latest developments.

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]


From: [REDACTED]
Sent: Saturday, December 05, 2020 12:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line - Bruce Mackey Park

What is the anticipated impact of the Ontario Line on Bruce Mackey Park? I live on Wardell Street, and Bruce Mackey is important to my family and our quality of life. It provides a natural space in our neighbourhood with trees and acts aesthetically to offset the train tracks. Bruce MacKey is very important to everyone living on Wardell and Dundas within the area, or with a view from Boulton, as well as to people in the neighbourhood who walk their dogs or bring their children to play.

Yours truly,

A solid black rectangular box used to redact the sender's name and signature.

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From: Ontario Line
Sent: December 7, 2020 11:02 AM
To: [REDACTED]
Subject: RE: GO Electrification / coordination with Ontario Line

Hi [REDACTED]

Glad that I can help. [Early works](#) in your area is anticipated to begin in summer 2021 and you're right that just includes the grading, preparatory work and noise wall installation. We'll have more to say about the timelines for what comes next as we move through the Ontario Line procurement phase as well as similar processes on GO Expansion. Work will be streamlined to minimize disruption.

Thanks again for your question.

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]
Sent: Friday, December 04, 2020 3:55 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: GO Electrification / coordination with Ontario Line

Hi again Simon,
It is so helpful to have someone to communicate with at Metrolinx!

Great to hear that the 4th line will be electrified.

Any idea when that electric track will be built?

I ask because in the early work info I don't see anything about this -- just prep (grading, walls etc).

Thanks for any light you can shed on this important piece of the puzzle. It is going to be very difficult to coordinate GO expansion and OL. The devil will be in the details!

[REDACTED]

On Fri, Dec 4, 2020 at 2:49 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your follow up question. Yes, GO expansion work will include electrification.

If you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project.

Hope this is helpful, but please feel free to connect if we can help further,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]

Sent: Friday, December 04, 2020 12:39 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: GO Electrification / coordination with Ontario Line

Hi Simon,

Thanks for your quick response. So, just to clarify, the GO Line 4 along the joint corridor will be electric?

[REDACTED]

On Fri, Dec 4, 2020 at 12:22 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your question about the timing GO Line 4 work in the joint corridor through Riverside. Yes, we will coordinate the GO expansion plans with the Ontario Line construction to avoid multiple disruptions in your community. We'll be starting with combined early works in 2021 which includes:

- grading to prepare for track installation

- new retaining walls and noise barriers along the corridor to shield communities from all rail operations, including GO and VIA services
- relocation or protection of utilities, and
- bridge construction.

The work to install Ontario Line tracks and stations will be part of one of the main P3 contracts and will be coordinated with GO Expansion, including electrification. We'll have more details, including timelines, to share as procurement advances.

I hope this answers your question. Please let us know if you need anything further.

Thank you,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From: [REDACTED]
Sent: Thursday, December 03, 2020 1:43 PM
To: Ontario Line <ontarioline@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>; Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>
Subject: GO Electrification / coordination with Ontario Line

I have reviewed your material about the plans to Electrify the GO system. To quote from your website:

"Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network. ... The contract is in a multi-year procurement process, and currently teams are completing the bids that will close in 2021. Construction will get underway in 2022."

Metrolinx has promised that the Ontario Line will be electric. Do you promise that the work to electrify GO Line 4 in the Joint Corridor where the Ontario Line and GO will run side-by-side will be done at the same time as the Ontario Line work? That is, will you do all of the construction work for both of these projects at the same time so we don't have to live through this disruption twice?

Thank you,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

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From: Ontario Line

Sent: December 4, 2020 12:30 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thanks for writing and sharing your thoughts about noise, vibration and the Ontario Line. We appreciate your questions and concerns and agree that Riverside and Leslieville is a very special place.

The route of the Ontario Line, above ground and within the joint corridor, is carefully designed with community in mind. Tunelling is a time consuming and complex process. Due to underground interferences at Queen and Gerrard Streets, the Ontario Line platforms would have to be almost seven stories underground. Where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts, reduce property impacts, and shorten the overall construction time.

We will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in the community while still containing our work to the existing rail corridor – staying almost entirely within its current footprint. To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases and the trains will be automated, which means less noise and vibration when trains come to a stop. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis will be shared for public consultation in upcoming environmental reports.

We are committed to listening to the residents of Riverside and Leslieville so we can provide you with the information you need about the benefits of the project while helping to manage any impacts. Our plans have been updated based on what we heard from the community and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhoods we will serve.

if you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project.

Thank you and please don't hesitate to contact us if you have further questions,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

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

Sent: Thursday, December 03, 2020 10:31 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, December 3, 2020 - 10:30

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Above Ground Trains

Message: I am a resident of Riverside/Leslieville. I actually live on Grant St. I'm quite concerned that the trains will be above ground blasting their way through Riverdale all day long. Via and Go are bad enough. I know that Metrolinx/Gov of Ont have more than enough funds to bury this line in it's entirety. If Metrolinx cares about our community like they say they do, they would bury the line underground and save Riverdale from the destruction, ugliness and noise this will bring. Maybe the next Ontario Government will see how special Riverdale/Leslieville actually is and stop this ridiculous proposal.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18536>



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From: Ontario Line

Sent: December 3, 2020 10:06 AM

To: [REDACTED]

Subject: RE: Thank you for keeping our community at the heart of your planning

Hi [REDACTED]

Appreciate your email and sharing your thoughts with us.

Our design decisions put community first, and the planned route was selected to minimize community impacts. There will be some Early Works projects in the joint corridor that are expected to begin in 2021 and we estimate that the Leslieville station construction will start in mid-2023, with timelines driven by the successful awarding of the construction contract. We are working through confirming the exact height, location, and timelines for noise wall installation and that information will be shared with the community for feedback in 2021. Throughout construction and operation, we will be available to support the community and answer questions as we work to build much needed higher order transit.

To learn more about how the Ontario Line, you can visit [our website](#) and if you haven't already, please consider signing up for [our e-newsletter](#) to keep up to date with the project.

Thanks again for taking the time to share your thoughts,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, December 01, 2020 11:22 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Thank you for keeping our community at the heart of your planning

Hi Metrolinx

I received your notice in the mailbox today about What did we think about the most when planning the Ontario Line ? Your neighbourhood.

Thank you for that. I love our community here.

May I ask when construction will begin to put in the Leslieville Station near McGee St. And Queen St. East ?


And when will the attractive noise barriers to reduce the sound of the Ontario Line be installed ?

Thank you again for putting our neighbourhood at the forefront of your planning and decision making.



Sent from my iPad

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From: Ontario Line
Sent: November 27, 2020 9:13 AM
To: [REDACTED]
Subject: RE: Leslieville station

Hi [REDACTED],

We are still finalizing designs and will share updates about impacts to park spaces as soon as we have them. We know how important McCleary Playground is to the community. Wherever park spaces are needed in order to avoid impacting private properties, we will work with our contractors and the City of Toronto to restore them as much as possible, including compensating for removed trees in accordance with [Metrolinx's Vegetation Guideline](#).

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, November 26, 2020 10:40 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fwd: Leslieville station

Thx for the quick response. Will the station be built on McClary park or west of it. Will McClary park be a casualty of the Ontario line?

[REDACTED]

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

From: **Ontario Line** <ontarioline@metrolinx.com>
Date: Thu, Nov 26, 2020 at 9:05 AM
Subject: RE: Leslieville station

To: [REDACTED]

Hi [REDACTED],

Thank you for your email. The station will be located where the rail bridge crosses Queen Street East, just west of McGee Street. You can view maps and more detailed information on our [East Neighbourhood Updates page](#).

The Ontario Line will fit almost exactly within the existing rail corridor footprint. After construction, the corridor will be lined with effective and well-designed noise walls, landscaping, and new trees and greenery. Noise wall specifics have not yet been finalized (designs will be brought forward for community feedback as the project progresses) but our preliminary analysis shows these combined measures will effectively eliminate noticeable noise and vibration impacts from the Ontario Line while also reducing the noise and vibration profiles of the GO and VIA trains that currently use the corridor.

Let us know if you have any other questions and if you haven't already, please consider signing up for [our e-newsletter](#) to keep up to date with the project and receive notice about future virtual community meetings.

Best,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 25, 2020 3:13 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Leslieville station

Hi there

A flyer was just dropped off at my house - [REDACTED]

Where exactly will Leslieville station be built? Also, are you widening the tracks? Lastly, can you send more details on the sound barriers.

thx

[REDACTED]



From: Ontario Line

Sent: November 27, 2020 9:14 AM

To: [REDACTED]

Subject: RE: feedback ontario line

Hi [REDACTED],

Thank you for taking the time to email us about the Ontario Line. We are committed to responding to the concerns we receive and appreciate the opportunity to share some of the thinking behind our plans. By building at-grade through the shared rail corridor in Riverside and Leslieville, we are able to cut construction impacts in half. A tunneled approach is complex, time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts to communities and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses.

We will also streamline Ontario Line construction with GO expansion work that was already planned along the rail corridor, reducing overall construction impacts to the community. We will work continuously to limit the footprint of our work, and where we need to use park space to avoid impact to private properties, we will work with our contractors and the City of Toronto to restore the park space to its original state or better. With surface stations, we are able to provide customers with a much better experience that is fully accessible, shielded from the elements, and provides an easy transfer to and from surface transit options in the area. To reduce noise once the Ontario Line is in operation, we will line the corridor with effective and well-designed sound barriers, landscaping, and new trees and greenery. Our preliminary analysis shows that these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line while also reducing the noise and vibration profiles of the GO and VIA trains that currently use the corridor.

We are continuing to address the feedback we receive as we move forward with this important project. Please do not hesitate to contact us if you have more questions.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]

Sent: Wednesday, November 25, 2020 2:03 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: feedback ontario line

keep the line underground and don't ruin our neighborhood!

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

From: Ontario Line
Sent: December 17, 2020 9:36 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Follow up on Community Submission sent on Oct 17, 2020

Hi [REDACTED]

Thanks for following up. Your questions and feedback have been shared with our project team and we will be setting up opportunities for community discussions in 2021 as environmental studies and detailed project design are sufficiently advanced. These studies will help us respond to your concerns in more detail and no construction will begin in your area before we conduct public consultation on environmental reports. If you are interested in connecting sooner, we can certainly arrange that.

The environmental assessments we are completing, including the Early Works Report for the Joint Corridor and the Environmental Impact Assessment Report, will include many more specifics. The noise and vibration study that will form part of the Environmental Impact Assessment Report is planned to include figures with contour-type mapping indicating anticipated levels of noise and vibration in proximity to project activities. This study and the design of corridor improvements will inform proposed heights and locations of the noise barriers that Metrolinx has committed to installing along the shared GO/Ontario Line rail corridor from Eastern to Logan. We will share all of this information, as well as noise barrier design options, with the community for input and discussion.

Impacts on air quality will also be assessed in detail, in forthcoming reports. Traffic data used to estimate existing conditions in the Environmental Conditions Report was determined from vehicular traffic counts from 2017, 2018, and 2019. Note the "existing conditions" year is 2019 in the report. An annual growth rate of 1% was applied to the 2017 and 2018 data to produce comparable 2019 annual average daily traffic (AADT). However, since the Ontario Line trains will be powered by electricity, no operational impacts to air quality are anticipated. The Ontario Line can help to improve background air quality levels by allowing more people to leave their cars at home and take transit instead.

We appreciate the opportunity to address your concerns and will keep you updated as we complete the necessary work to provide you with more fulsome answers. My direct number is included below if you want to discuss by phone.

Sincerely,
Josh

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

From: [REDACTED]
Sent: Wednesday, December 09, 2020 6:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up on Community Submission sent on Oct 17, 2020

Josh,

It's been 2 weeks since my last email and two months since our community submission in which we posed these important, health related questions regarding the Ontario Line

Our community is still looking for answers. Please set expectations as to when we can expect a substantive feedback

Thanks,
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: RE: Follow up on Community Submission sent on Oct 17, 2020
Date: Wednesday, November 25, 2020 5:05:23 PM

Hi Josh,

Thanks for your reply. I'm afraid we didn't get much in the way of substantive feedback in your response. Our community is genuinely concerned about the health impact of the proposed OL. If answers are not known to you, could you please share our questions with project managers and decision makers? We've been trying to get answers from Metrolinx for a long time. We need substantive feedback from Metrolinx.

Thanks,

[REDACTED]

= = =

1. Metrolinx has not considered any **alternative alignments**, despite the motion passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) as well as repeated calls from the community to investigate underground routes through Riverside/Leslieville. Why is Metrolinx continuing to ignore the City directive and community feedback?
[Your response is talking about the cost of going under the Don River. We're not asking for that. What's the cost of burying the line north of Eastern and south of Gerrard? This is a distance of about 1km. Please provide actual costing that have been completed per City's directive.](#)
2. There is no mention of the effects of noise and vibration on the human body. Will the Environment Assessment include a **Health Impact Assessment** as stipulated by Health Canada?
[Your response made no reference to this. Will the final EA include a Health Impact Assessment? What is the impact of running a 6-lane railway less than 10m from residential homes? How many people and how many households can expect adverse health effects WHO and Public Health Toronto warn us about?](#)
3. We need **more noise measurements** to be taken in our neighbourhood to properly gauge the existing noise levels.
[You alluded to more info to be included in the final ECR. Will the final ECR include more noise measurements in our neighbourhood, parks and schools?](#)
4. **Predicted noise levels:** Will a future study include assessment of *expected* rail traffic noise impact conducted using a prediction method like STEAM (Sound from Trains Environmental Analysis Method)? Will this assessment include sound levels expected with and without noise mitigation measures such as a sound barrier wall?

Will the final ECR include predicted noise levels?

5. Current noise measurement on Wardell already exceed MOE and WHO guidelines. Have you engaged **medical officers for the Province and Toronto** so they can provide their professional view on whether OL can proceed without serious public health implications?

Your response made no reference to this. Are you engaging medical experts?

6. Health Canada states “**the determination of %HA** is a widely accepted indicator of the human health effects of long-term noise exposure.” It stipulates “a calculation of baseline percent highly annoyed (%HA) at receptors” be provided in environmental assessment. Please include in the final ECR.

Your response made no reference to this. Is this in the works?

7. **No vibration study** was undertaken in Riverside/Leslieville. We are extremely nervous about the exposure to constant vibration on an ongoing basis from rail traffic and how it may interfere with our health and everyday activities such as conversation and sleep. Please include in ECR.

Your response made no reference to this. OL contravenes safety standards endorsed by Railway Association of Canada and Federation of Canadian Municipalities. We demand a vibration study in our neighbourhood.

8. The **Air Quality Study** was conducted in May 2020, during the height of pandemic lockdown when vehicular and rail traffic was the lowest we have seen in half a century. Will Metrolinx commit to re-doing the Air Quality Study to accurately record these greenhouse gas levels?

Your response mentioned air quality is consistent with the rest of the city. Does this mean that Metrolinx will not conduct an air quality study to better gauge the existing air quality in our neighbourhood?

9. When will Metrolinx publish **details of the sound barrier wall**? Its height, its position and material?

You alluded to well-designed sound barriers. Could you please provide details? Existing rails are elevated on a 6m berm. Just how high will this sound barrier wall going to be? Will it cover the entirety of the elevated tracks? What material will be used for this?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Follow up on Community Submission sent on Oct 17, 2020
Attachments: [REDACTED]

Dear [REDACTED],

Thank you for your submission regarding the Ontario Line and the draft Environmental Conditions Report and please accept my apology for the delay in responding. A record of your comments will appear in the final Environmental Conditions Report, which will be made available for review later this year. We will continue to outline the impacts and benefits of various construction approaches and will be addressing many of your questions and concerns in our further environmental reports, but in the interim we provide the following information for consideration.

Tunneling is complex, time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts to communities and finish the work in shorter timeframes. As noted in the [Ontario Line Initial Business Case](#), the previous Relief Line South proposal put forward by the City of Toronto and the TTC looked at the option of tunneling in this area, and we used their initial work to inform our decision making. We determined that using sections of our existing rail corridors meant we could extend the Ontario Line farther and reach more neighbourhoods sooner than previously planned, providing much needed additional relief to subway congestion on Line 1.

At the proposed location of the new station at East Harbour, the Ontario Line would have to be buried more than 38 metres, or nine stories, underground to be below the Don River. It would create a long and unattractive transfer between Ontario Line and GO trains. From here, a tunnel would have had to maintain a similar depth all the way to the station at Gerrard and Carlaw to avoid major sewer mains in that area (specifically the midtown interceptor sewer). Stations built this deep underground would have required approximately three separate, very long escalators to reach the platforms, taking four and a half minutes longer for customers to get to and from the platform level at every station in the area, including the station at Queen Street in Leslieville. Bringing these stations above ground avoids those long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services.

Faster and simpler construction techniques and methods employed in the above-ground areas and along the rail corridor makes construction less impactful to residents and businesses, avoiding complex utility relocations and multiple excavation points. This approach also allows us to significantly reduce the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses when you consider the excavations and adjoining construction laydown areas that would have been needed to build stations as well as the emergency exit buildings.

We will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in your community while still containing our work to the existing rail

corridor – staying almost entirely within its current footprint. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases. The trains will be automated, which means less noise and vibration when trains come to a stop.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. We will provide the details from this analysis in upcoming environmental reports.

Metrolinx is following the same methodology for noise and vibration as we have for previously assessed projects. We work closely with the Ministry of the Environment, Conservation and Parks to ensure that our approach to noise and vibration assessment is sound and in line with all applicable guidelines and regulations.

With the introduction of the Ontario Line, we hope to improve background air quality levels by allowing people to leave their cars at home and take transit instead. The draft Environmental Conditions Report provided information on ambient air quality levels, which we received from the Ministry of the Environment, Conservation and Parks, and from Environment and Climate Change Canada. The exceedances noted in the draft Environmental Conditions Report are similar across downtown Toronto and are common in urban centres. Many of these elevated contaminant levels are associated with fossil fuels that will be offset or reduced when more people choose public transit over driving. As noted, all the subway vehicles will all be electric, and operation of the line will not introduce new emissions into the local airshed.

It is also important to note the purpose and nature of the report that has been posted to date. The Ontario Line Environmental Conditions Report adheres to the requirements laid out in Ontario Regulation 341/20 under the Environmental Assessment Act and outlines the current conditions in the Ontario Line study area. The report characterizes existing conditions for various environmental disciplines, including background/ambient levels of noise, vibration and air quality, and it includes a preliminary assessments of impacts that will be comprehensively analyzed in subsequent Early Works Reports and an Environmental Impact Assessment Report, per Ontario Regulation 341/20. These assessments rely on a specific level of design that is forthcoming, and releasing this information progressively is meant to facilitate more robust consultation while necessary planning work continues. Many of the questions and concerns detailed in your letter will be addressed through these reports, which we expect to be available in 2021.

We are committed to listening to the residents of Riverside and Leslieville so we can provide you with the information you need about the benefits of the project while helping to manage any impacts. Our plans have been updated based on what we heard from the community and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhoods we will serve.

We appreciate your feedback and will continue to work hard to address your concerns. I will reach out to you again when we have more information to support a further discussion about the questions you have raised.

Sincerely,
Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line



From: [REDACTED]
Sent: Monday, November 16, 2020 6:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Ryan Ko <rko@ombudsman.on.ca>; councillor_fletcher@toronto.ca; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>
Subject: Follow up on Community Submission sent on Oct 17, 2020

ATTENTION: Josh Vandezande, senior manager

Hi Josh,

I have been asked by Ryan Ko with the Ombudsman's office to reach out to you. On behalf of over 150 residents of Leslieville, I sent the attached community submission on Oct 17, 2020. We have not received any feedback from Metrolinx.

Please acknowledge receipt of this email. We have been waiting for a month now. Would appreciate if you could set reasonable timeline expectation as to when we can receive feedback on each question below. If some answers are available sooner than others, piecemeal emails would be just fine.

We are seeking clarification on the following:

Metrolinx has not considered any **alternative alignments**, despite the motion passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) as well as repeated calls from the community to investigate underground routes through Riverside/Leslieville. Why is Metrolinx continuing to ignore the City directive and community feedback?

There is no mention of the effects of noise and vibration on the human body. Will the Environment Assessment include a **Health Impact Assessment** as stipulated by Health Canada?

We need **more noise measurements** to be taken in our neighbourhood to properly gauge the

existing noise levels.

Locations that warrant investigation include 88 Wardell St, 12 De Grassi St, 15 Tiverton Ave and 2 Paisley Ave.

We need baseline measurements for the proposed station sites: Gerrard/Carlaw and Queen/De Grassi.

Why were parks (Jimmie Simpson Recreation Centre, Jimmie Simpson Park, Bruce Mackey Park and McClearly Playground) and school (Pape School) not included in the ECR study area?

Inclusion of outdoor living area and indoor living area noise measurements.

Predicted noise levels: Will a future study include assessment of *expected* rail traffic noise impact conducted using a prediction method like STEAM (Sound from Trains Environmental Analysis Method)? Will this assessment include sound levels expected with and without noise mitigation measures such as a sound barrier wall?

Current noise measurement on Wardell already exceed MOE and WHO guidelines. Have you engaged **medical officers for the Province and Toronto** so they can provide their professional view on whether OL can proceed without serious public health implications?

Health Canada states “**the determination of %HA** is a widely accepted indicator of the human health effects of long-term noise exposure.” It stipulates “a calculation of baseline percent highly annoyed (%HA) at receptors” be provided in environmental assessment. Please include in the final ECR.

No vibration study was undertaken in Riverside/Leslieville. We are extremely nervous about the exposure to constant vibration on an ongoing basis from rail traffic and how it may interfere with our health and everyday activities such as conversation and sleep. Please include in ECR.

The **Air Quality Study** was conducted in May 2020, during the height of pandemic lockdown when vehicular and rail traffic was the lowest we have seen in half a century. Will Metrolinx commit to re-doing the Air Quality Study to accurately record these greenhouse gas levels?

When will Metrolinx publish **details of the sound barrier wall**? Its height, its position and material?

Thanks,





From: Ontario Line

Sent: May 25, 2021 6:39 PM

Cc: premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>; Councillor_Fletcher@toronto.ca; Phil Verster <Phil.Verster@metrolinx.com>

Subject: RE: Ontario Line - Cost Comparisons

Hi 

Thanks for reaching out again. In our previous correspondence, I offered to chat over the phone so we can have a better conversation. That offer is still there if you would like to take it. Once restrictions lift and it is safe to do so, I look forward to meeting with you to continue the conversation.

An initial cost assessment was completed and the additional cost of an underground approach will exceed \$800 million due to the requirement for deep underground stations. In addition, Metrolinx updated City Council that the average costs per kilometre for the Ontario Line was \$0.6 - 0.7 billion compared to the tunneled Relief Line South of \$0.8 – 1.0 billion. That being said, cost is just one factor because going underground does not mean no impact. Our initial analysis revealed tunneling would delay completion between 15 and 24 months – adding to the length of time the neighbourhood would be disrupted by construction. Due to the requirement for a tunnel portal, numerous homes along McGee and Saulter Streets would be required, including the popular Saulter Street Brewery. In addition, there are technical challenges that make an underground route unfeasible such as a tunnel slope that exceeds vehicle limitations and multiple interferences with critical sewer infrastructure.

To give you a better understanding of how current Ontario Line plans were developed, Metrolinx used a robust [business case process](#) where planners balanced considerations including:

- How many people could be served,
- How much travel time could be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the network
- How effectively any local impacts could be managed, and
- How to ensure maximum transit benefits within the approved budget

Like everything, there are pros and cons no matter which option you choose – but we only choose options that we know will offer maximum benefits with the least amount of impact to the

community. We understand that building transit through Toronto will require difficult decisions and disruption but we are committed to doing everything we can to minimize those impacts. [Our latest article](#) shares that the noise barriers which are part of our Ontario Line plans will result in daytime and nighttime noise levels being lower than they currently are at many locations around Riverside and Leslieville.

In a previous email you mentioned your concerns about park land and green space. As we previously discussed, Ontario Line plans will stay primarily within the existing rail corridor. We won't be impacting space that isn't absolutely needed to get transit built and we're taking extra care to avoid temporary impacts wherever we can. The Jimmie Simpson Recreation Centre, basketball court and hockey rink will not be affected, and all the other neighbourhood parks and playgrounds will still be there once the project is complete.

Please let me know if you would like to chat further on the phone,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: May 20, 2021 9:49 AM

To: Ontario Line <ontarioline@metrolinx.com>; premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>; Councillor_Fletcher@toronto.ca; Phil Verster <Phil.Verster@metrolinx.com>

Subject: Re: Ontario Line - Cost Comparisons

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.


Metrolinx,

Could you please finally provide a detailed breakdown of the cost comparisons of an above ground option through Riverside as compared to an underground option, which takes into account the ongoing costs of operating both? I've asked this question several times to this group and haven't received a sufficient response. I feel like my only recourse is to submit a complaint to the Ombudsman if I do not hear back.

Many thanks,

[REDACTED]

[REDACTED]



From: Ontario Line
Sent: April 6, 2021 1:32 PM
To: [REDACTED]
Subject: RE: Ontario Line - Cost Comparisons

Hi [REDACTED]

I have been to Bruce Mackey Park and it is beautiful. We [released some updated information](#) this morning, including images that help explain in more detail how the six tracks will be configured within the corridor. As you will see, there are a couple places where we come close to the property line but for the most part we are able to stay within the existing corridor. What we are looking at now is how to safely construct the necessary infrastructure while minimizing impacts to the parks and trees.

For the most part, the Metrolinx right-of-way is delineated by the existing fence line. We are still undertaking surveying to confirm the exact location in a few areas. We are also continuing to advance our designs for retaining walls that will be installed to protect the parks. As this work continues, we will be able to answer questions about impacts more precisely but we expect that any property required beyond the Metrolinx property line would be in the magnitude of one to three metres and only in select places.

I agree Metrolinx has to build trust with the community and we are being as transparent as possible with the information we have available. We look forward to continuing the conversation and hope that someday soon it will be safe for us to chat in the park!

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



From: [REDACTED]
Sent: April 5, 2021 8:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line - Cost Comparisons

Thanks, Daryl. When you say “mostly within the existing corridor”, could you please confirm two things. First, do you define the existing corridor as ending at the existing fence line along Bruce Mackey Park (if you’re unaware of the fence line, I would encourage you to visit our community to see the fence line as it’s quite beautiful!). Second, how do you quantify “mostly”? Please use specific measurements (I.e. Metrolinx needs to impact 10 extra feet beyond the fenceline).

Metrolinx needs to build trust in our community and a fundamental part of trust is transparency around goals.

Thanks,

██████████

On Apr 1, 2021, at 9:26 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

██████████

Thanks for your email about Ontario Line plans in your neighbourhood. Simon has moved on to a new role and I will be working with Josh on community relations in the Riverside area.

Metrolinx is looking at reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. We’re still committed to fitting the Ontario Line mostly within the existing corridor. Having both of the Ontario Line tracks on the west side would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We’ll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning virtual open house for April to provide an update to the community and seek feedback. As we have mentioned previously, no construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation.

We will reach out once further details about the upcoming virtual open house are available. In the meantime, I’d be happy to setup a meeting so we can share the information we do have at this time and discuss your concerns. Can you send us a couple dates and times that work for you to have a call next week?

Sincerely,

Daryl Gonsalves

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

On Mar 26, 2021, at 2:44 PM, [REDACTED]

[REDACTED] wrote:

Hi Josh and Simon,

Could you please elaborate on Metrolinx's recent decision to realign the portion of the OL that cuts through our community such that there will be two tracks on the western portion of the corridor? Why was there no consultation with the community on this decision? How does this tie out with your promise that the OL will fit entirely within the current footprint of the corridor?

Truthfully, I am very concerned with Metrolinx's decision making process with respect to this project. As a resident that lives within 25 meters of the corridor, I am very concerned with the impacts to the health and safety of our community. Metrolinx has done nothing to address these concerns so far. And this is very disappointing.

I would request a meeting with you and your team as soon as possible to try to understand the impacts on our community.

Many thanks,

[REDACTED]

On Feb 19, 2021, at 5:21 PM, [REDACTED]

[REDACTED] wrote:

Hi Simon,

I'm following up after another week of not hearing back from Metrolinx. Would you kindly ensure that my concerns are responded to in a timely manner?

Many thanks,

[REDACTED]

On Feb 12, 2021, at 4:41 PM, [REDACTED]

[REDACTED] wrote:

Hi Simon,

I have not yet received a response from you. Are you planning on responding, or is there another email that I should reach out to?

Thanks,

[REDACTED]

On Feb 7, 2021, at 12:25 AM, [REDACTED]

[REDACTED]

[REDACTED]:

Hi Simon,

My obvious concern with this response is that Metrolinx appears to have decided on an above ground option between the Don River and Gerrard (the "Affected Area") without adequate consultation with the neighbourhoods affected, or adequately considering any relevant factors, other than the perceived "\$800 million cost-savings". This is exactly why Metrolinx needs to publish a detailed estimate for an underground alignment in the Affected Area - in order to give the public an understanding of what is driving Metrolinx's decision in this regard. In particular, Metrolinx needs to consider the following factors in such estimate:

- Whether OL capacity can be increased by using an underground option in the Affected Area;
- What non-financial costs will be payable by the residents and businesses in the Affected Areas in connection with an above-ground alignment; namely, with respect to the health and safety of individuals in close proximity to the above-ground alignment?
- What are the expropriation costs payable by the Ontario government, and are those costs significant enough to impact the perceived \$800 million cost-savings for an above-ground option?
- Are there increased maintenance costs associated with an above-ground option on the rolling stock? Are those costs significant enough to impact the

perceived \$800 million cost-savings for an above-ground option?

- What value does Metrolinx place on the parkland that it is proposing to destroy in connection with the above-ground option? Are those costs significant enough to impact the perceived \$800 million cost-savings for an above-ground option?

It is extremely unfortunate that Metrolinx's only justification for an above-ground alignment through the Affected Area is to achieve a perceived cost-savings of \$800 million, especially when, by your own admission, there has been no detailed estimate for an underground alignment in the Affected Area. How can a decision of this magnitude be made without Metrolinx considering all of the relevant factors, in accordance with its governing statute?

Many thanks,

██████████

On Fri, Jan 29, 2021 at 3:52 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

██████████

My name is Simon and I am the station specialist for the Leslieville and Gerrard Stations. Thank you for your follow up questions.

A detailed estimate of the costs of an underground alignment for the portion of the Ontario Line from East Harbour to Gerrard has not been completed given the technical challenges that make this route infeasible, including a tunnel slope that exceeds vehicle limitations and multiple interferences with sewer infrastructure. However, Metrolinx worked with the city's Transit Expansion

Office, to provide an update to city council on this issue, noting that average costs per kilometre for the Ontario Line was \$.6 - .7 billion compared to the Relief Line South of \$.8 – 1.0 billion. You can find more detail on page 10 of the city's [Fourth Quarter 2020 Update on Metrolinx Transit Expansion Projects](#).

Released on December 17, 2020, the [Preliminary Design Business Case](#) confirmed the rationale and benefits of the Ontario Line's alignment, including the at-grade portion within the joint corridor. Forthcoming environmental reports will provide more details about anticipated impacts on the environment and community and how they will be mitigated through construction and into operation.

We look forward to sharing more details about the project in the coming months. In the meantime, please don't hesitate to contact us or let us know if you're interested in setting up a call with our team for more information.

Best,

SIMON GRANAT

Community Relations and Issues Specialist –
Ontario Line
Metrolinx
<image002.png>

From: [REDACTED]

Sent: January 22, 2021 11:37 PM

To: Ontario Line
<ontarioline@metrolinx.com>

Cc: Phil Verster

<Phil.Verster@metrolinx.com>;
premier@ontario.ca;
mayor_tory@toronto.ca;
info@ombudsman.on.ca;
Julie.Dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca;
councillor_fletcher@toronto.ca;
catherine.mckenna@parl.gc.ca
Subject: Re: Ontario Line - Cost Comparisons

Hi Josh,

Following up on the below, I understand that the City has asked Metrolinx to provide an underground costing and Metrolinx has failed to provide such costing in time for this week's executive meeting. Could you please clarify what has caused this delay? As a reminder, myself and many others have asked for this to be done for many months and nothing sufficient has been provided to date.

I would appreciate if Metrolinx could be more transparent about their own calculations and rationale for favouring an above ground option. How can we ask our federal politicians to fund this project when your agency has not been transparent about the true costs of this capital project?

Many thanks,

██████████

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Cost Comparisons
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for your email about the Ontario Line. We know your neighbourhood is important to you – it's important to us too! We will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussion but in the interim we appreciate the opportunity to share some of the thinking behind the decision to use the existing rail corridor.

A tunneled approach is complex, time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts to communities and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses when you consider the major excavations and adjoining construction laydown areas that would have been needed to build stations as well as the emergency exit buildings under the Downtown Relief Line South plans.

We will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in your community while still containing our work to the existing rail corridor – staying almost entirely within its current footprint. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases. The trains will be automated, which means less noise and vibration when trains come to a stop.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. We will provide the details from this analysis in upcoming environmental reports.

Transit operators here and around the world are successfully operating different types of rail service side-by-side, including Scarborough Rapid Transit and Stouffville GO train operations between Kennedy and Ellesmere roads, the Calgary South LRT which runs alongside CP rail for a portion, and the Ringbahn line of Berlin's S-Bahn which operates next German Federal Railways operations for its entirety.

This has an added benefit for customers. At the proposed location of the new station at East Harbour, the Ontario Line would have to be buried more than 38 metres or nine stories underground to be below the Don River. From here, a tunnel would have had to maintain a similar depth all the way to the station at Gerrard and Carlaw to avoid major sewer mains in that area. Stations built this deep underground would have required approximately three separate, very long

escalators to reach the platforms. Together, these would have made it four and a half minutes longer for customers to get to and from the platform level at every station in the area, including the station at Queen Street in Leslieville. Bringing these stations above ground avoids those long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers from the crowded streetcar network and from GO services.

I hope this provides some additional context to show how Metrolinx considers benefits and impacts rather than a purely financial perspective. However, in terms of costs for the Don Yard to the Gerrard portals portion of the Ontario Line, the rail systems costs are similar whether the alignment is above or below ground, but the estimated cost of tunneling is \$330M. The biggest cost benefit comes from not having to build three stations (at East Harbour, Leslieville and Gerrard) deep underground, which means a further cost benefit of \$700M is realized.


By building and operating above-ground in this area, we will dramatically reduce community impacts, improve the customer experience and deliver long-needed improvements that shield residents and businesses from rail operations. We will continue to share more information as design of the Ontario Line advances and look forward to engaging with the community to understand and address their concerns.

I hope this information is helpful. If a follow-up discussion with members of our team would be useful, please let me know and we can set something up.

Sincerely,

Josh Vandezande
Senior Manager, Community Relations



From: 
Sent: Tuesday, November 10, 2020 11:33 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Phil Verster <Phil.Verster@metrolinx.com>; premier@ontario.ca; mayor_tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca; councillor_fletcher@toronto.ca
Subject: Ontario Line - Cost Comparisons

On September 30, 2020, I understand that the Toronto city council passed a motion directing the City Manager to report to the November 18, 2020 meeting of the Executive Committee regarding, among other things, a price comparison on constructing the Ontario Line above ground versus below ground from Don River and Gerrard. Assuming that Metrolinx is working on these cost comparisons to assist the City Manager in this reporting obligation, is Metrolinx in a position to share those

comparisons to the public at this point?

As residents of Riverside, one of the most densely populated residential neighbourhoods in Canada, my family and I are deeply concerned about the increased presence of above-ground heavy rail along the Lakeshore East Go Corridor. For this reason, I would like to better understand the cost-benefit analysis that is driving the decision to elevate the Ontario Line through our neighbourhood.

Please note that my expectation is that Metrolinx will provide a much more detailed analysis regarding cost comparisons than what was contained in the initial business case (more specifically, Table 31 therein). I have reviewed those comparisons and have found them very unhelpful as they do not provide enough meaningful information to help me understand the Government of Ontario's proposal to elevate the Ontario Line through this portion.

I appreciate your timely response.

██████████



From: Ontario Line

Sent: November 5, 2020 10:32 AM

To: [REDACTED]

Subject: RE: Ontario Line vs. GO Corridor electrification plans

Hi [REDACTED],

Thank you for your message and question about Ontario Line construction and GO electrification.

In areas where the Ontario Line aligns with sections of existing GO rail corridors, we are able to streamline our work with GO Expansion plans which helps avoid multiple disruptions in the same neighbourhoods. Construction is anticipated in 2021, when teams will break ground on integrated [early works](#) which will include existing bridge modifications and new Ontario Line bridges, rail corridor expansion, station work, and utility relocations for parts of the line shared by the GO rail corridor. You can find more information about the [projected timeline](#) for the Ontario Line project on our website and follow GO Expansion plans outside the joint corridor on their [web pages](#).

The details of construction impacts have not been finalized. Every effort will be taken to ensure that GO service and access is maintained. In the event of service disruption, alternative access and routes will be provided and displayed to the public in advance to ensure a seamless transition.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 03, 2020 7:26 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line vs. GO Corridor electrification plans

Good evening,

I'm a student at U of T and am writing about the Ontario Line project. One area that I was unable to find details on was how the Ontario Line would impact the planning (and construction) of the GO Corridor electrification plans. Is it intended that the Ontario Line and GO electrification will be constructed concurrently?

Further, what type of impact to the rail Corridor are expected during the construction phase? Will the rail lines be shut down or limited at times?

Many thanks,

[REDACTED]

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From: Ontario Line

Sent: November 2, 2020 3:19 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your message.

You can find detailed information about the public engagement process for the Ontario Line under Section 7 in the [Draft Environmental Conditions Report](#) (ECR) from pages 387 to 398. Metrolinx has also detailed the feedback we received before its publication in the draft ECR's [Appendix C2. Engagement Summary Report](#).

During formal engagement periods that are part of the Environmental Assessment (EA) process, we document feedback and any actions we take as a result of that feedback in consultation summaries that are part of finalized EA reports. The formal engagement period for the draft ECR ended on October 17, 2020. We will include the feedback we received in the final report which we anticipate to release later this fall.

In addition to the formal engagement process for EA reports, we are always accepting feedback and responding to questions and concerns from residents via email, phone and our [Metrolinx Engage](#) website. Metrolinx Engage also includes a [public forum](#) where you can submit questions and our team will respond.

Should you have any further questions, do not hesitate to reach out.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Saturday, October 31, 2020 1:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, October 31, 2020 - 13:47

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Ontario Line - East (above ground portion)

Message:

Where on your website do you report any of the concerns and opposition that you have received about the above-ground portion of this line? Reviewing your website on the Ontario Line, one would think that no concerns had been raised (which is not true). Not only have you failed to answer the concerns or explain why you have chosen this neighbourhood-destroying above-ground route, but you are suppressing any sign of opposition to your plans. Clearly we need a third party involved to do this assessment in order to have full transparency and to protect the public interest.

Can you please send me the link to the public feedback on the Environmental Assessment and your responses to the questions?

Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17773>



[Facebook](#)



[Twitter](#)



[Instagram](#)



From: Ontario Line

Sent: November 25, 2020 9:35 AM

To: [REDACTED]

Subject: RE: Leslieville station and tracks

Hi [REDACTED]

Thank you for your message which was also received by our CEO, Phil Verster. We appreciate you taking the time to email us your feedback as a long-time resident and want to take this opportunity to share some of the reasons why building above ground in your neighbourhood is a better option.

By building and operating above-ground in this area we can dramatically reduce community impacts, deliver long-needed improvements that shield residents and businesses from rail operations and improve the experience for customers.

Tunnelling and excavating is complex, time consuming and disruptive for the community. By running the line along the existing corridor, we limit the properties we need, cut construction impacts in half, and finish the work in shorter timeframes. By fitting the Ontario Line almost exactly within the footprint of the rail corridor we are able to ensure important community destinations, like Jimmie Simpson Recreation Centre, can remain in operation throughout construction and beyond. We will work continuously to limit the footprint of our work and where we do need to use park space to avoid impact to private properties, we will work with our contractors and the City of Toronto to restore the park space to its original state or better.

We know that any construction can be disruptive which is why we are also going to streamline Ontario Line construction with GO expansion work that was already planned along the rail corridor, reducing overall construction impacts to your community. Once constructed, effective and well-designed sound barriers, landscaping, and new trees and greenery will significantly reduce the sound and visibility of the corridor and the trains that will operate within it, better shielding neighbourhoods from all rail operations, including GO and VIA services. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor, as well as enhancing adjacent parks.

Surface stations also mean a better customer experience. Due to Toronto's geography, tunnelled stations would need to be as deep as 38m underground—approximately nine storeys—to be below the Don River. From there, a tunnel would have to maintain a similar depth to avoid major sewer mains. At Leslieville Station, it would take customers about four and a half minutes to get from the

train to Queen Street East at an underground station. With surface stations, we are able to provide customers with a much better experience that is fully accessible, shielded from the elements, and provides an easy transfer to and from surface transit options in the area.

We are continuing to address the feedback we receive as we move forward with this important project. I hope this information is helpful and I want you to know that as we work through construction to operation and beyond, we are here for you and your neighbours. Please do not hesitate to contact us if you have more questions.

Best,
Simon

SIMON GRANAT

Ontario Line Community Relations Team



-----Original Message-----

From: [REDACTED]
Sent: Saturday, October 24, 2020 12:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Leslieville station and tracks

Hi,

I am an 11-year Leslieville resident and mother of two young children. Please seriously (re)consider moving your tracks underground in our area. The devastation it would create in terms of noise and changing (even obliterating) our beloved parks (we live on [REDACTED], so right in between McCleary park and Jimmie Simpson) is really depressing and infuriating.

Thank you,



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From: Ontario Line

Sent: October 19, 2020 11:44 AM

To: [REDACTED]

Cc: Phil Verster <Phil.Verster@metrolinx.com>; minister.mto@ontario.ca

Subject: RE: Ontario Line

Hi [REDACTED],

Thank you for your message regarding the Ontario Line.

We are committed to listening to the residents of Riverside and Leslieville so we can create the right solutions. Our plans have been updated based on what we heard from the community and now preserve the Jimmie Simpson Recreation Centre and commit to the installation of noise walls. We will continue to work with the community to develop and construct infrastructure that fits within and enhances the neighbourhoods in which the Ontario Line will run.

Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Also, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations.

When it comes to possible impacts to parkland, we are actively working with community partners and the City of Toronto to mitigate impacts to parks as we advance this important project to bring more higher order transit to the City of Toronto

Feel free to reach out in the future,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: October 16, 2020 4:42 PM

To: Phil Verster <Phil.Verster@metrolinx.com>; minister.mto@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line

I am shocked that you are considering putting the Ontario Line above ground through Leslieville - particularly when the Eglinton Crosstown's western section is going underground. Really? The short distance of tunneling even just to get the line below ground down to Eastern avenue would avoid disrupting much of the little parkland there is in the area.



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From: Ontario Line <ontarioline@metrolinx.com>

Sent: October 13, 2020 9:16 AM

To: [REDACTED]

Subject: Re: [REDACTED] Construction > Construction Impacts Not Noise [REDACTED]

Hi [REDACTED],

Thank you for your message.

We are committed to listening to your neighbourhood about the project's impacts in Riverside and Leslieville so that we can come up with the right solutions. Leveraging the existing GO rail corridor and running the line above ground in certain areas means we can reduce construction impacts, timelines and costs while building a longer line that serves more communities. Factoring in feedback we've received so far, our latest plans protect local institutions such as the Jimmie Simpson Recreation Centre and include the installation of noise walls. You can read more about this in our [east segment](#) update. We will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for Leslieville and Riverside.

Feel free to reach out should you have more questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: Metrolinx Customer Relations

Sent: Thursday, October 8, 2020 3:53 PM

To: [REDACTED] Ontario Line

Subject: [REDACTED] Construction > Construction Impacts Not Noise [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

CSR Comment:

hi, can you please reach out to this customer regarding the below concern?

"Hello, Why are you not tunnelling the Ontario Line through Leslieville? Why are you so hell bent on ruining our community? Regards, [Redacted]"

[Redacted]

[Redacted]

Customer Comment

Subject: Hello, Why are you not tunnelling the Ontario Line through Leslieville? Why are you so hell bent on ruining our community? [Redacted]

Message:

Hello, Why are you not tunnelling the Ontario Line through Leslieville? Why are you so hell bent on ruining our community? [Redacted]

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From: Ontario Line
Sent: October 5, 2020 10:02 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for reaching out to us.

The Ontario Line tracks will run parallel to the GO tracks within the existing rail corridor in this section of the planned route. While property impacts are still being determined, we do not anticipate that construction or operation of the Ontario Line will directly impact the Ray McCleary Tower, but there may be some impact to the green space adjacent to the rail corridor.

That being said, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

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

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]

Sent: Wednesday, September 30, 2020 6:27 PM

To: Ontario Line

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, September 30, 2020 - 18:26

Submitted by anonymous user:

[REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: Plans for Ray McCleary Tower

Message:

Hi,

I live very close to the proposed Gerrard station and have been reviewing the plans released today. Are you able to confirm if Ray McCleary Tower (444 Logan Ave) is going to be expropriated/demolished as part of the current plan? It is very unclear in the information released today what will happen as the tracks go north over Dundas to the proposed new station at Gerard and Carlaw.

Kind regards,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17113>



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From: Ontario Line
Sent: October 1, 2020 9:06 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hello [REDACTED],

Thank you for sharing your concerns with us.

It is expected that trains will be able to run as frequently as every 90 seconds (up to 40 trains per hour, per direction), allowing customers to avoid long wait times so they can get moving right away.

We expect the line to feature fully automated trains with modern signalling like the ones used in Vancouver, London, Paris, Shanghai and Singapore. These trains will be able to cycle through the system faster, and because of advances in vehicle design and rail technology, they will result in significantly less noise than what we are used to from the city's current subway trains. You can read more about the trains and technology on our [website](#).

That being said, we will continue to work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts. We have committed to installing noise walls along the joint corridor where the Ontario Line will run alongside Lakeshore East GO Trains. You find more details in our [East Neighbourhood Update](#).

If you have any further questions, feel free to reach out to us.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

From: Metrolinx Engage via Metrolinx Engage [<mailto:default@metrolinxengage.com>]
Sent: Tuesday, September 29, 2020 7:20 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, September 29, 2020 - 19:20

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Noise

Message: If the subway is above ground how many subway cars will be going by every hour and what kind of noise and vibration will be coming from this activity? I feel that Leslieville neighbourhood will be ruined.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17106>



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From: Ontario Line
Sent: Sept. 25 [REDACTED]
To: [REDACTED]
Subject: RE: Please bury the line

Hello [REDACTED]

Thank you for sharing your concerns with us. We understand that the decision to go above-ground in your area has raised a lot of questions. By leveraging the existing GO rail corridor and running the line above ground in certain areas means we can connect more communities with a line that is twice the length of the Downtown Relief Line, reduce construction timelines and streamline our work with existing GO Expansion plans.

We're sensitive to the community's concerns about the project's impacts in this area and will continue to pursue other mitigation measures and design innovations to ensure that this project is a good fit for the community.

Sincerely,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx



Safety Never Stops.

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, September 23, 2020 6:03 PM
To: Ontario Line
Subject: Please bury the line

Hello Metrolinx

I live in Leslieville where you are proposing to build a subway above ground. If built above ground this will ruin our neighbourhood. Please reconsider.

Regards

[REDACTED]

Sent from my iPhone

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From: [Ontario Line](#)
To: [REDACTED]
Cc: caroline.mulroney@pc.ola.org; premier@ontario.ca; [REDACTED] [CEO \(Metrolinx\)](#)
Subject: RE: Metrolinx Ontario Line
Date: Tuesday, July 14, 2020 4:47:00 PM
Attachments: [REDACTED]

Hi [REDACTED],

Thank you for your questions regarding the Ontario Line. Significant investigation and initial design work is still underway but we anticipate sharing an update with the public this summer, including seeking public feedback on the Environmental Conditions Report which lays out the existing conditions along the line and against which anticipated impacts will be measured. Further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts, including robust mitigation strategies.

We agree that public input is vital to the project and ask for your patience as we complete the necessary studies and investigations to support informed discussions with the community. We will be posting more details in our enewsletter and on our website and we will also reach out to [REDACTED] to let you know about upcoming opportunities.

Sincerely,
Josh

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

[REDACTED]

From: [REDACTED]
Sent: July 9, 2020 8:29 AM
To: CEO (Metrolinx) <CEO@metrolinx.com>
Cc: caroline.mulroney@pc.ola.org; Ontario Line <ontarioline@metrolinx.com>; premier@ontario.ca; [REDACTED]
Subject: Metrolinx Ontario Line

Dear Mr. Verster,

I have serious questions and concerns about Metrolinx's plans for the above-ground section of the Ontario Line running between Gerrard Street and Eastern Avenue.

These concerns were not addressed at the Ontario Line open house in my community. At this

event, your staff were unwilling or unable to answer my questions with any level of detail.

At the open house on January 28th, members of my community gave your staff a list of our top questions that - so far - you and Metrolinx have failed to answer:

- Why is Metrolinx doing the bare minimum possible to assess the environmental impact of the Ontario Line in our neighbourhood and without any community consultation?
- There are five parks and community green spaces along the 2 km corridor between Gerrard and Eastern. How will Metrolinx protect these areas?
- Why won't Metrolinx tell us the total number of trains per hour, including Ontario Line, VIA, and GO, that are expected to run along the 2 km corridor?
- How will Metrolinx protect the health of children and community members subjected to the noise, vibration, and air pollution of so many trains?
- What will Metrolinx do to protect local businesses and preserve the economic viability of our community?
- Why won't Metrolinx do a full cost-benefit analysis that addresses the reconstruction of six bridges, affecting accessibility to Toronto's East End for years?

I am calling on you and Metrolinx to commit to a clear and transparent consultation process with my community.

This consultation must start with a community meeting in my neighbourhood where Metrolinx officials who can provide clear information about the proposed design – including alignment, vibration impacts, and expropriations – will answer local people's specific and urgent questions.

This meeting needs to take place immediately, before any further planning is done. The communities of South Riverdale, Riverside, and Leslieville want safe transit, done right.

This cannot be accomplished without real public consultation, and we will not stand for anything less.

I look forward to your response,

A large black rectangular redaction box covering the signature area.

Sent from my Samsung Galaxy smartphone.

Community Stakeholders and Groups

- **Aboriginal Labour Force Development Circle**
- **Aboriginal Legal Services**
- **Amazing Moss Park**
- **Anishnawbe Health Toronto**
- **Association for Native Development in the Performing and Visual Arts**
- **Beaconsfield Village Residents Association**
- **Building Roots**
- **Campbell House Museum**
- **Canadian Council for Aboriginal Business**
- **CF Toronto Eaton Centre**

- **Chinatown Business Improvement Area**
- **CityPlace Fort York Business Improvement Area**
- **CityPlace Residents' Association**
- **Community Living Toronto**
- **Corktown Residents and Business Association**
- **Danforth Business Improvement Area**
- **Danforth Residents' Association**
- **Distillery Historic District**
- **Don Mills Residents Inc.**
- **Don Valley Community Legal Services**

- **Downtown Yonge
Business Improvement
Area**
- **East End Transit Alliance**
- **Flemingdon Health Centre**
- **Fontbonne Ministries**
- **Fort York Neighbourhood
Association**
- **Friends of Corktown
Common**
- **Friends of Flemingdon
Park**
- **Friends of Moss Park**
- **Friends of Trinity
Bellwoods Park**
- **Gabriel Dumont Institute**
- **Garden District Residents
Association**

- **Garment District
Neighbourhood
Association**
- **Gooderham and Worts
Neighbourhood
Association**
- **Grange Community
Association**
- **GreekTown on the
Danforth Business
Improvement Area**
- **Green Communities
Canada**
- **Lakeshore East
Community Advisory
Committee**
- **Leadership of Downtown
Toronto Business
Improvement Areas**
- **Leaside Green and
Leaside Park Terrace
Condos**

- **Leaside Residents Association**
- **Leslieville Business Improvement Area**
- **Leslieville Historical Society**
- **Liberty Village Business Improvement Area**
- **Liberty Village Residents Association**
- **LUX 9 Inc.**
- **March of Dimes Canada**
- **Miziwe Biik Aboriginal Employment and Training**
- **Native Canadian Centre of Toronto**
- **Native Men's Residence**
- **Native Women's Resource Centre**

- **Nishnawbe Homes**
- **Ontario Aboriginal HIV/AIDS Strategy**
- **Pape Area Concerned Citizens for Transit**
- **Pape Avenue Junior Public School Parent Council**
- **Pape Village Business Improvement Area**
- **Parkdale Residents Association**
- **Parkdale Village Business Improvement Area**
- **Queen Street West Business Improvement Area**
- **Regent Park Neighbourhood Association**

- **Riverside Business Improvement Area**
- **Saulter Street Brewery**
- **Save Jimmie Simpson!**
- **Sisters of St. Joseph Toronto**
- **St. Lawrence Market Neighbourhood Business Improvement Area**
- **St. Lawrence Neighbourhood Association**
- **Tabule Restaurant Group**
- **The 519**
- **The Bentway Conservancy**
- **The Danny Business Improvement Area**

- **The Friends of Fort York and Garrison Common**
- **The Neighbourhood Organization**
- **The Ontario Federation of Indigenous Friendship Centres**
- **Thorncliffe Park Community Association**
- **Thorncliffe Park Women's Committee**
- **Thorncliffe Soccer Club**
- **Toronto Aboriginal Support Services Council**
- **Toronto Community Housing**

- **Toronto Council Fire
Native Cultural Centre**
- **Toronto Entertainment
District Business
Improvement Area**
- **Toronto Entertainment
District Residents
Association**
- **Toronto Financial District
Business Improvement
Area**
- **Toronto Inuit Association**
- **Toronto and York Region
Métis Council**
- **Trinity Bellwoods
Business Improvement
Area**
- **Two-Spirited People of
the First Nations**
- **United Way of Greater
Toronto**

- **Wandering Spirit School**
- **Waterfront Business Improvement Area**
- **West Don Lands Committee**
- **West Queen West Business Improvement Area**
- **Wigwamen**
- **WoodGreen Community Services**
- **Wynford-Concord Residents Association**
- **Young Men's Christian Association of Greater Toronto**

Community Stakeholders and Groups

- **Aboriginal Labour Force Development Circle**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

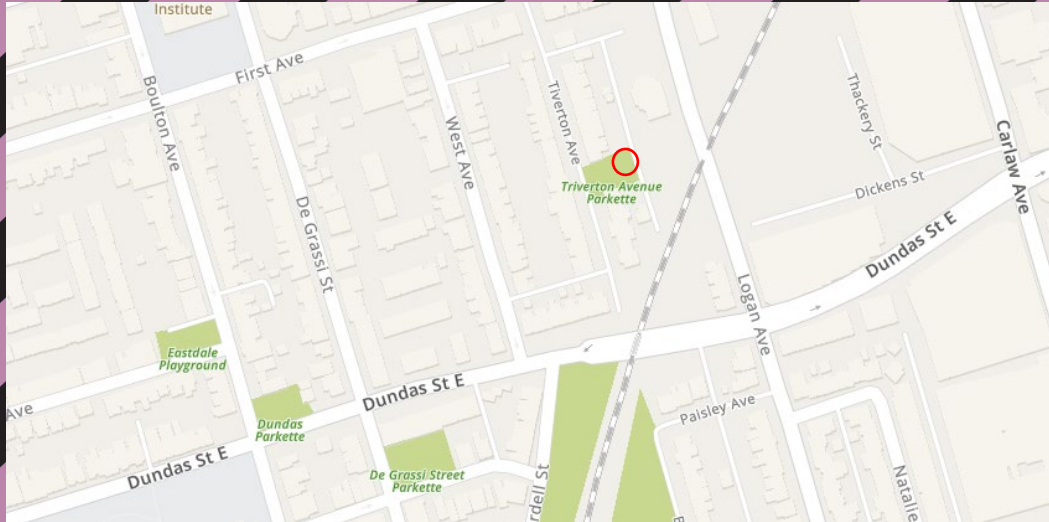
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- **Work will take place on a single day either on August 31 or September 1.**
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

The Ontario Line



15.6 kilometres of transit service



Making it faster and easier for hundreds of thousands of people to get where they need to be



Over 40 new connections to GO train lines and existing subway, streetcar, and bus lines.



To stay updated, sign up for our e-newsletter at [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)

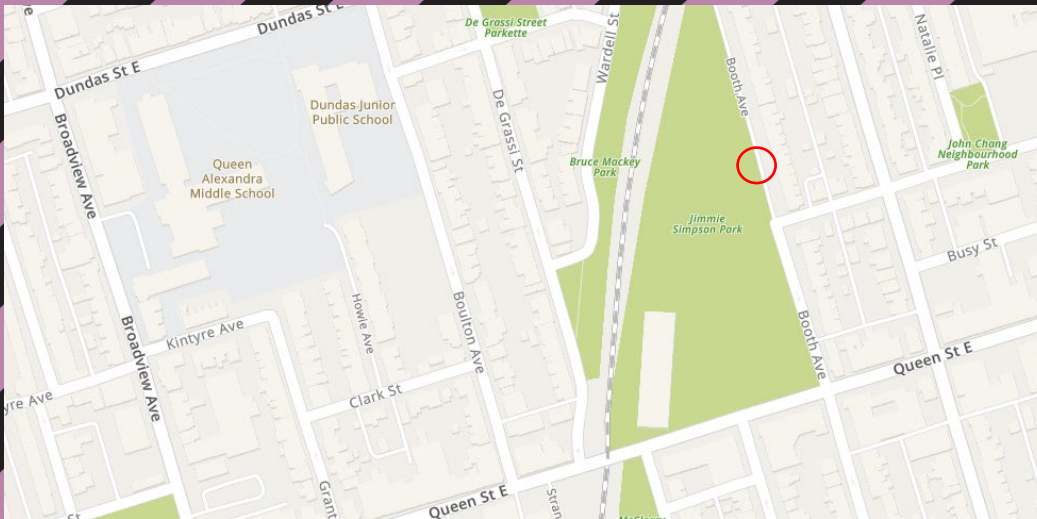
Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: July 27, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- Work will take place on a single day either on August 31 or September 1
- Duration: Up to 4 hours to capture ambient sound and video
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Community Stakeholders and Groups

- **Aboriginal Legal Services**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

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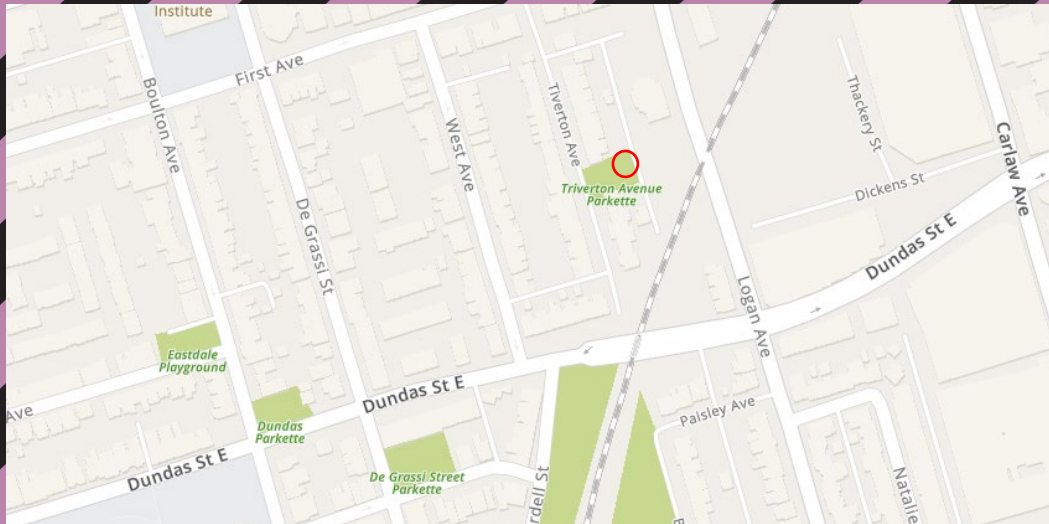
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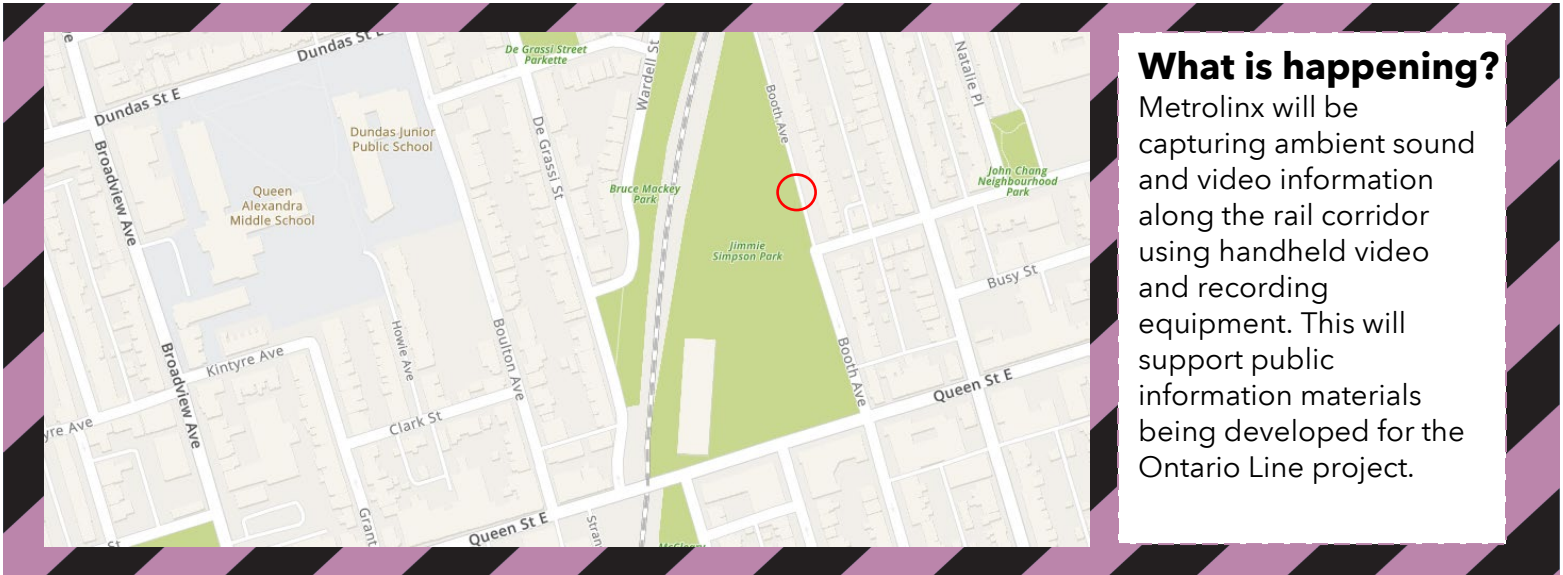
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Community Stakeholders and Groups

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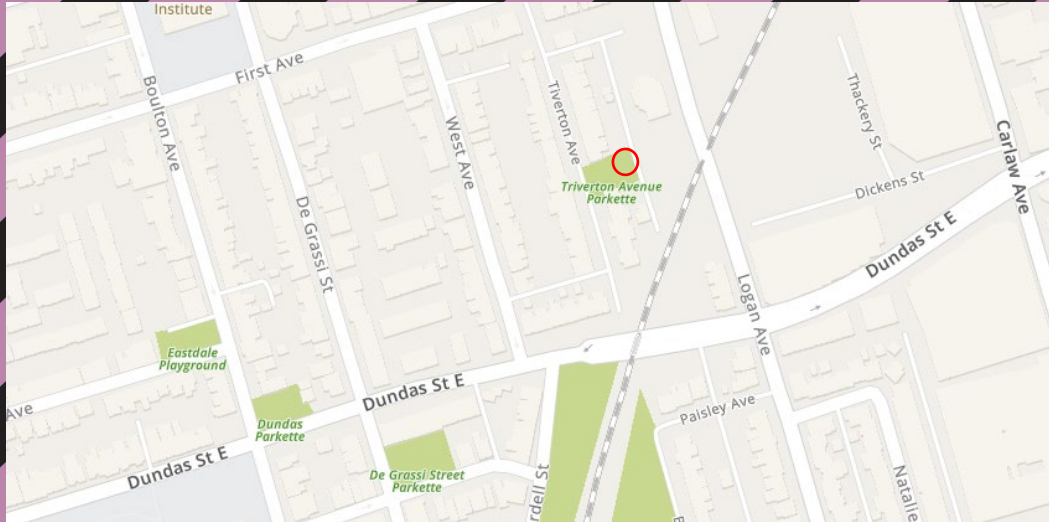
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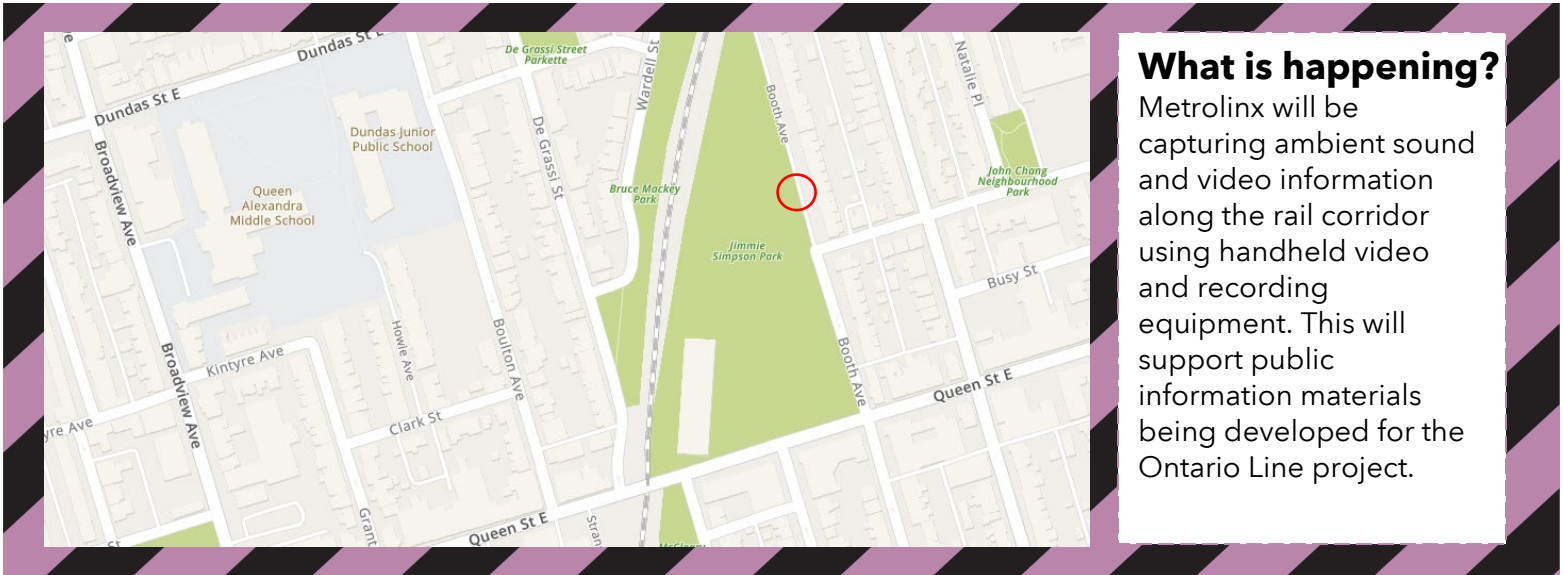
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Community Stakeholders and Groups

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Toronto**

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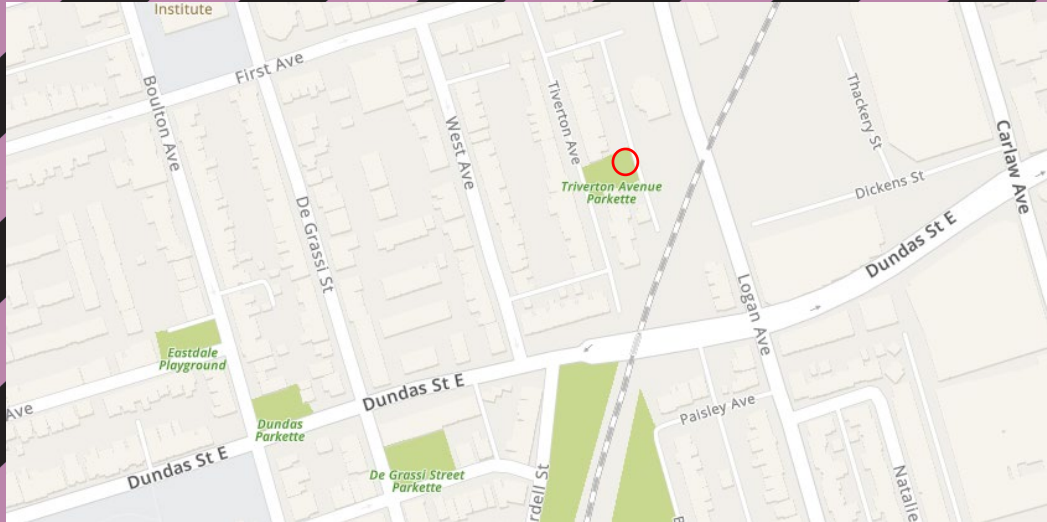
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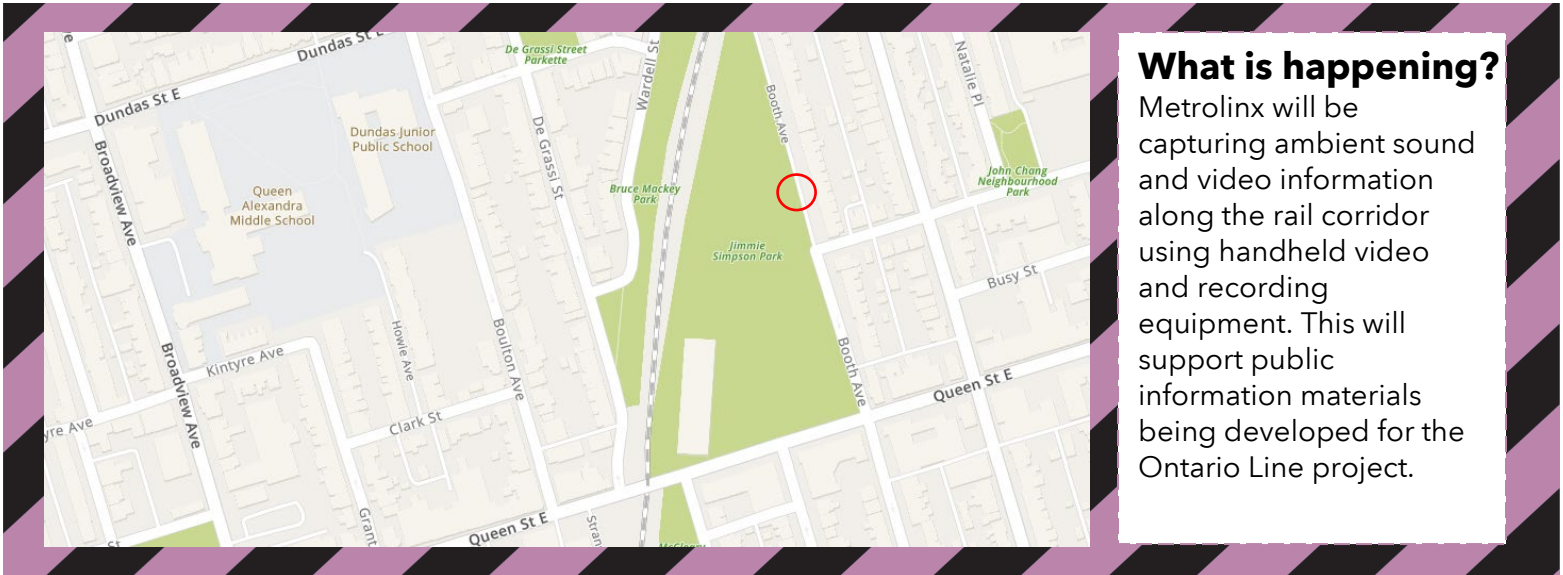
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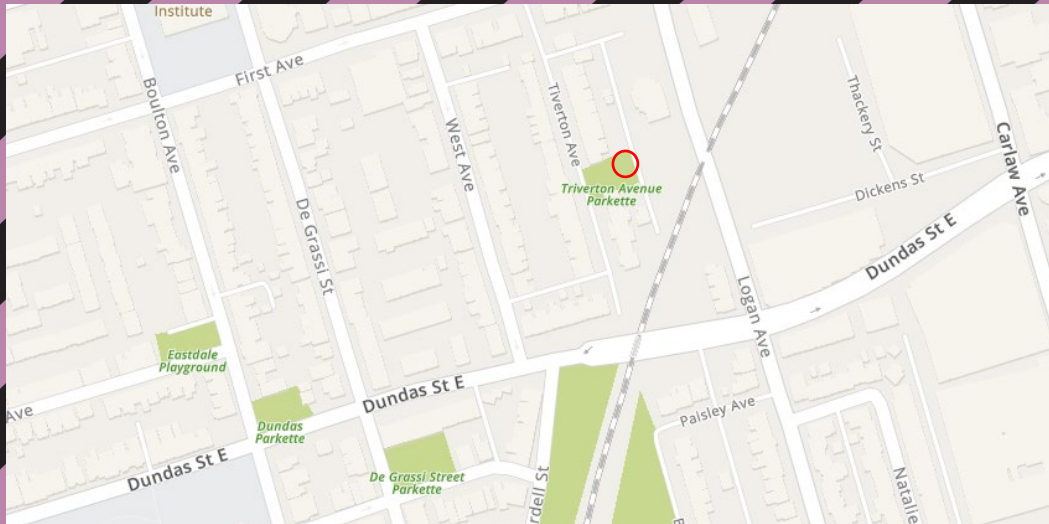
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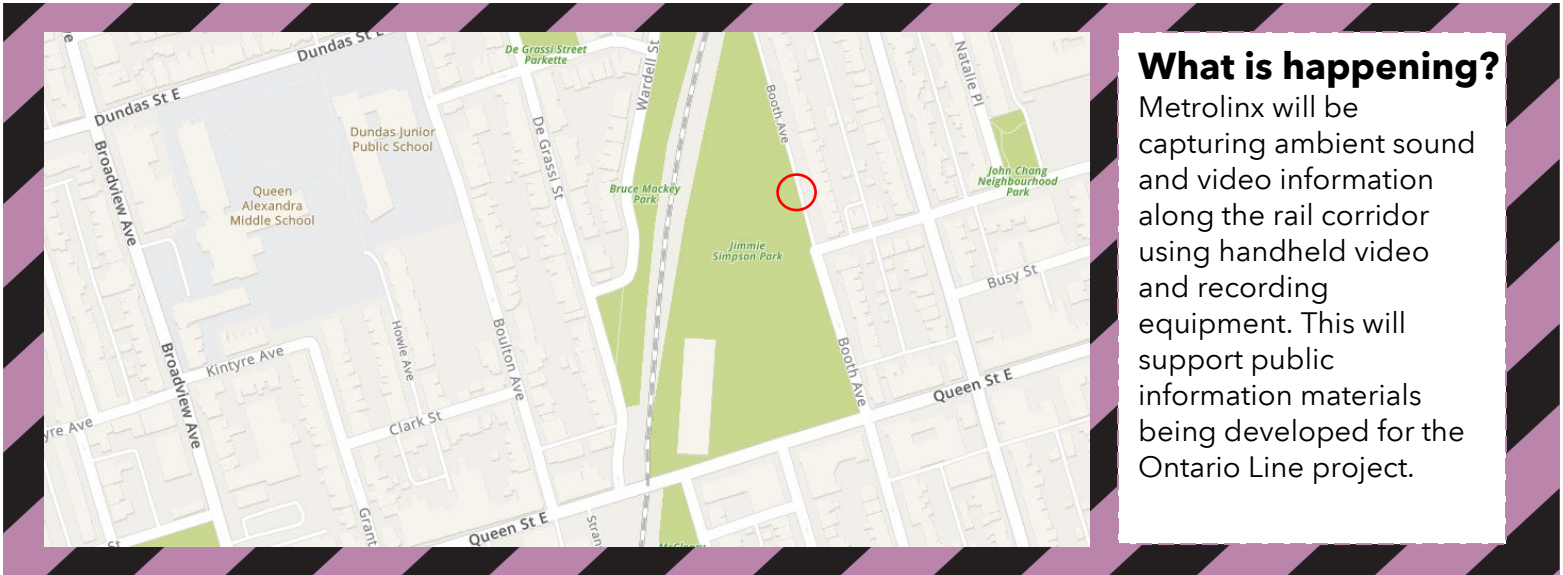
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Residents Association**



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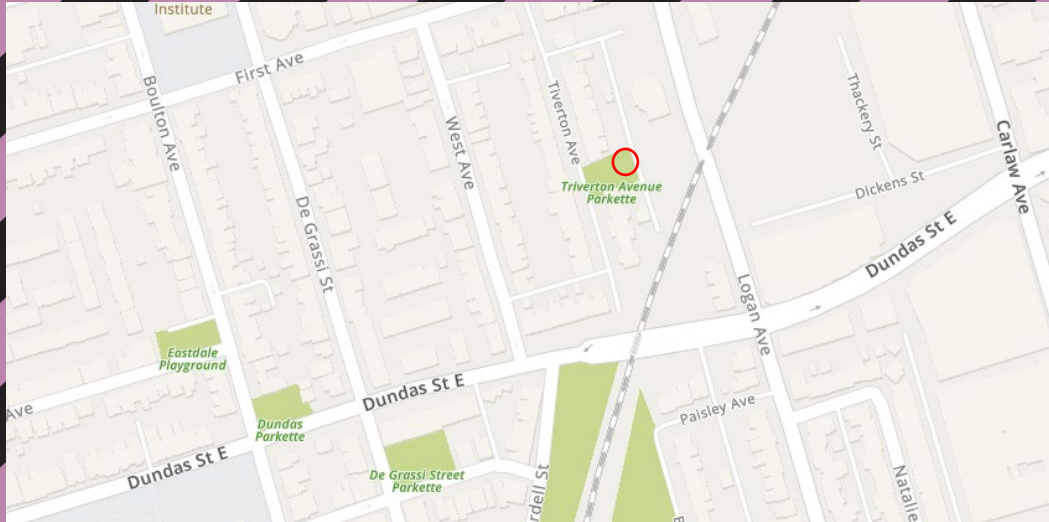
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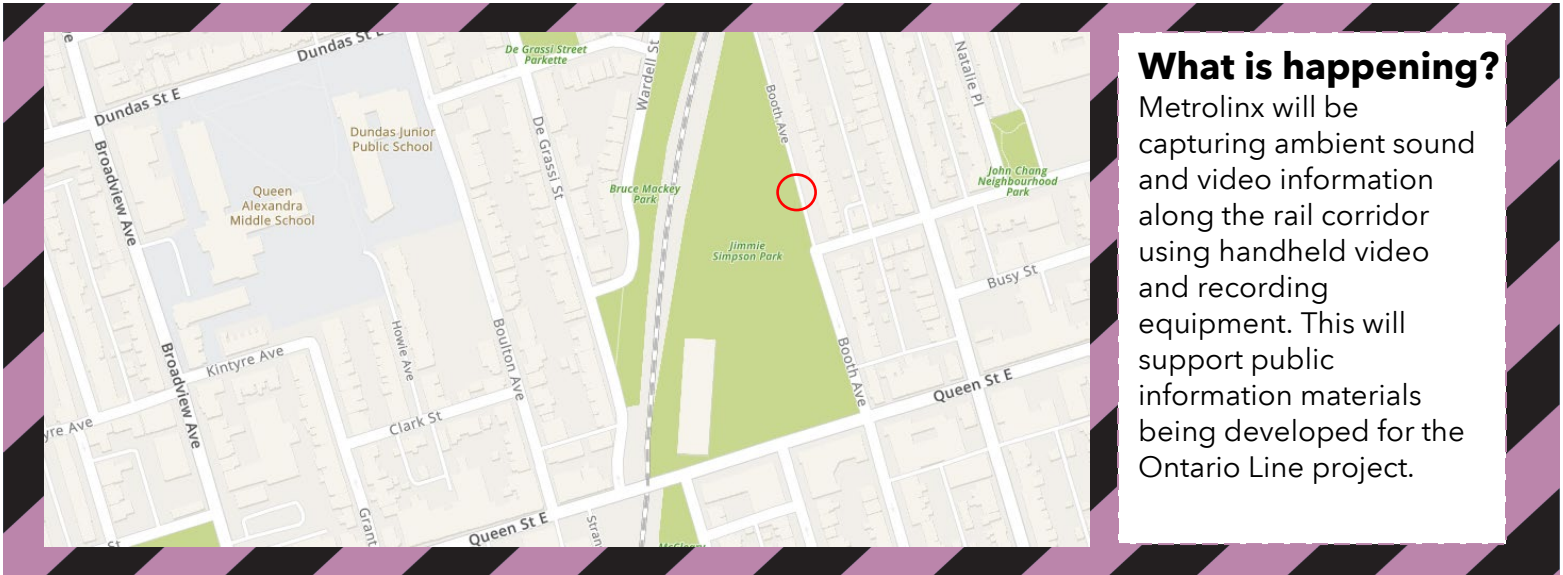
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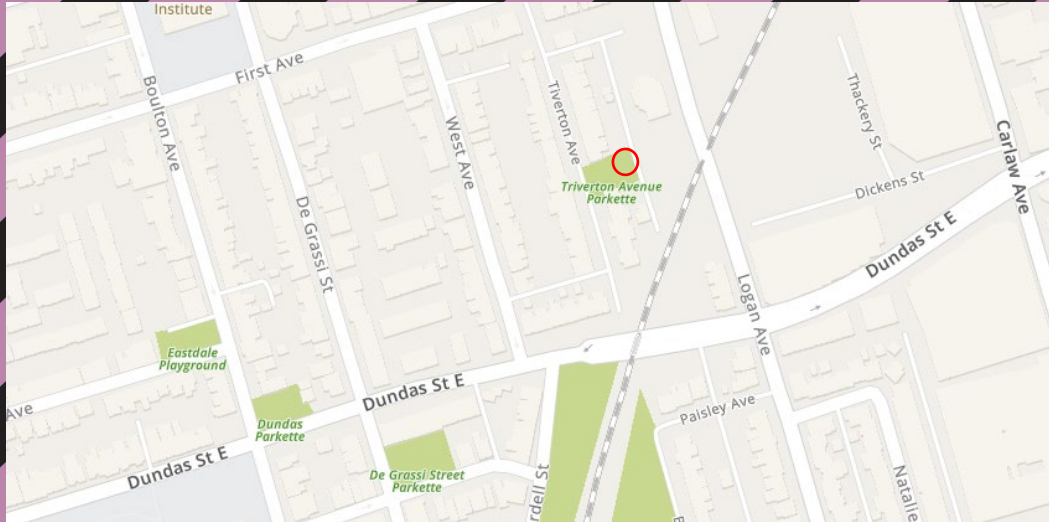
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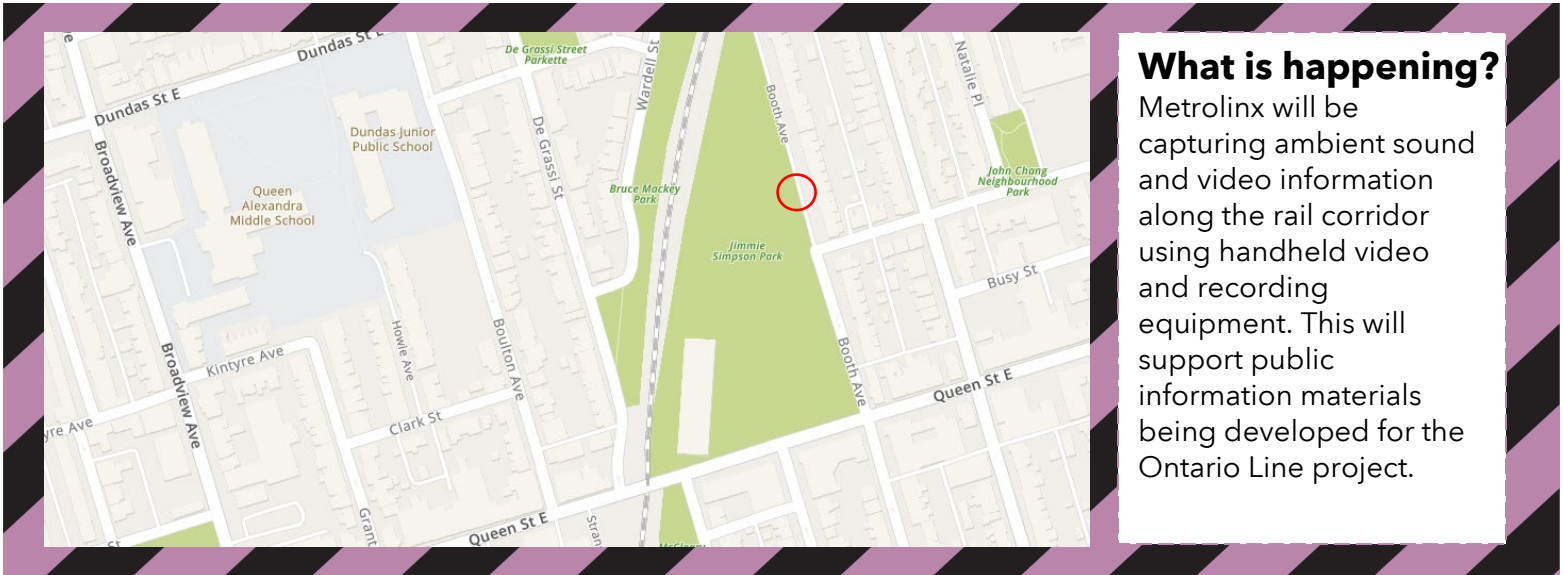
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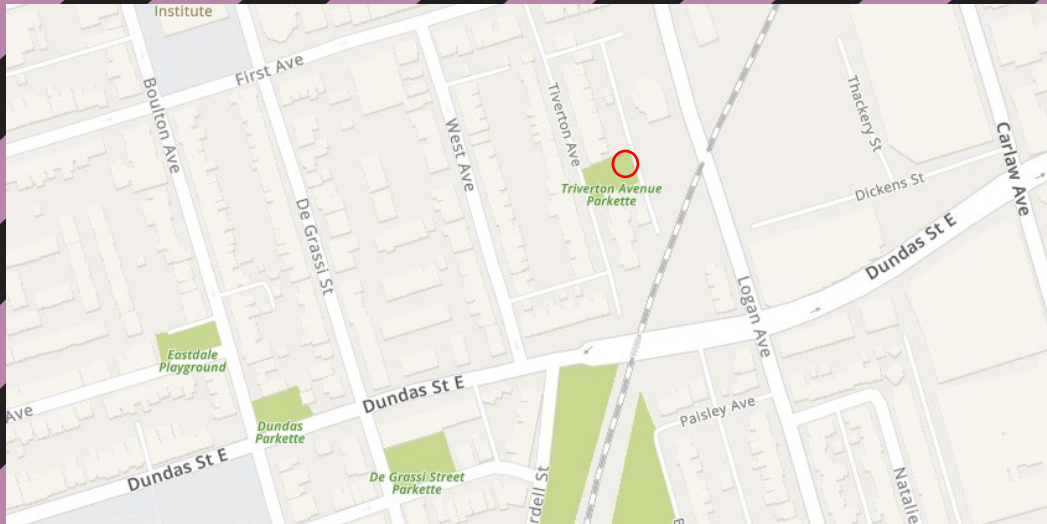
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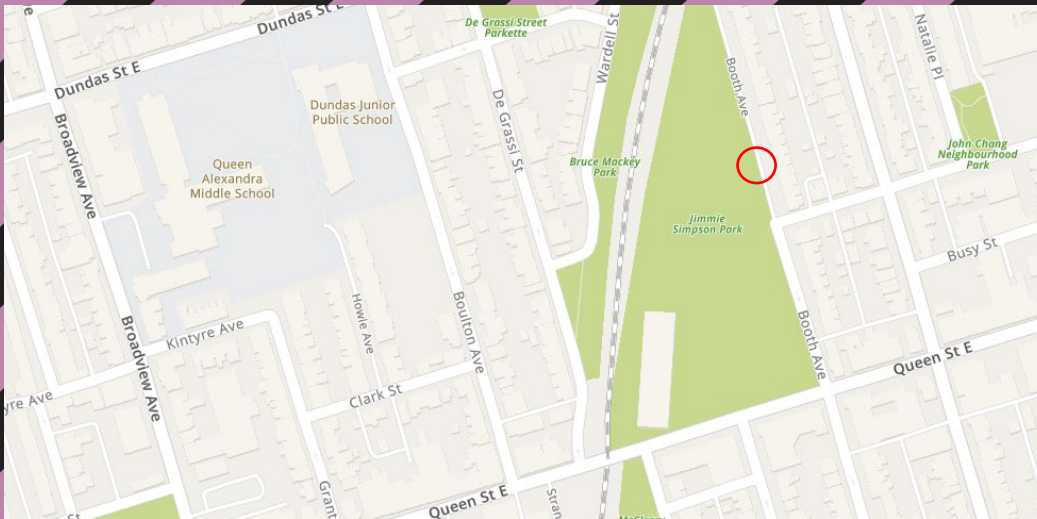
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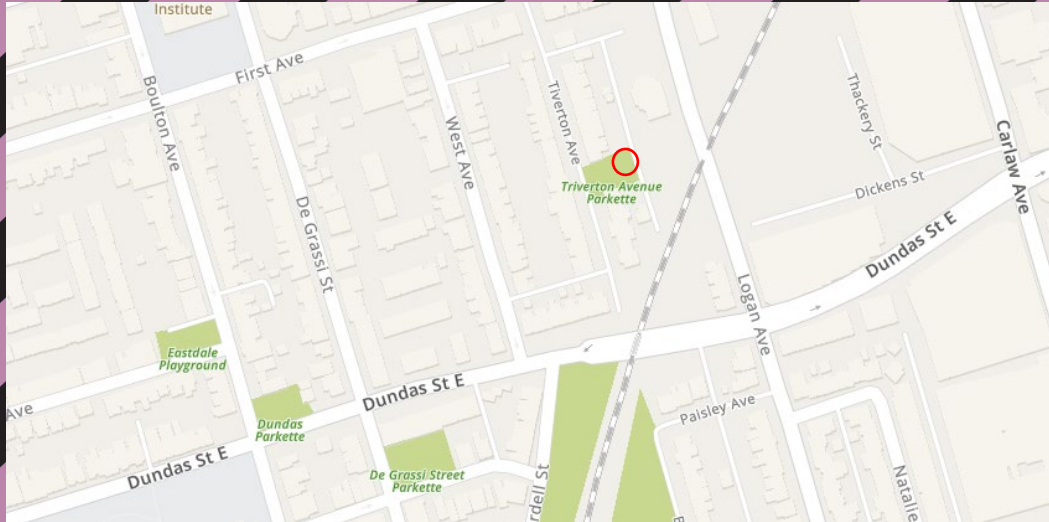
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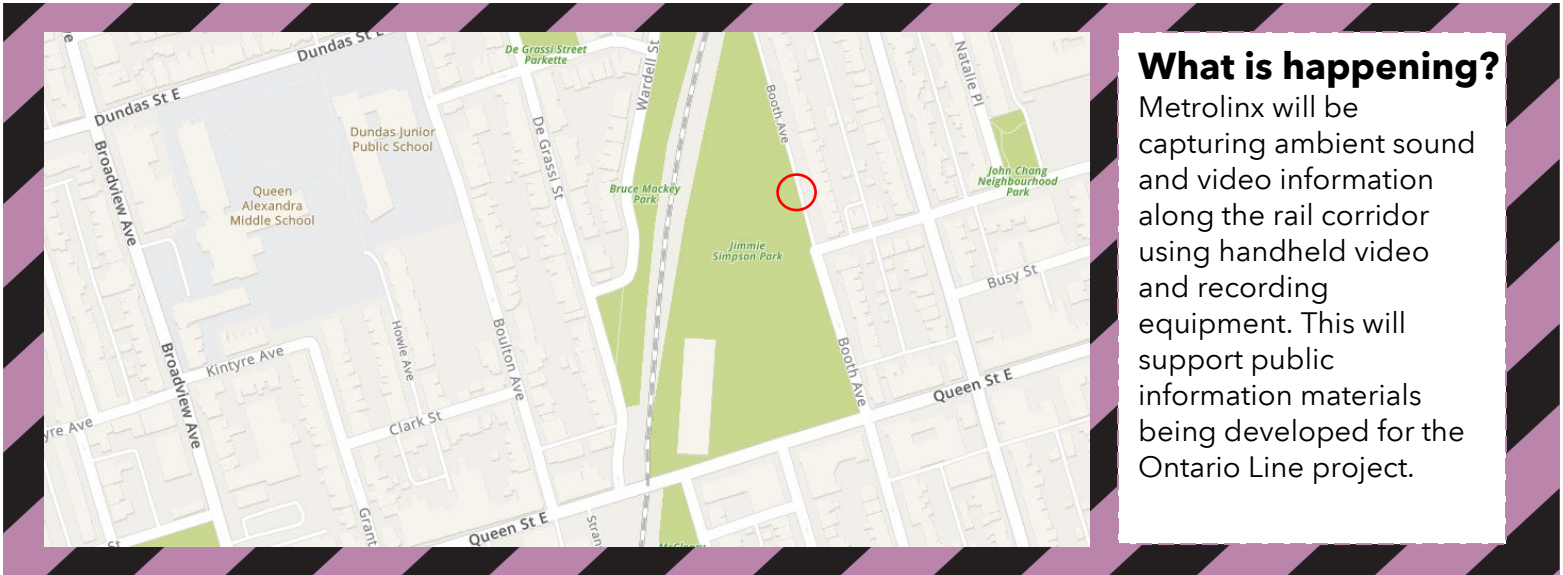
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Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

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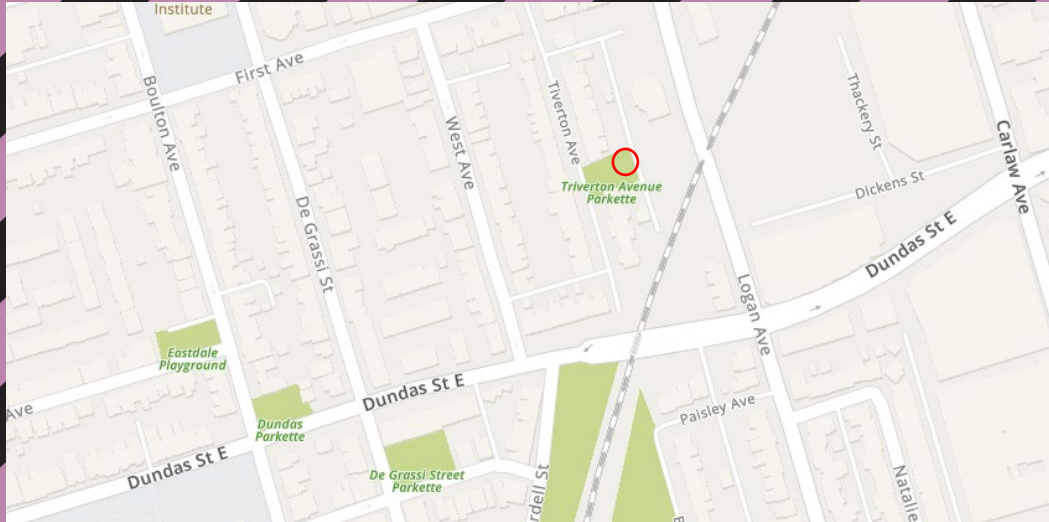
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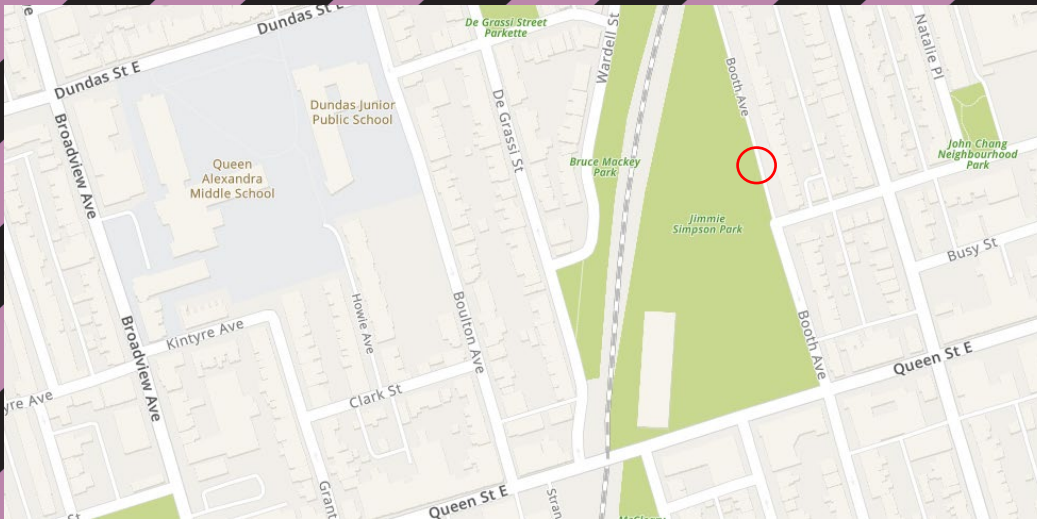
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Community Stakeholders and Groups

- **Chinatown
Business
Improvement
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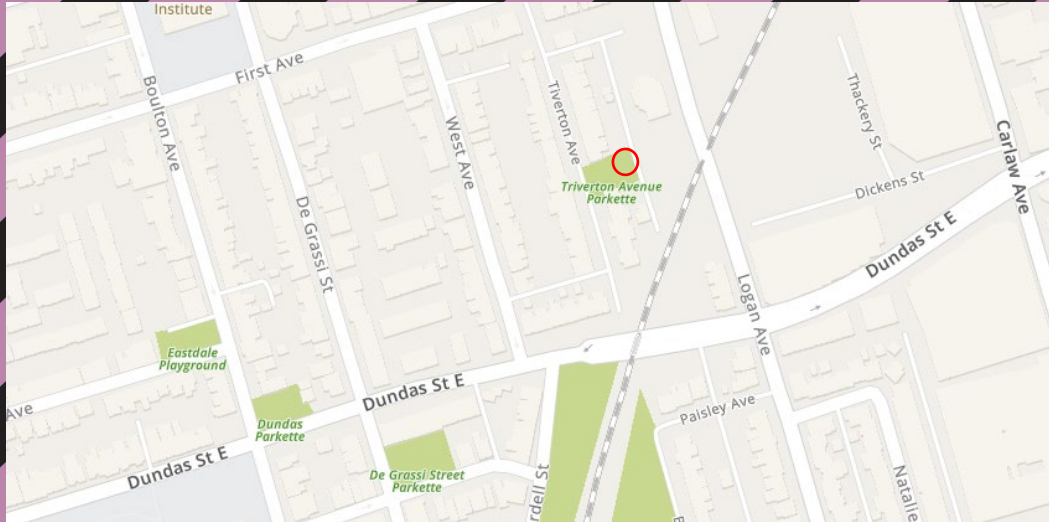
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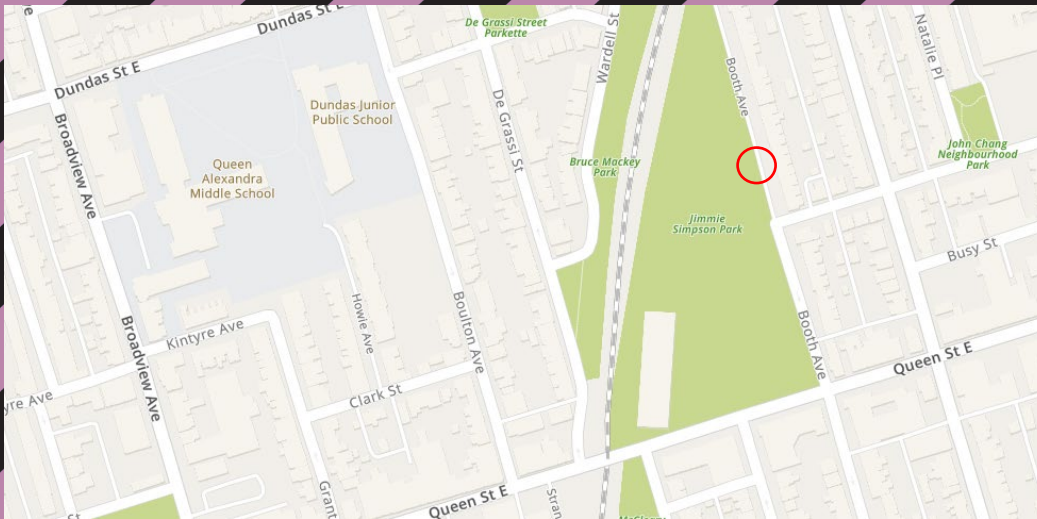
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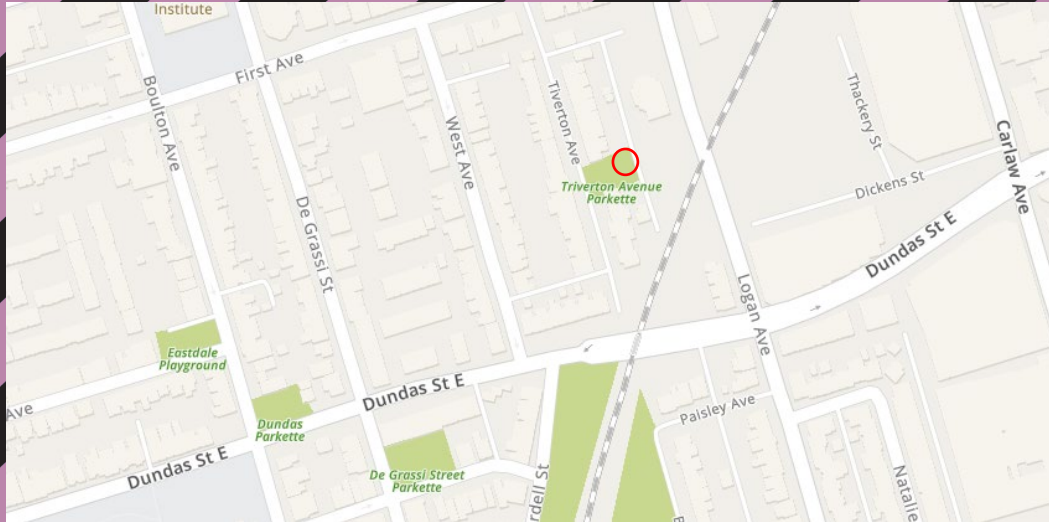
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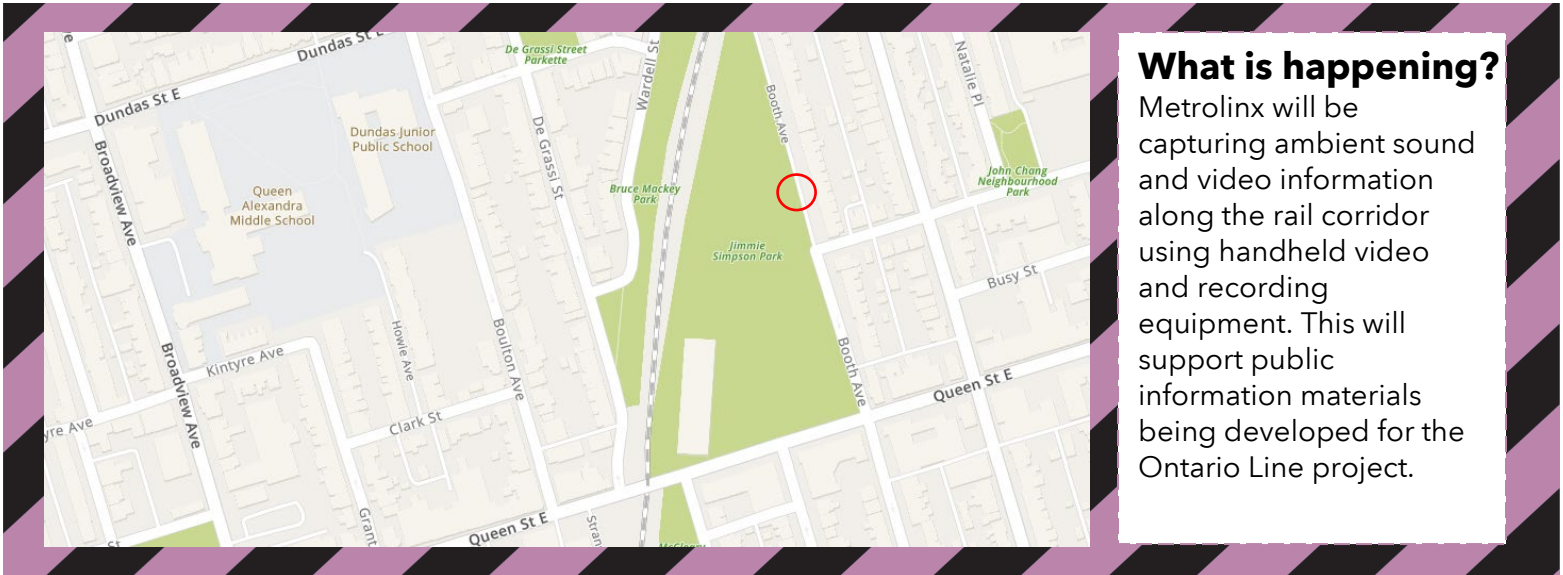
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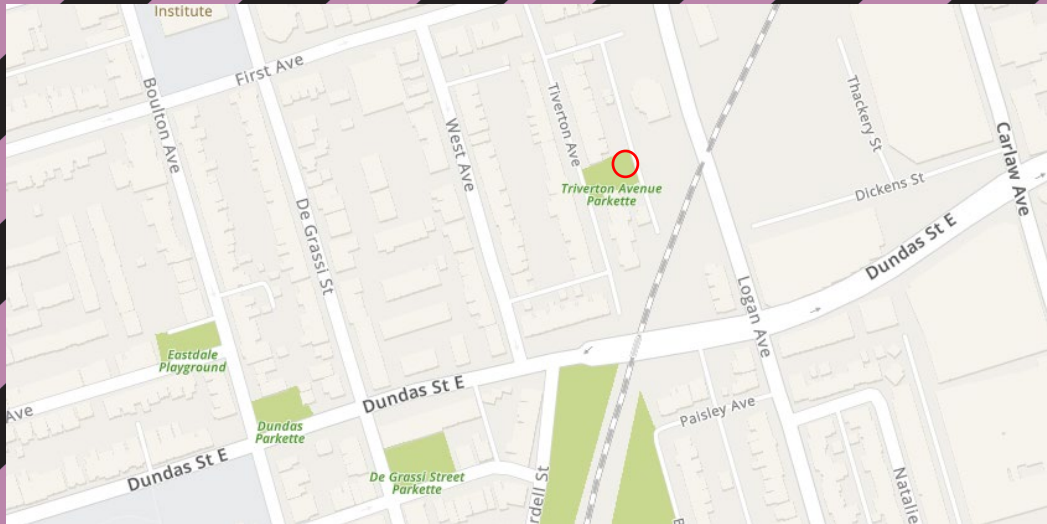
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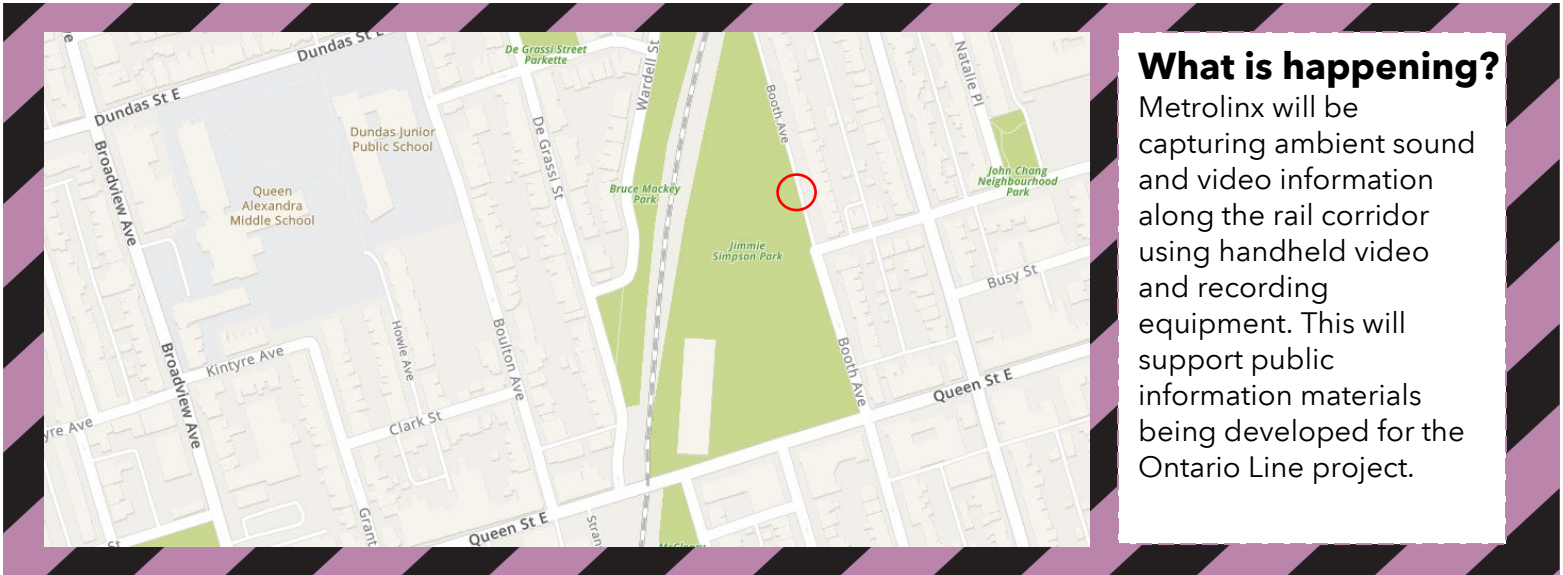
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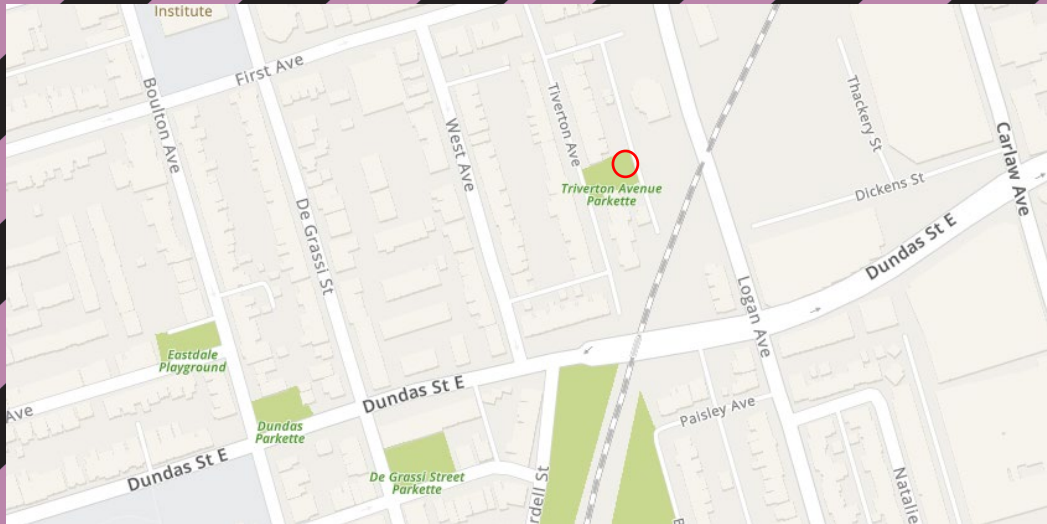
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
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Timing

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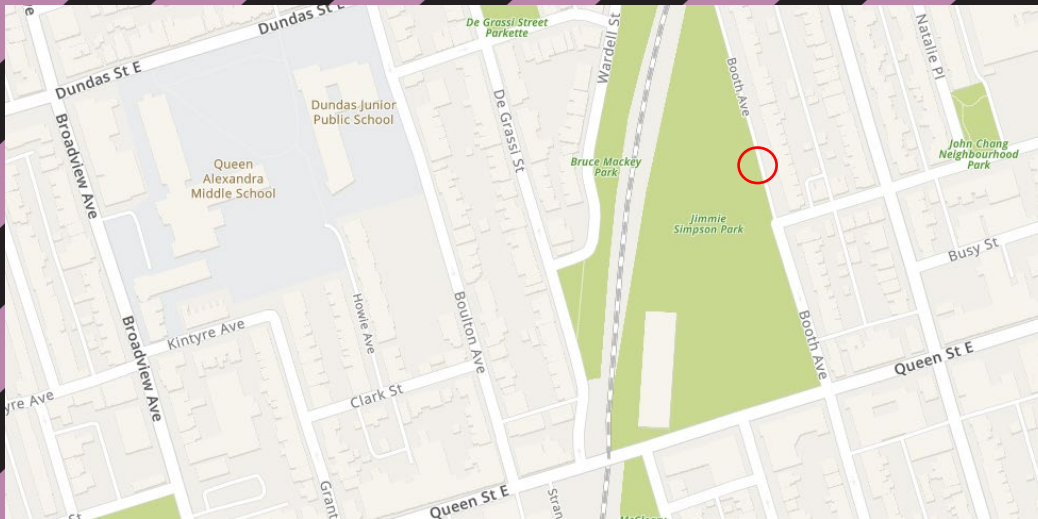
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Community Stakeholders and Groups

- **Corktown Residents and Business Association**

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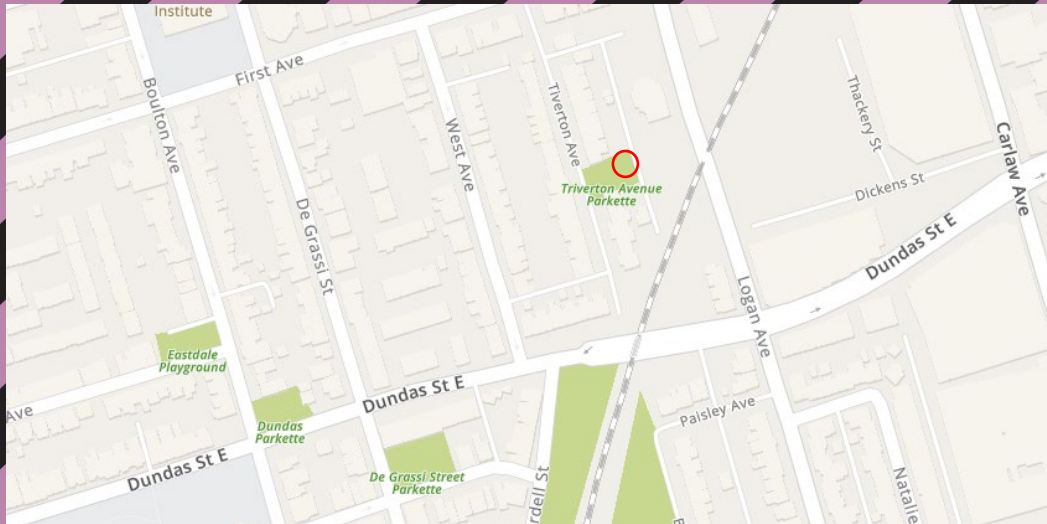
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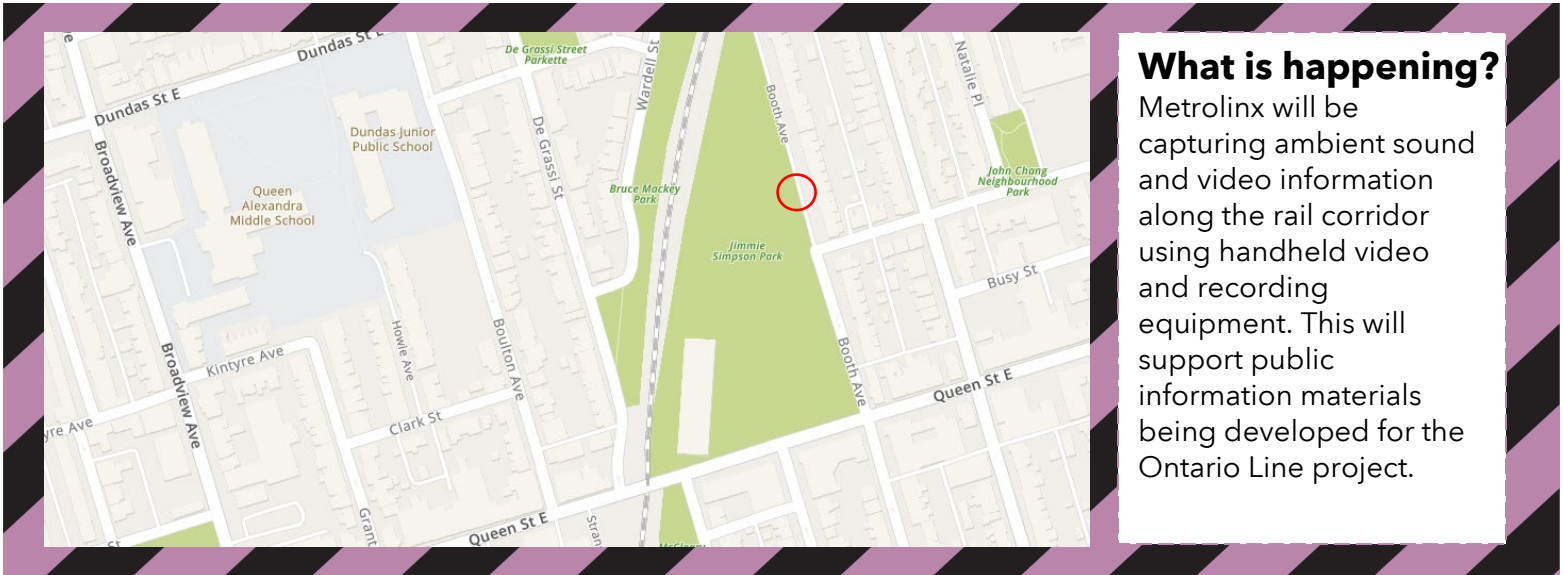
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- **Danforth Business Improvement Area**

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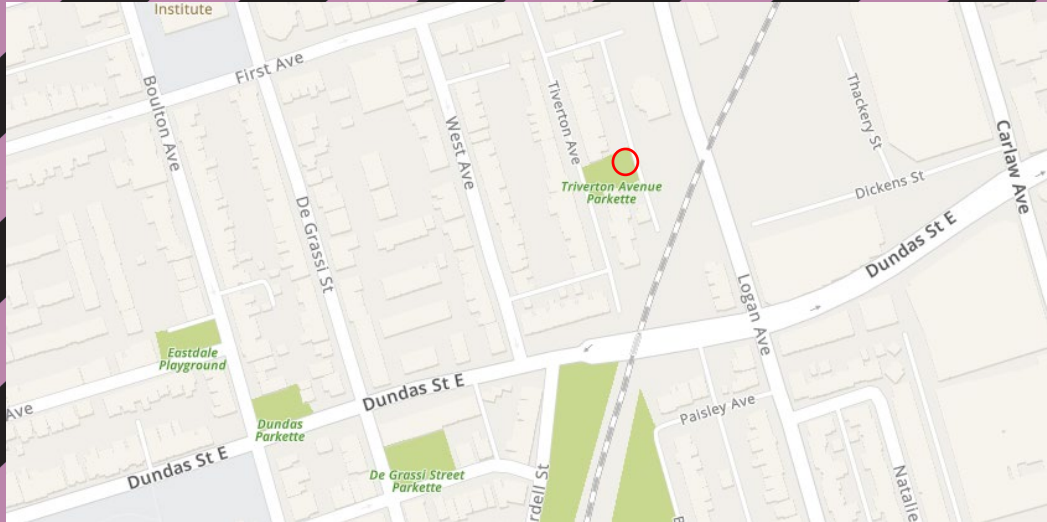
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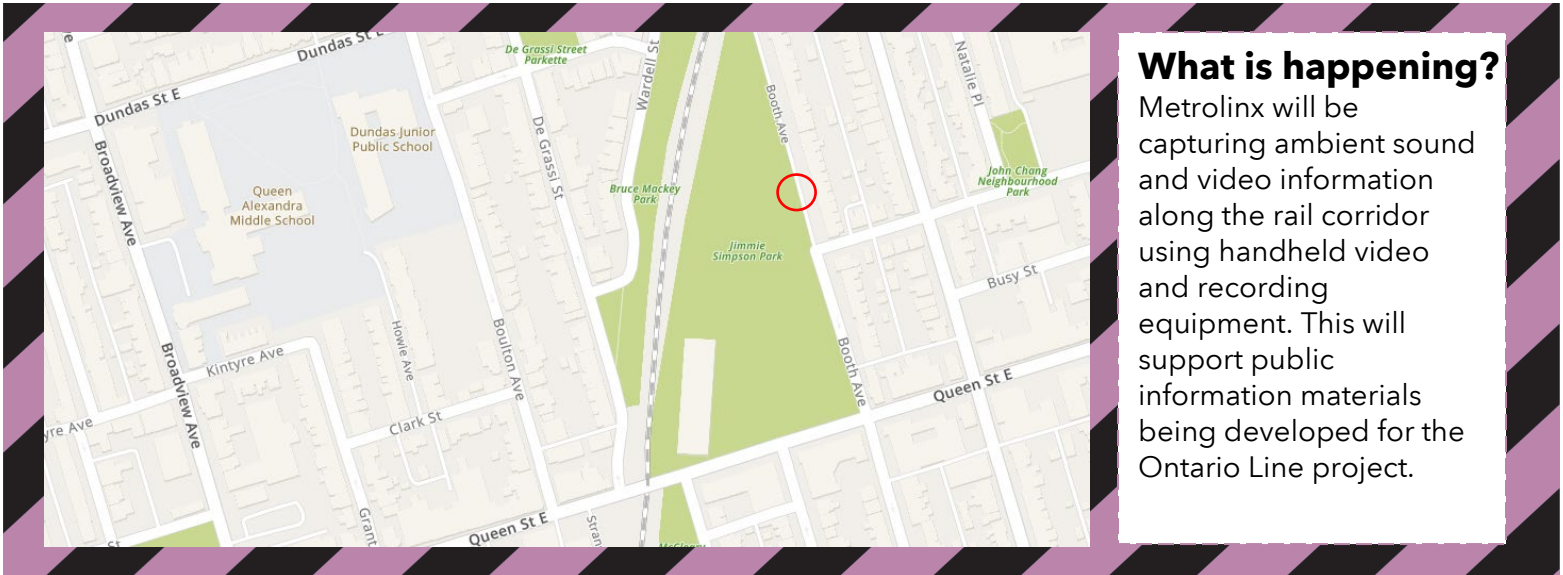
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Community Stakeholders and Groups

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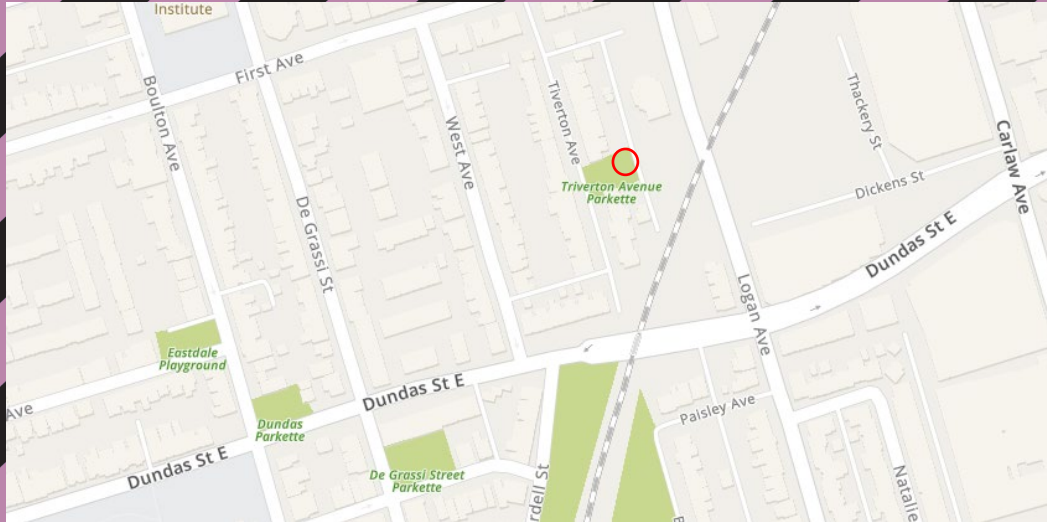
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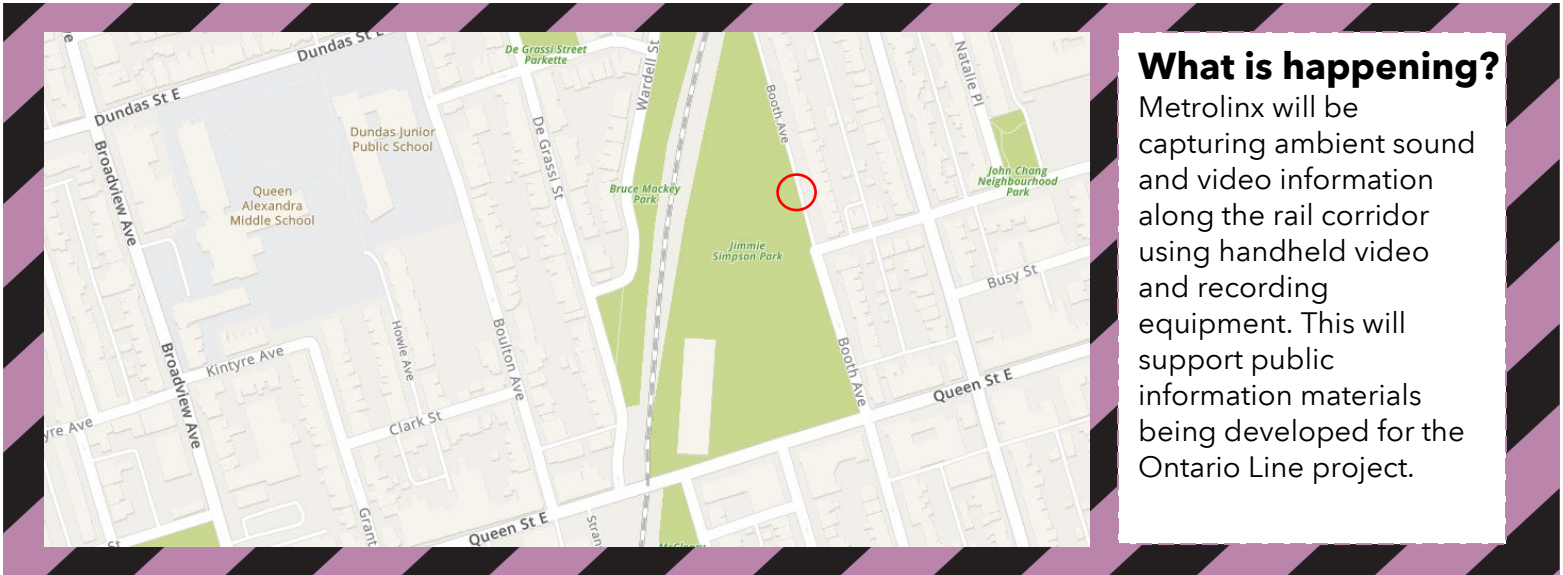
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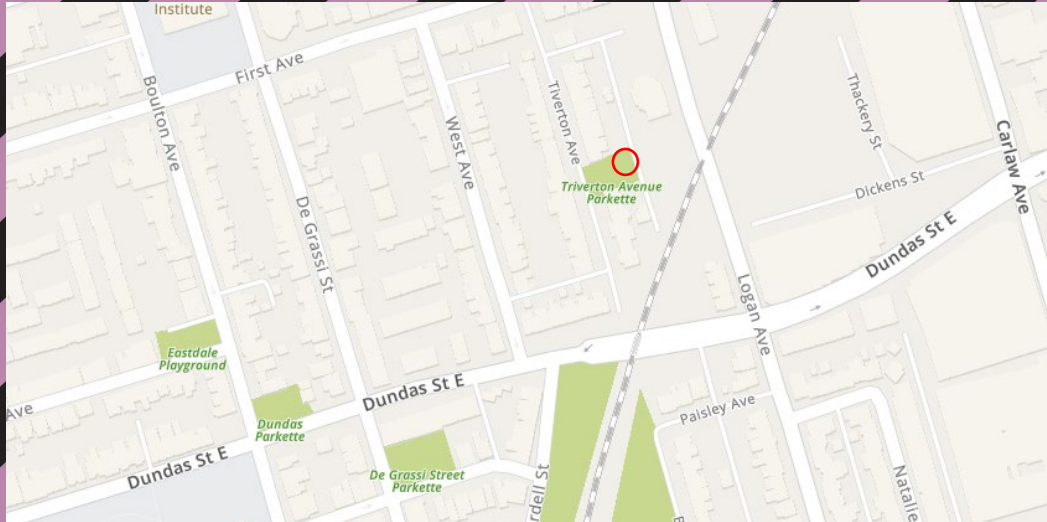
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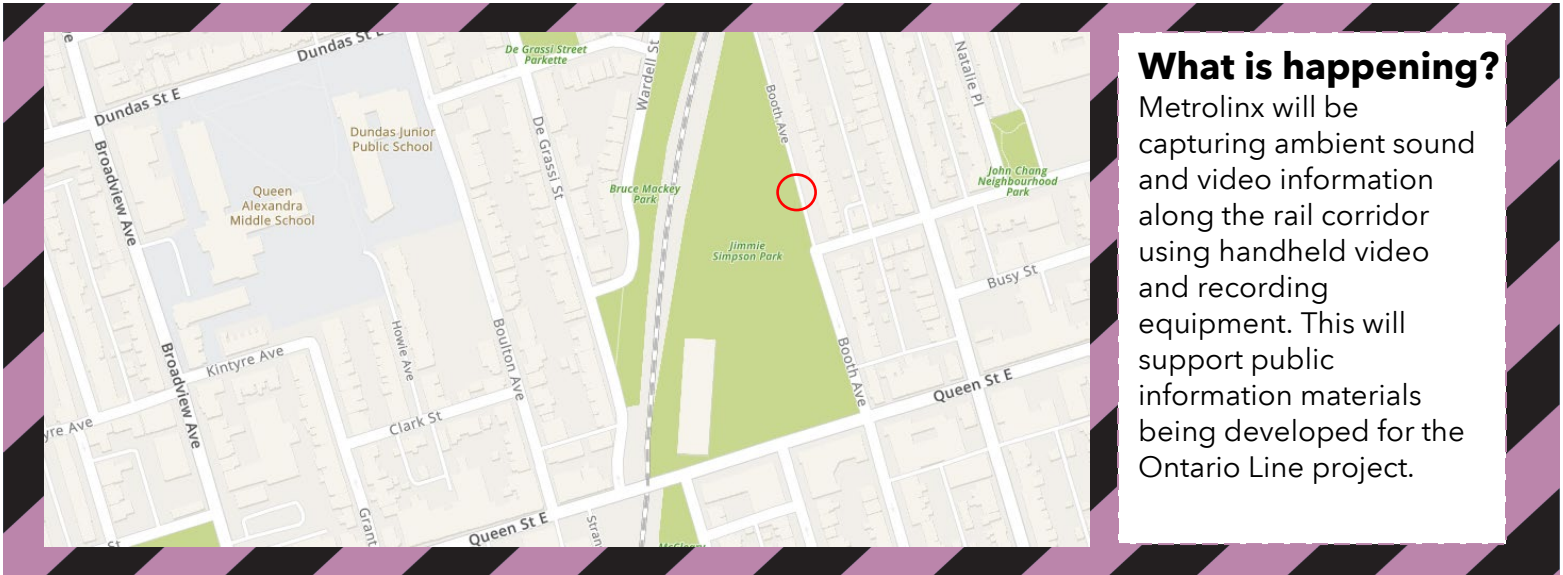
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Starting as early as August 31, 2021



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Community Stakeholders and Groups

- Don Mills Residents Inc.

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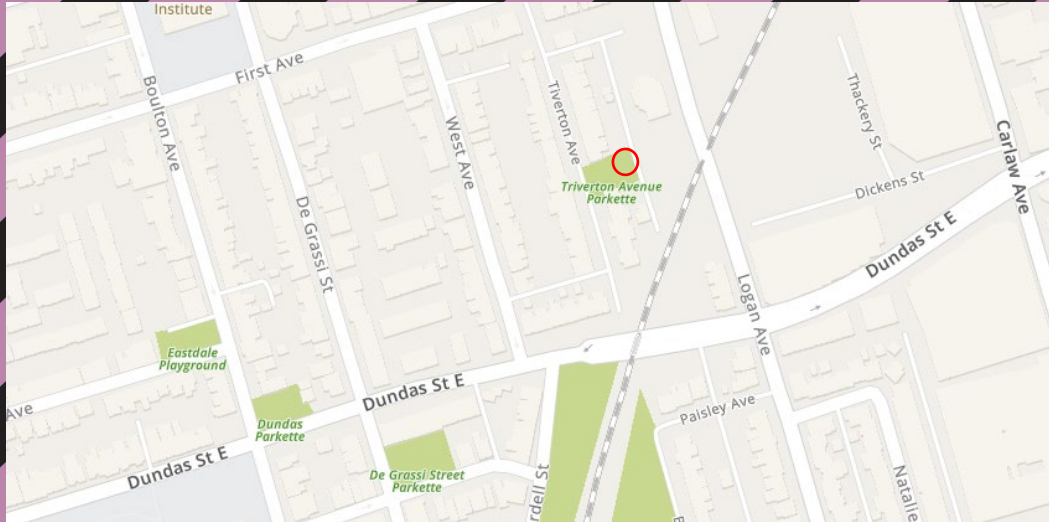
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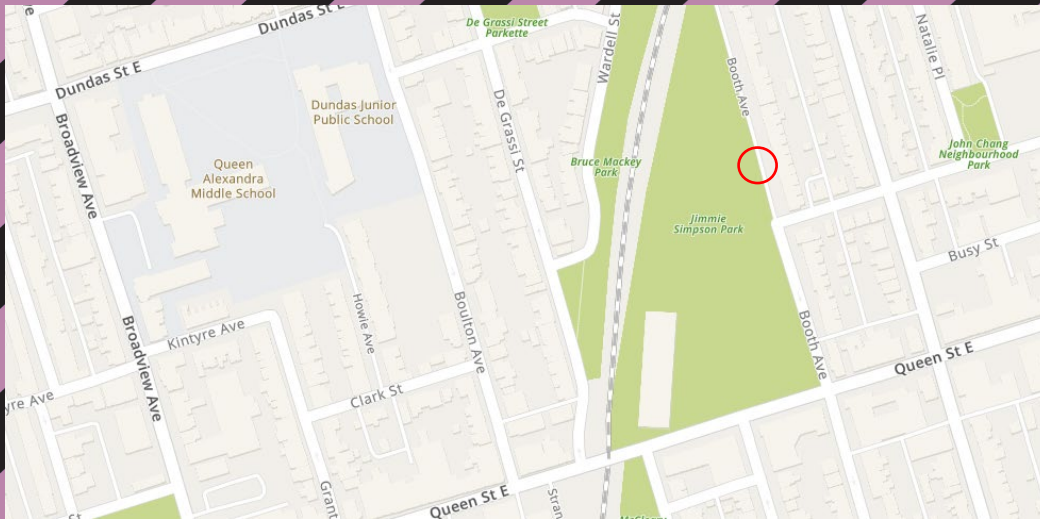
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Legal Services**

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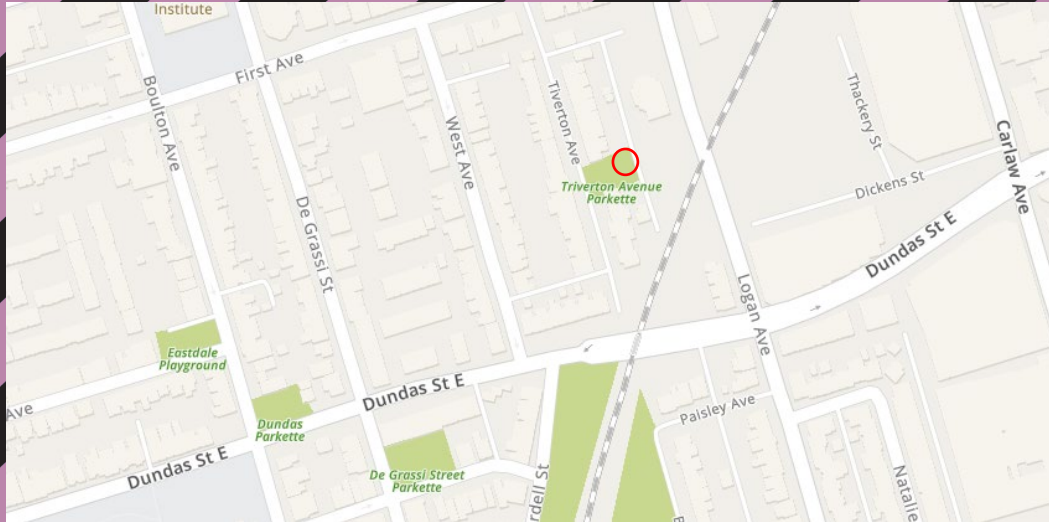
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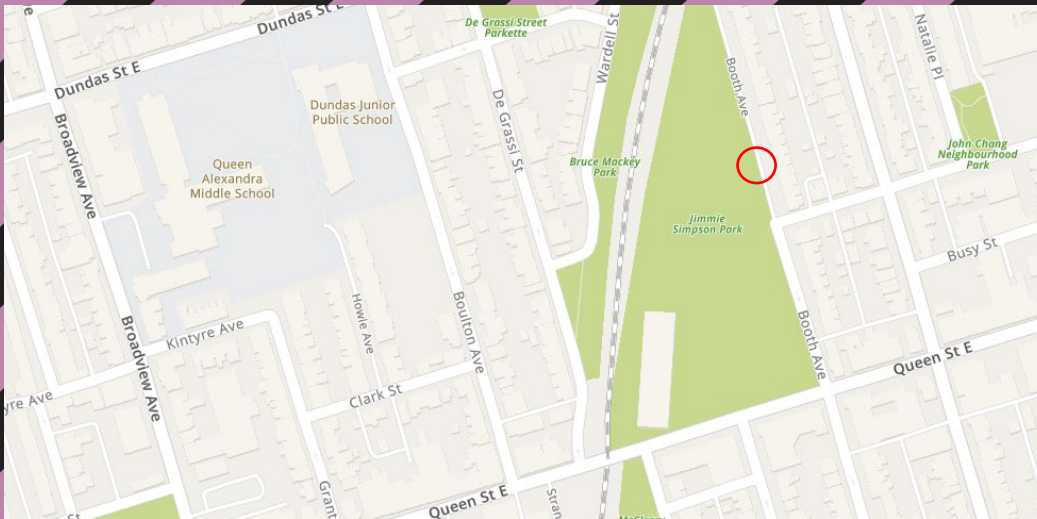
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Community Stakeholders and Groups

- **Downtown Yonge
Business Improvement
Area**

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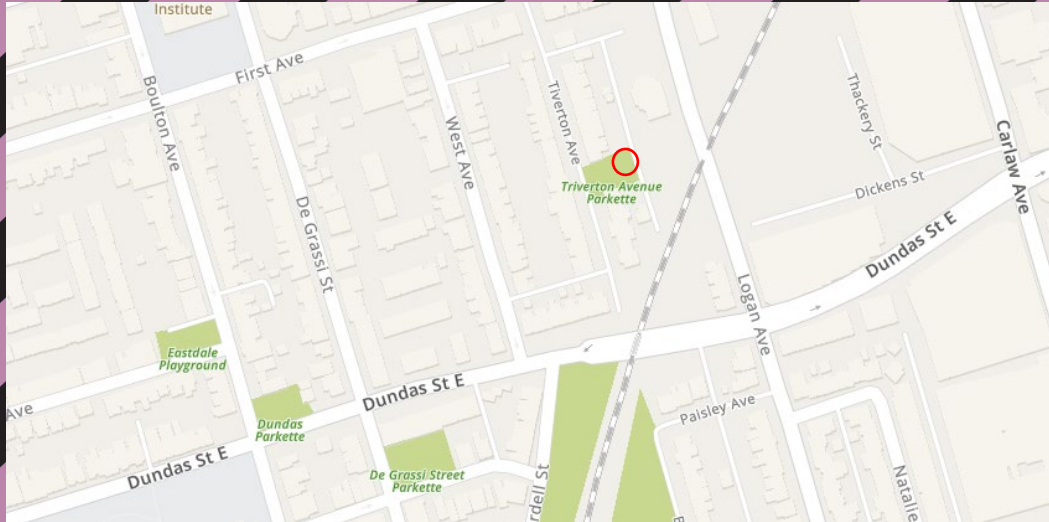
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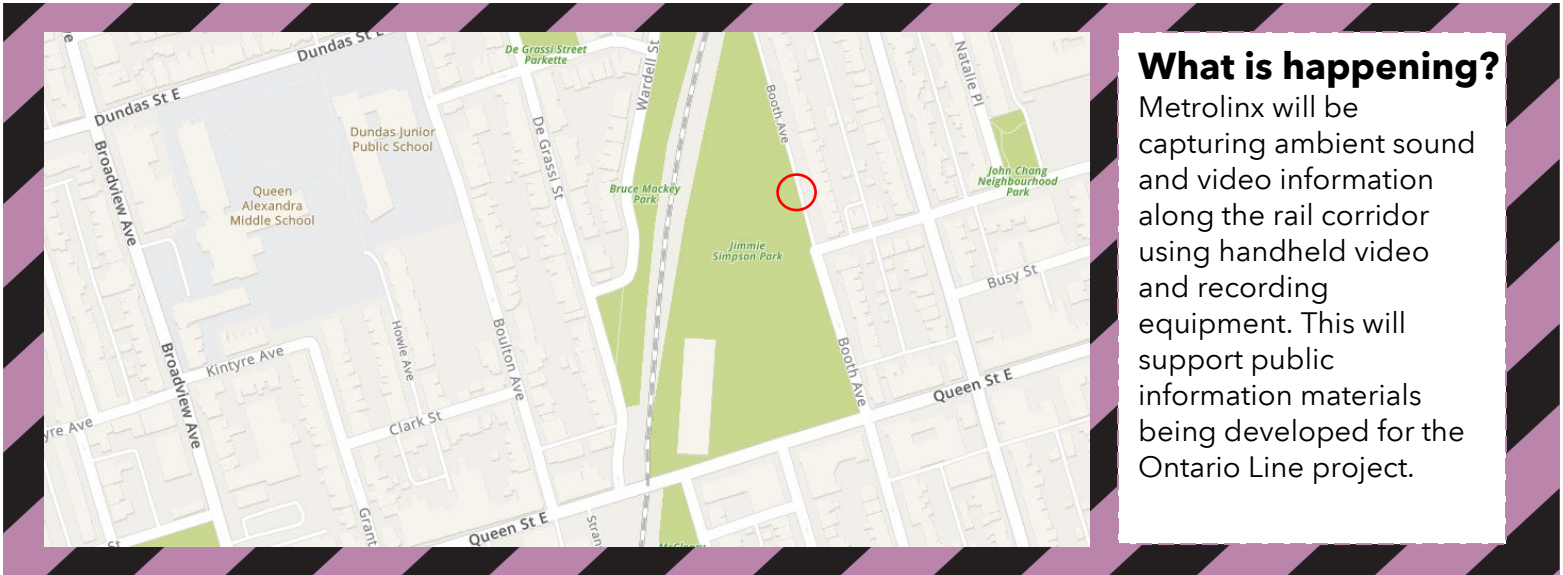
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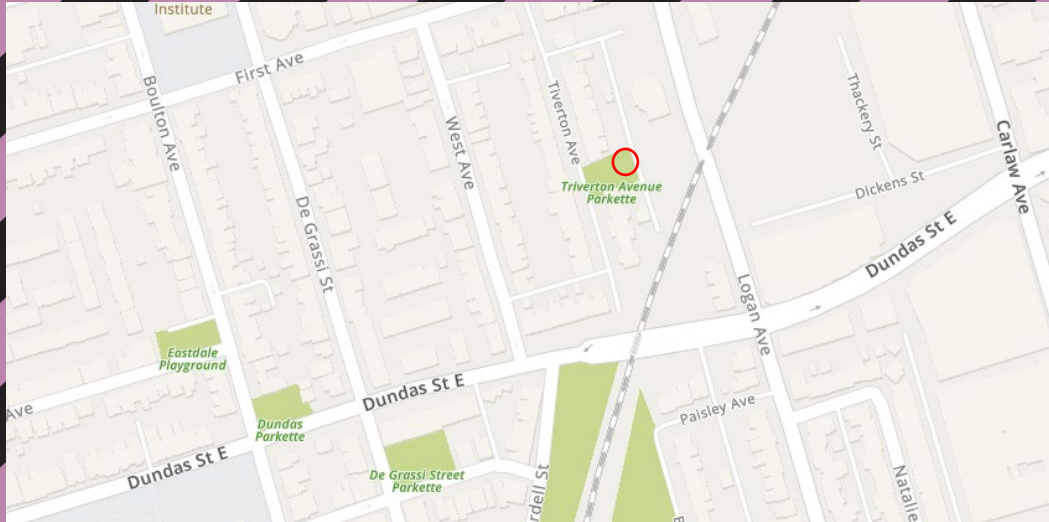
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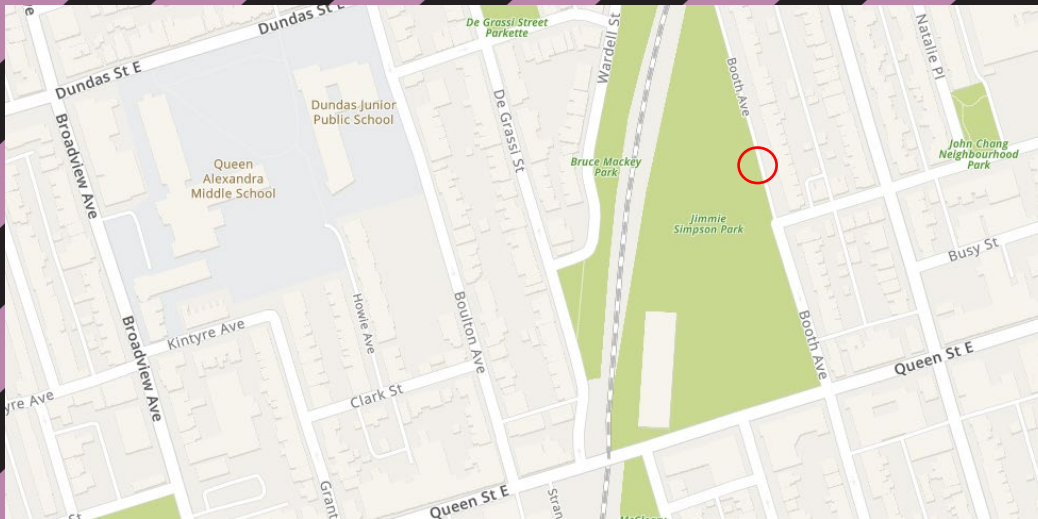
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Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- Work will take place on a single day either on August 31 or September 1
- Duration: Up to 4 hours to capture ambient sound and video
- Hours: 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

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Community Stakeholders and Groups

- **Flemingdon
Health Centre**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

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There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

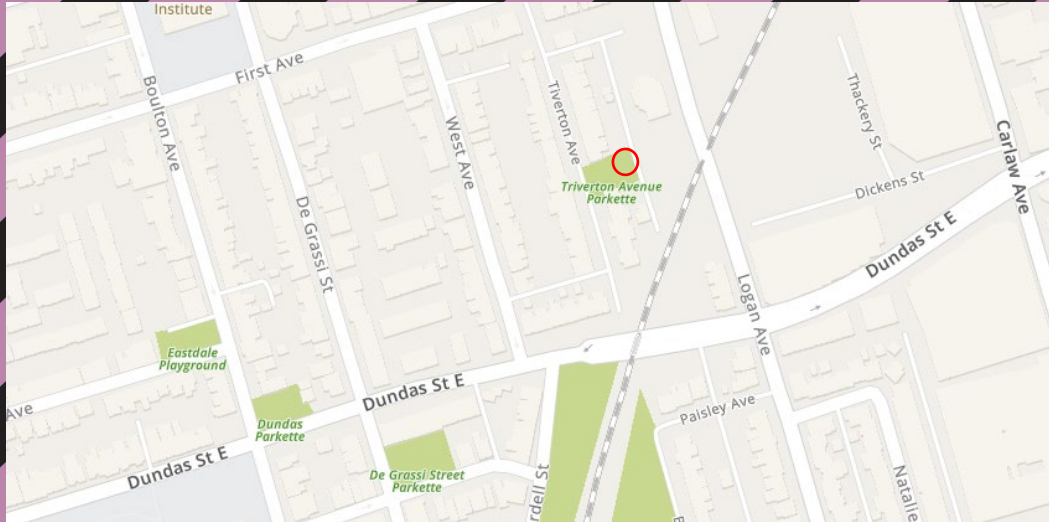
The Ontario Line Community Relations team



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Starting as early as August 31, 2021



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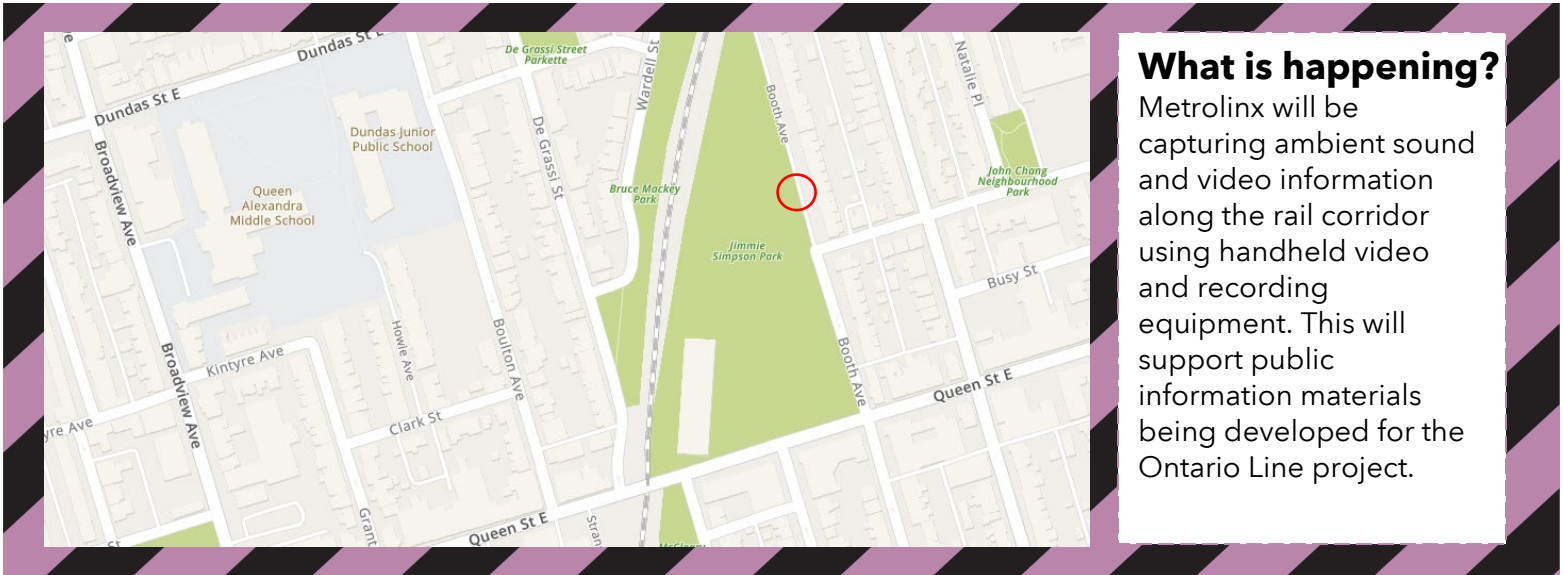
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Community Stakeholders and Groups

- **Fontbonne Ministries**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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[REDACTED]

From: Ontario Line

Sent: September 24, 2021 4:47 PM

To: [REDACTED]

Subject: RE: Update meeting on Friday

Hi [REDACTED]

It was a pleasure to put a face to the name.

Thank you for your time today and explaining the importance of the situation which our team recognizes. We did go through the parking options very quickly so please let us know if you have any questions on that piece. We do invite you to provide feedback on a number of items [REDACTED] mentioned.

Please see attached for the deck that was used today.

Have a great weekend!

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]

Sent: September 23, 2021 10:43 AM

To: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: RE: Update meeting on Friday

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Hi Daryl,

Thanks again for sending the agenda. We'd also like to add resident relocation to it as well to pick up on our December discussion around this important piece from our end.

Thanks Daryl.

█

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From: Ontario Line <ontarioline@metrolinx.com>

Sent: September 22, 2021 9:00 PM

To: █ Daryl Gonsalves
<Daryl.Gonsalves@metrolinx.com>

Subject: RE: Update meeting on Friday

Hi █

We will have the following folks from our side:

- Myself
- Malcolm Mackay – Program Sponsor, Ontario Line, Metrolinx
- Daniel Cicero – Sponsor, Subway Program, Metrolinx
- Carrie Sheaffer – Senior Manager, Environmental Programs and Assessment, Metrolinx
- █
- █)
- Hussain Al Tamimi – Manager, Traffic and Transportation, Metrolinx
- Franca Di Giovanni, Director of Community Relations
- Natasha Jalil, Senior Manager Property, Metrolinx
- Ray Nepomuceno, Senior Property Officer, Metrolinx

As per the agenda:

- Lakeshore East Joint Corridor Early Works noise and vibration summary
- Noise and vibration mitigation options
- Parking mitigation options
- Discussion

Looking forward to the discussion,

Daryl

From: [REDACTED]

Sent: September 21, 2021 4:18 PM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Subject: Update meeting on Friday

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Hi Daryl,

I hope that you had a nice weekend. In preparation for our meeting on Friday, I wanted to let you know who will be joining me:

[REDACTED]

Can you let me know who will be participating from Metrolinx and what their role in the organization is? Also, would you be able to forward an agenda prior to Friday?

Many thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: September 10, 2021 1:54 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Fontbonne x Metrolinx meeting - Week of September 7

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Hi Daryl,

Thanks for getting back to me so quickly. I checked with folks on our end and the 24th between 2pm-4:00pm works for us. Let me know which part of that window you'd like to take for the meeting.

Have a great weekend.

[REDACTED]

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

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: September 9, 2021 2:07 PM

To: [REDACTED]

Subject: RE: Fontbonne x Metrolinx meeting - Week of September 7

Hi [REDACTED],

That's fair. I relayed your request to have both topics discussed at our next meeting.

I connected with Malcolm's office and got the following times he is available. Can you please confirm which ones work best for your team and I can circle back to get the appropriate hold placed in Malcolm's calendar.

September 13th 4pm

September 15th 4:30-5:30pm

September 17th 1-2pm; and 3-5pm

September 23rd 1-3pm

September 24th 2-4pm

Thank you,

Daryl

From: [REDACTED]

Sent: September 8, 2021 3:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Fontbonne x Metrolinx meeting - Week of September 7

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Hi Daryl,

I hope that you enjoyed the long weekend. Thanks for the heads up on the open house and the environmental report.

As I mentioned, I'm coordinating with other members on our team. In terms of the right Metrolinx people at the table, let's keep the parking and noise & vibration discussions moving in parallel given that they both impact the residents of [REDACTED] and that is what we are trying to resolve. We also hope that Malcolm will participate in the meeting. It's been several months since we've had a discussion that included the broader teams, and it would be helpful have everyone together and on the same page. Please let me know some dates that would work in his schedule and we can coordinate on our end.

Best Regards,

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: September 3, 2021 12:32 PM
To: [REDACTED]
Subject: RE: Fontbonne x Metrolinx meeting - Week of September 7

Glad to hear the break was nice.

That is totally fair. I will make the team aware we are tracking for a meeting in the week of September 13th. Once you get an idea of possible meeting times, please send it our way so I can begin coordinating internally to get the right people at the virtual table.

For your awareness, there is another public open house for Riverside and Leslieville planned for September 23. This will focus on the retaining and noise walls. The environmental report is also tracking for release in the second half of September.

Have a great long weekend,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]
Sent: September 3, 2021 11:44 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Fontbonne x Metrolinx meeting - Week of September 7

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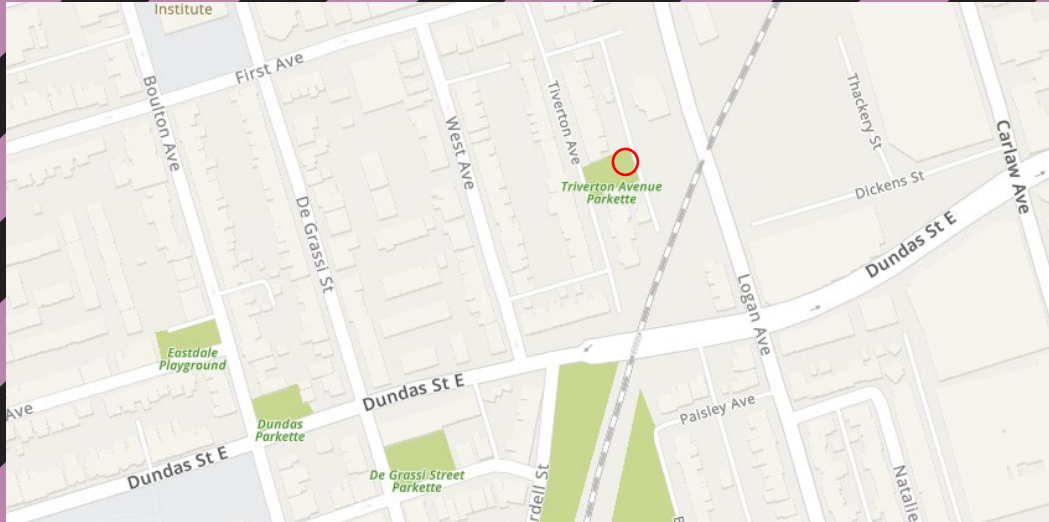
The Ontario Line Community Relations team



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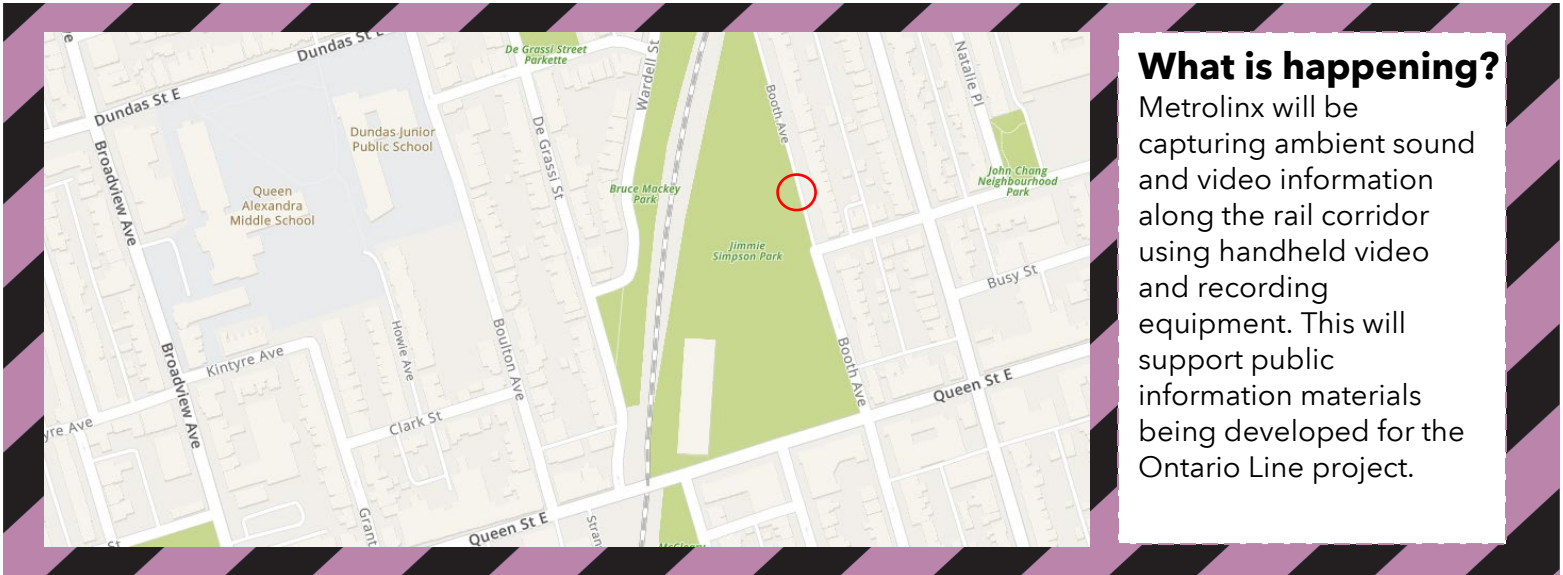
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Information as of: August 3, 2021



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From: [Redacted]
Sent: July 26, 2021 3:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>
Subject: RE: Touchbase - Ontario Line

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Hi Daryl,
No worries. Looking forward to connecting soon. FYI, I will be away for the last two weeks of August.

Best Regards,
[Redacted]

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 26, 2021 1:30 PM
To: [Redacted]
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>
Subject: RE: Touchbase - Ontario Line

Hi [Redacted]

Apologies, please disregard my email below. There is some more work that needs to be done before

we can connect.

We will re-connect once more progress has been made.

Have a good day,

Daryl

From: Ontario Line

Sent: July 26, 2021 11:36 AM

To: [REDACTED]

Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: Touchbase - Ontario Line

Hi [REDACTED]

I hope you had a good weekend.

Circling back to update you on our next meeting. There has been progress in discussions with the City of Toronto and at this point, we are ready to continue the discussion.

Franca, Jackie and I want to have a quick phone call with you to discuss the relocation of Fontbonne Ministries and schedule the next meeting between our teams. Would you be available tomorrow? Since there is four of us, we will likely use Microsoft Teams for our call.

Thank you,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]

Sent: July 5, 2021 3:50 PM

To: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: Call Tomorrow

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Hi Daryl,

Thanks for your call. Sorry that I wasn't able to talk. Looking forward to connecting tomorrow at 1pm. My cell number [REDACTED]

Have a good afternoon.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [REDACTED]

Sent: July 5, 2021 12:02 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; [REDACTED]

[REDACTED] Jackie Czajka <Jackie.Czajka@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: RE: Phone call next week - Ontario Line - Following up to set up a meeting

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Good Afternoon Daryl,

I hope that you had a nice weekend and that you are doing well. I wanted to follow up on your email below about the need for Fontbonne and Metrolinx to convene again. As you know, we received our notice of expropriation on June 7, 2021. While we are pleased that the possession date has been pushed to the end of 2022, we are mindful that time passes quickly, and accessibility of our building and the living conditions simply will quickly become untenable for our vulnerable residents. It is very important that there is a plan in place for our residents well ahead of the expropriation. For your reference, I have attached the letter we sent on February 26, 2021 advising Metrolinx that the living situation will be untenable for our residents.

Looking forward to your reply with some proposed dates for meeting.

Best Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 4, 2021 1:14 PM
To: [REDACTED]
Cc: Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; [REDACTED]
[REDACTED] Jackie Czajka <Jackie.Czajka@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>
Subject: RE: Phone call next week - Ontario Line

Hi [REDACTED]

It is great to e-meet you as well. I was hoping to reach out in the future to introduce myself so this works out well.

I know a lot of work is ongoing on our side in order to provide Fontbonne Ministries with a meaningful update. We are looking at dates to meet with you and will reach out in the future to organize another meeting. I ask for your patience as this work continues.

Thank you for reaching out and have a great weekend,

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



From: [REDACTED]
Sent: June 3, 2021 2:36 PM
To: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Cc: Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; [REDACTED]
[REDACTED]
Subject: FW: Phone call next week - Ontario Line

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 Daryl,
[REDACTED] has forwarded your email from earlier this week to me. I'm [REDACTED] of Fontbonne Ministries and [REDACTED] is being impacted by the Ontario Line. It's nice to make your electronic acquaintance. I'm sorry to hear that Josh has moved on. Josh has been our primary contact at Metrolinx over the last year and we have had a few meetings with the team headed by Malcolm MacKay. Our latest meeting was in February and there was discussion regarding options to mitigate the impact of the Ontario Line on our residents, including relocating them. Josh was working on some dates for a follow up meeting with the team, and I was waiting to hear back. I hope that a meeting to continue the conversation can be scheduled soon. In the

meantime, I'd be pleased to have an introductory call with you. I look forward to your reply.

Best Regards,

[Redacted]

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

[Redacted]

[Redacted]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 1, 2021 1:50 PM

To: [Redacted]

Subject: RE: Phone call next week - Ontario Line

Great.

Just a note that Josh moved on from our team so if you have any questions, I am happy to be your contact going forward.

In addition, I want to give you a heads up about a campaign to correct some misinformation about the Ontario Line in your neighbourhood. I have attached the brochure which we will be mailing out physical copies shortly.

If you have any questions or concerns, I am an email away.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [Redacted]

Sent: June 1, 2021 12:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Phone call next week - Ontario Line

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Hi Daryl

Thanks so much for your email, yes I did receive your initial one thank you.

We have been in active discussions with Metrolinx since last year and our contact is Josh Vandezande. At this time we do not have any questions, however if we do, we will follow up with Josh.

Thank you

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: May 28, 2021 1:38 PM

To: [REDACTED]

Subject: Phone call next week - Ontario Line

Hi [REDACTED]

Hope you got my previous email and are enjoying this rainy Friday.

Following up to see if you would be interested in a phone call next week to discuss any more questions you have about the project. I also want to share a new campaign we are starting in the neighbourhood and fill you in before it gets underway.

Have a great long weekend!

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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

Sent: January 12, 2021 6:13 PM

To: [REDACTED]

[REDACTED] Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line - Fontbonne - Letter to Serve Order in Council - January 5 2021

Hello [REDACTED]

Thank you for the discussion we had in December regarding Fontbonne's future in the Queen Street East area. Malcolm and I are continuing to work with our technical and property teams to get a better sense of timelines as well as anticipated impacts to help us develop some options to explore with you. Would it work for you to reconnect in February?

I also wanted to give you a heads up about the attached letter which you will be receiving (by mail) later this week. Several properties have been identified where we anticipate needing the required property interests for the Ontario Line project before 2023. To acquire the property interests, we will be negotiating in good faith to reach amicable agreements with owners. The backstop approach for acquiring properties that are needed for important infrastructure projects is expropriation. The letter is to inform you that a Hearing of Necessity is not an option for the parking lot portion of your property [REDACTED]

These hearings do not often change the outcome of the process. For the Eglinton Crosstown LRT project, Metrolinx has received 35 requests for hearings of necessity. Of those 35 requests, five moved on to hearings, all of which resulted in confirmation of the need for the properties and, in turn, delays for the project.

As you know, we are committed to working closely with you and your team to make sure that the people served by Fontbonne Place and Mustard Seed programs continue receiving support while we work to deliver the Ontario Line. Even if the expropriation process is initiated, we will still continue negotiating and remain committed to providing fair market value and reasonable compensation, guided by the Expropriations Act, for all property rights that are required.

If you have any questions about the attached letter, let me know and I can arrange a meeting with our Property team.

Sincerely,

Josh

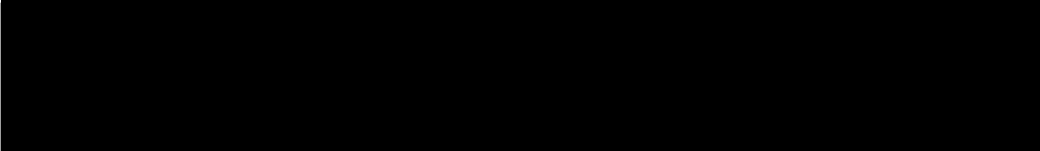
Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities
Mobile: 437-218-5436

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BY REGISTERED MAIL

January 11, 2021



Dear Sirs and/or Mesdames:

**Re: METROLINX – Ontario Line
Property Owner:**

Municipal Address of Property:

PIN#:

Your Interest:

Our File No.:



Metrolinx is undertaking the construction and operation of the Ontario Line Project (the “**Project**”).

Metrolinx is moving forward to acquire property interests to facilitate the Project. On December 17, 2020, the Lieutenant Governor signed an Order-in-Council (the “**Order**”) that permits the expropriation of certain properties described in the Order to proceed without the hearing of necessity inquiry process outlined in the *Expropriations Act*, R.S.O. 1990, c. E.26 (the “**Act**”). A copy of the Order is enclosed herewith.

You are receiving a copy of this Order because you have been identified as a “registered owner” pursuant to the *Expropriations Act*. Our records indicate that you have an interest in the lands described in the Order.

Please note that this letter does not constitute notification of an expropriation. Formal notices of expropriation will follow in accordance with the Act. Please also note that the Order waiving the hearing of necessity inquiry process does not impact or interfere with any rights you may have to compensation under the Act.

Metrolinx is committed to working with you through this process. We encourage you to reach out to Natasha Jailal, Senior Manager, Property Acquisitions at Metrolinx, by email at natasha.jailal@metrolinx.com.

Thank you in advance for your cooperation.

Yours truly,

M&H LLP

CH/ab

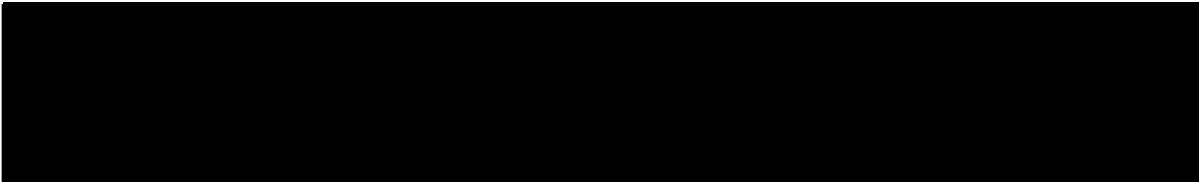
Enclosures

cc: Metrolinx



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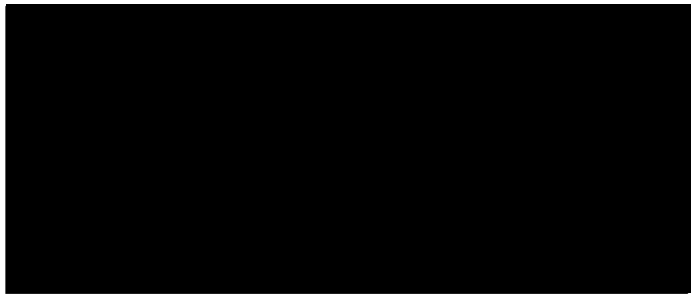
Yours truly,

M&H LLP

CH/ab

Enclosures

cc: Metrolinx



BY REGISTERED MAIL

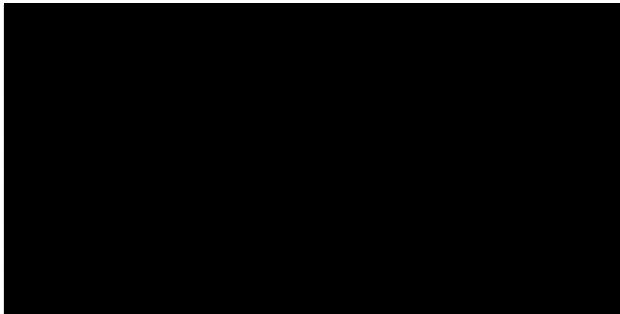
January 11, 2021



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**Re: METROLINX – Ontario Line
Property Owner:**

**Municipal Address of Property:
PIN#:
Your Interest:
Our File No.:**



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Yours truly,

M&H LLP

CH/ab

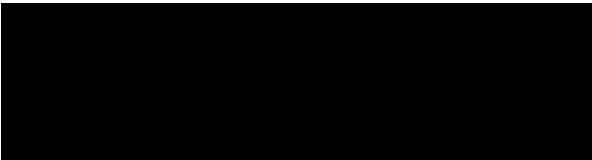
Enclosures

cc: Metrolinx



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January 11, 2021



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Thank you in advance for your cooperation.

Yours truly,

M&H LLP

CH/ab

Enclosures

cc: Metrolinx



Ontario

**Executive Council of Ontario
Order in Council**

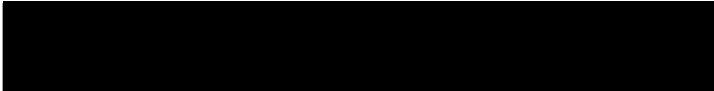
**Conseil exécutif de l'Ontario
Décret**

On the recommendation of the undersigned, the Lieutenant Governor of Ontario, by and with the advice and concurrence of the Executive Council of Ontario, orders that:

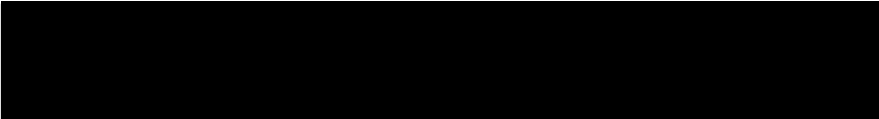
Sur la recommandation de la personne soussignée, le lieutenant-gouverneur de l'Ontario, sur l'avis et avec le consentement du Conseil exécutif de l'Ontario, décrète ce qui suit :

Pursuant to subsection 6(3) of the *Expropriations Act*, R.S.O. 1990, chapter E.26, in view of the special circumstances surrounding the expropriations relating to the properties described in Schedule "A" attached hereto and the consideration that it is both necessary and expedient in the public interest, the expropriations shall proceed without the inquiry procedure and such direction shall be in force and have effect on and after the day it is approved.

En vertu du paragraphe 6(3) de la *Loi sur l'expropriation*, L.R.O. 1990, chap. E.26, compte tenu des circonstances particulières entourant les expropriations visant les propriétés décrites à l'annexe « A » jointe aux présentes et du fait que cela est à la fois nécessaire et opportun dans l'intérêt public, les expropriations doivent se réaliser sans la tenue d'une enquête et une telle directive est en vigueur à compter du jour où elle est approuvée.

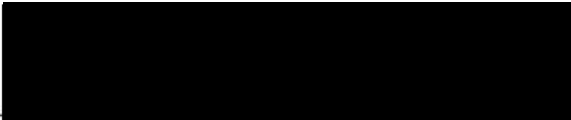


**Recommended: Minister of Transportation
Recommandé par : Ministre des Transports**



**Concurred: Chair of Cabinet
Appuyé par : Le président | la présidente du Conseil des ministres**

**Approved and Ordered: DEC 17 2020
Approuvé et décrété le :**



Lieutenant Governor

Schedule "A"

Ontario Line

Fee simple Expropriations

Those lands and/or interests in land in the City of Toronto described as follows:

All right, title and interest

[REDACTED]

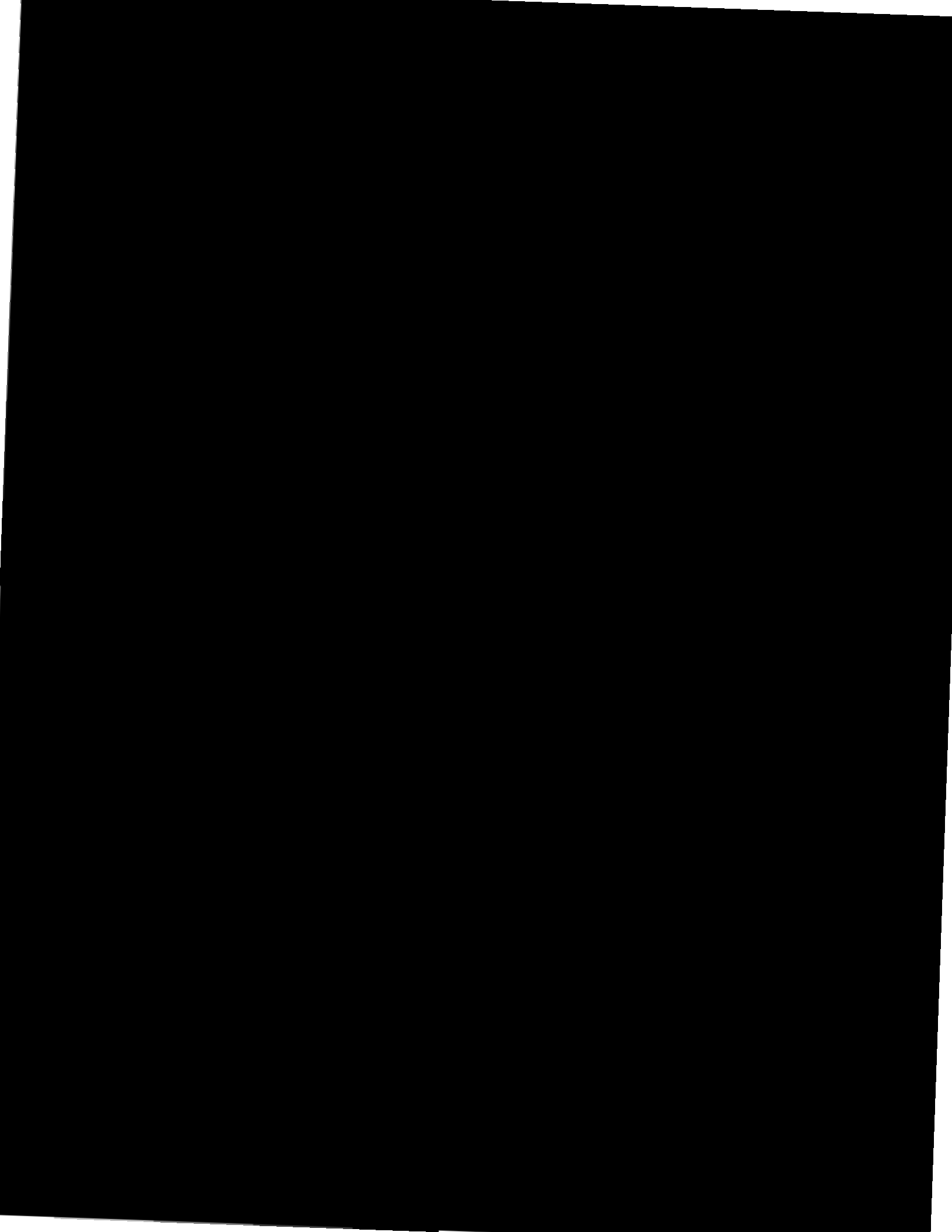
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Schedule "A"

[REDACTED]

[REDACTED]

[REDACTED]

N/A
[REDACTED]

Schedule "A"

[REDACTED]

[REDACTED]

[REDACTED]

A
[REDACTED]

[REDACTED]

Community Stakeholder and Groups

- **Fontbonne Ministries
Meeting Materials**



Ontario Line

Fontbonne Ministries update

September 24, 2021

Safety Moment

Agenda

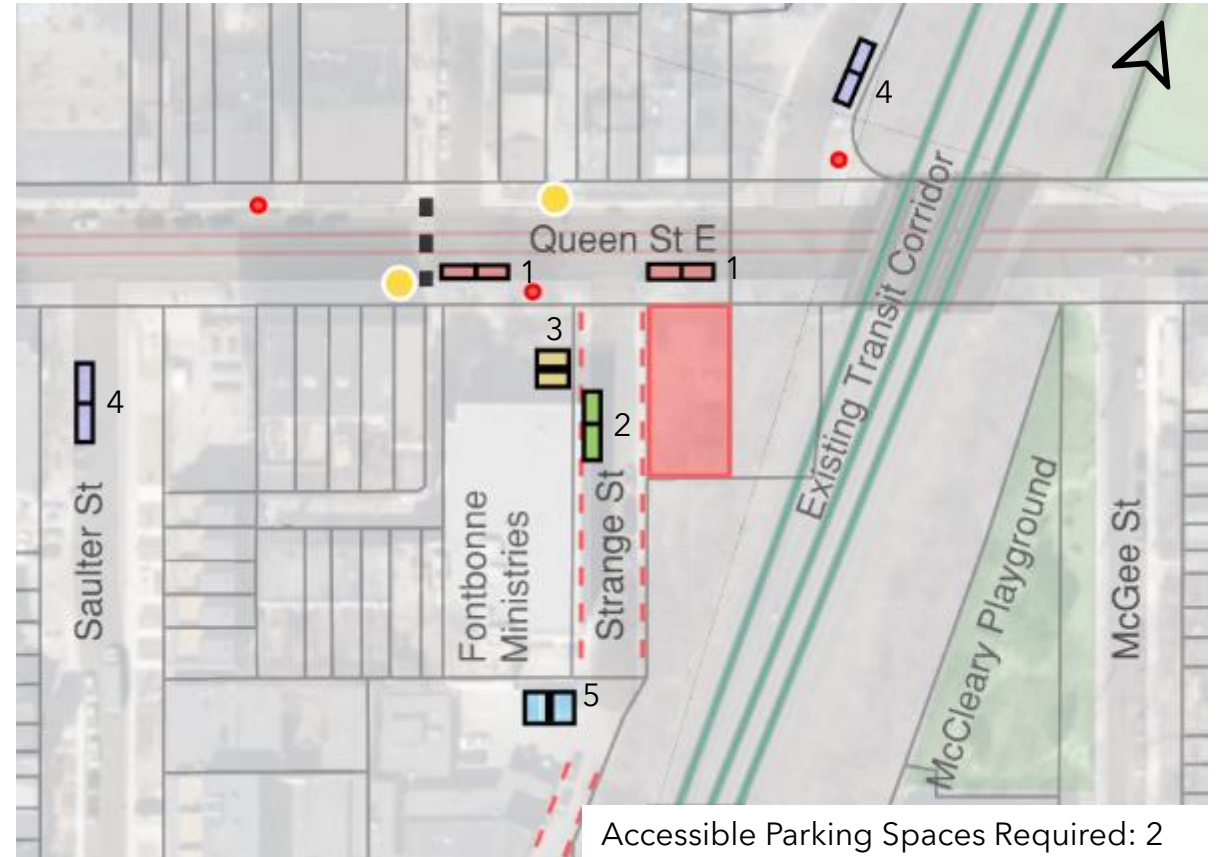
- Relocation of tenants
- Parking mitigation approved by the City
- Environmental assessment summary and update
 - Managing noise and vibration during construction
 - Operational noise and vibration study
 - Immersive Sound Demo - Degrassi and Queen East location

Relocation of tenants

Parking mitigation options

Accessible Parking | Temporary Options Evaluated

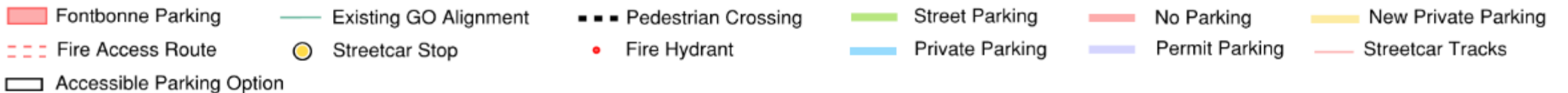
Accessible Parking Options Evaluated		Within 30m of Accessible Entrance
1	No Parking Area (Queen Street)	Yes
2	Street Parking Area (Strange Street)	Yes
3	Private Parking (Fontbonne Ministries Courtyard)	Yes
4	Permitted Parking Area	No
5	Private Parking	No



- Fontbonne Parking
- Existing GO Alignment
- Pedestrian Crossing
- Street Parking
- No Parking
- New Private Parking
- Fire Access Route
- Streetcar Stop
- Fire Hydrant
- Private Parking
- Permit Parking
- Streetcar Tracks
- Accessible Parking Option

Accessible Parking | Temporary Options for Consideration

Accessible Parking Options Evaluated	Additional Evaluation Constraints
<p>1 Non-Dedicated On-Street Parking (Queen Street)</p>	<ul style="list-style-type: none"> • Not currently permitted parking - council approval • City cannot provide dedicated organization parking on street (only accessible parking) - council approval • TTC streetcar work anticipated starting '23 • Stakeholder concerned that Queen St. is not a safe option for residents with extensive accessibility needs • Required removal of ~2 trees • Cannot pursue due to lack of support from city staff
<p>2 Non-Dedicated On-Street Parking (Strange Street)</p>	<ul style="list-style-type: none"> • Pick-up/drop-off near construction zone • City cannot provide dedicated organization parking on street (only accessible parking) - council approval • Potential temporary closures during construction of Early Works and North Project Co station construction • Cannot pursue due to lack of support from city staff
<p>3 Dedicated Private parking (Fontbonne Ministries courtyard)</p>	<ul style="list-style-type: none"> • Impact to a portion of existing courtyard space • Reinstatement of courtyard in permanent condition • Guaranteed private parking on property



Accessible Parking | Dedicated Private Parking (Courtyard)

- Requires removal of trees within ROW (sidewalk) and tree on Fontbonne property
- Removal of landscaping
- Closest option with shortest route for users
- Requires permission from City (but staff appear supportive)
- Could potentially be permanent
- Cost for site preparation and restoration



View from Strange Street

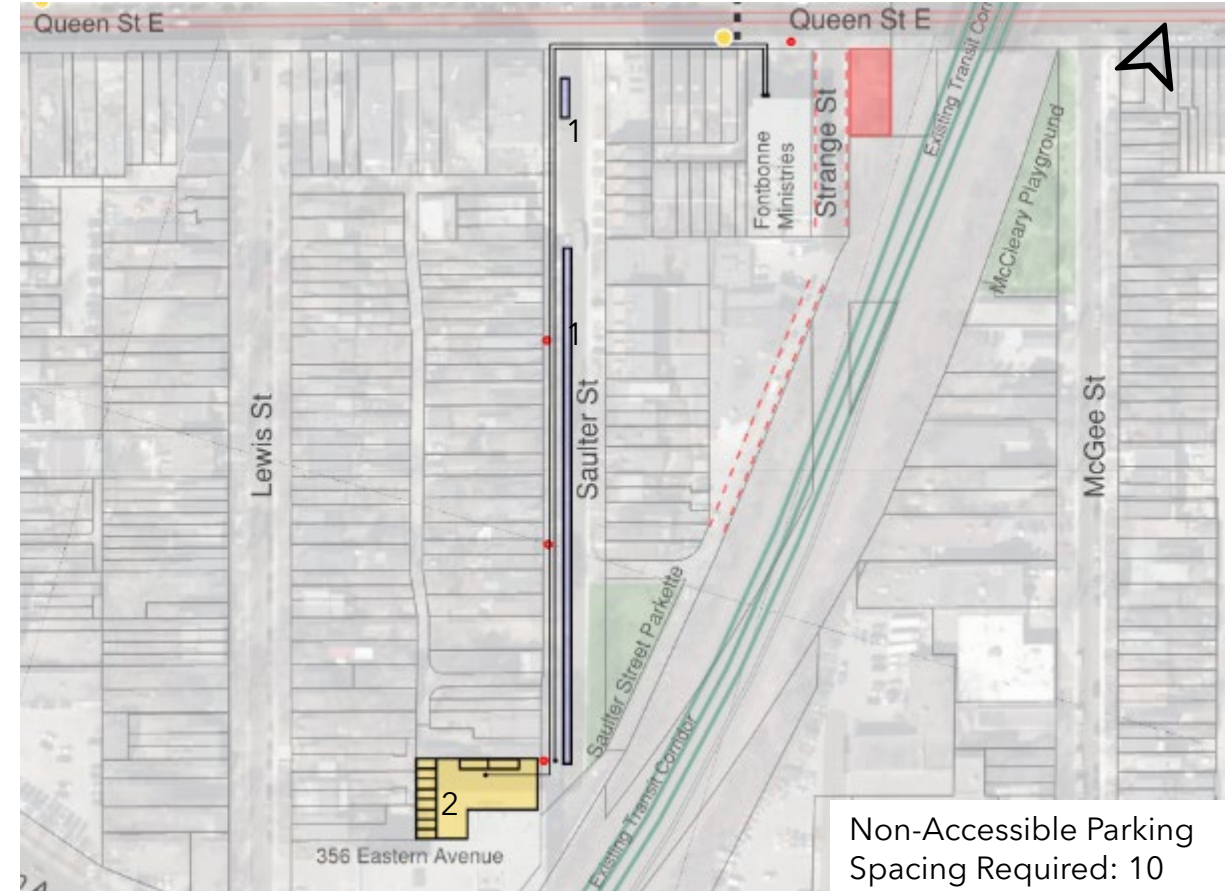
Accessible Parking | Evaluation

Better	Comparable	Worse
--------	------------	-------

Case	Measure	Option 1: Non-Dedicated On-Street Parking (Queen St) Base Case	Option 2: Non-Dedicated On-Street Parking (Strange St)	Option 3: Dedicated Parking (Fontbonne Ministries Courtyard)
Strategic	Impact to Fontbonne property beyond loss of parking	No Impact	Comparable	Loss of programing space and greenery
	Impact to trees in ROW	Required removal of ~2 trees	No impact	~3 trees removed for courtyard access
	Impact to Existing Resident On-Street Parking	No Impact	Comparable	Comparable
	Distance to Fontbonne from Parking	~20m	~15m	~10m
	Access to Parking for Fontbonne Users	On-street accessible parking spaces are not typically provided for a single organization.	Comparable	No parking limitations for Fontbonne users
Financial	OL Property Costs	None	Comparable	Comparable
	Permit Cost	Cost of 2 Accessible On-Street Permits for 6 years	Comparable	No Permits Required
	OL Construction Costs	No Impact	Comparable	▲ Cost to prepare & restore courtyard
Deliverability & Operations	Risk - # of City Approvals	Permit exceptions needed to provide exclusive on-street accessible parking space	Comparable	Comparable
	Risk - TTC Trackwork disruption	High - access to space disrupted by trackwork	No impact	No impact
	Schedule Impact - TTC Trackwork	Access to Queen St Limited	No impact	Comparable
	Safety, conflicts & access	Accessible spaces adjacent to street traffic, TTC stop, impedes streetcar path	Adjacent to trafficked area from station construction, may impede garbage truck servicing	Avoids construction, traffic and TTC stop
	Parking Enforcement	Monitoring for Parking Violation	Comparable	Comparable
	Maintenance	None - City maintenance	Comparable	Contracted maintenance required

Non-Accessible Parking | Temporary Options Evaluated

Accessible Parking Options Evaluated	Additional Evaluation Constraints
<p>1</p> <p>Permit Parking Area (Saulter Street) Within Zone 7E</p>	<ul style="list-style-type: none"> Permitted parking available from City within Zone 7E (270 permits issued of 327 available spaces) Residential parking only Visitors must find their own parking accommodations
<p>2</p> <p>Private Parking (356 Eastern Avenue)</p>	<ul style="list-style-type: none"> Property acquired for spring/summer 2023 Portion of property can be allotted for long term non-accessible parking to service Fontbonne Ministries 5 minute walk Parking available to residents and visitors
<p>3</p> <p>Combination of Options 1 and 2</p>	<ul style="list-style-type: none"> Tailored option to service Fontbonne Ministries needs



- Fontbonne Parking
- Existing GO Alignment
- ■ ■ Pedestrian Crossing
- New Private Parking
- Permit Parking
- Non-Accessible Parking Option
- - - Fire Access Route
- Streetcar Stop
- Fire Hydrant
- Streetcar Tracks

Non-Accessible Parking | Permit Parking in Zone 7E



View of Saulter Street

Non-Accessible Parking | Private Parking (356 Eastern Avenue)



View from Saulter Street

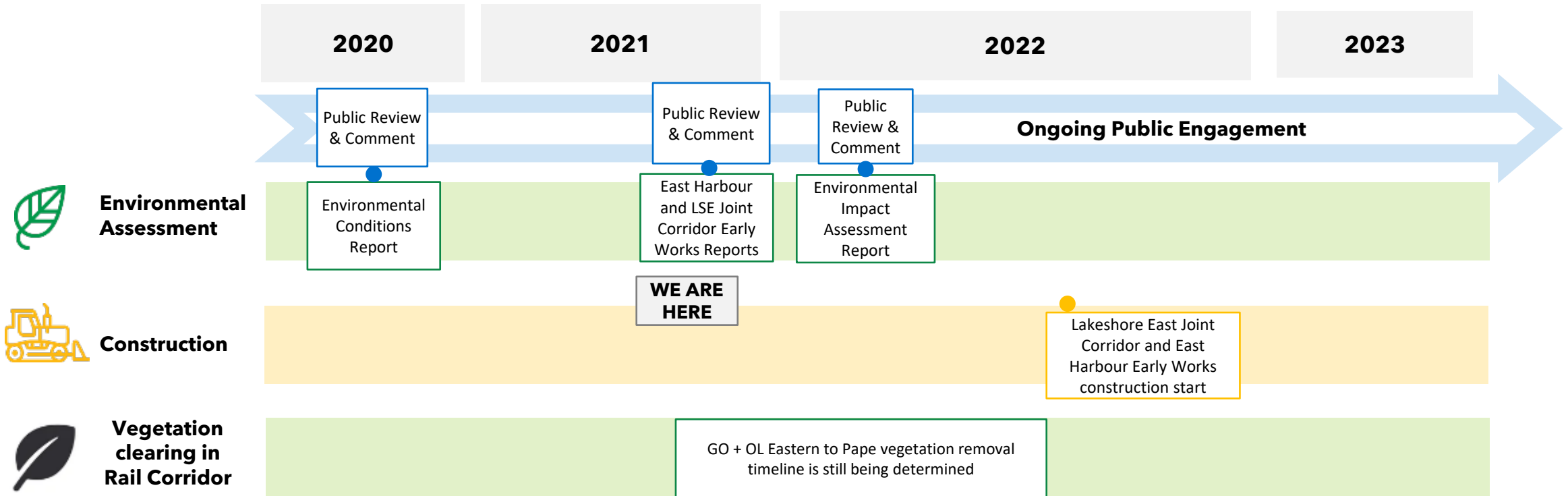
Non-Accessible Parking | Evaluation

Better	Comparable	Worse
--------	------------	-------

Case	Measure	Option 1: Permit Parking in Parking Zone 7E (Base Case)	Option 2: Private Parking at 356 Eastern Ave	Option 3: Combination of Option 1 and 2
Strategic	Impact to Fontbonne property (beyond loss of parking)	No Impact	Comparable	Comparable
	Impact to trees in ROW	No Impact	Comparable	Comparable
	Impact to Existing Resident On-Street Parking	10 spaces impacted	0 spaces impacted	0-10 space impacted; wide range of parking options available
	Distance to Fontbonne from Parking	Varying distances between ~170m-600m	~300m-370m (varies)	Comparable
	Access to Parking for Fontbonne Users	City permits limited to Fontbonne residents	No parking limitations for Fontbonne users	No parking limitations for Fontbonne users
Financial	OL Property Costs	None	Comparable	Comparable
	Permit Cost	Cost of 10 Permits for 6 years	No Parking Permits Required	Comparable
	OL Construction Costs	No Impact	▲ Cost to prep 356 Eastern Ave	▲ Cost to prep 356 Eastern Ave
Deliverability & Operations	Risk - # of City Approvals	City Council approval required	No City Council approval required	Comparable
	Risk - TTC Trackwork disruption	None	Comparable	Comparable
	Risk - Negotiation w/ Property Owners	None	Comparable	Comparable
	Schedule Impact - TTC Trackwork	None	Comparable	Comparable
	Safety, conflicts & access	None	Comparable	Comparable
	Parking Enforcement	Monitoring for Parking Violation	Comparable	Comparable
	Maintenance	None - City maintenance	Contracted maintenance required	Contracted maintenance required

Noise and Vibration

Environmental Assessment Timeline (East Harbour and Lakeshore East Joint Corridor Early Works*)



Timelines are subject to change.

* Early Works = components of the Ontario Line Project that Metrolinx proposes to proceed before the main components of the Ontario Line. Early works construction will begin after the appropriate early works report has been approved

Release of Lakeshore East and East Harbour Early Works Reports



Archaeological
Resources



Built Heritage
Resources
& Cultural
Landscapes



Noise &
Vibration



Natural
Environment



Socio-Economic
& Land Use
Characteristics



Air Quality



Traffic &
Transportation



Soil &
Groundwater



Draft Lakeshore Joint Corridor and East Harbour Early Works Reports are available on Metrolinx Engage for public review and feedback until **Sunday, October 24, 2021**.



Virtual open house on **October 5, 2021** to hear your feedback and answer questions about these two early works reports.

Managing Construction Noise and Vibration

Potential Effects: During construction, the use of heavy machinery may cause some noise and vibration above existing levels.

Mitigation measures are identified in the Lakeshore East Joint Corridor Early Works Report to avoid, reduce or manage noise and vibration impacts.

Measures to manage construction noise and vibration:

- Meet the Ministry of the Environment Conservation and Parks (MECP) noise levels standards
- Implement measures to minimize transfer of noise and vibration, where possible (*e.g., equipment must be in good working order, use of muffling devices, compressors, restrict construction hours for vibration-causing activities, hoarding, or noise barriers*)
- Before construction begins, complete pre-condition surveys at properties that may be affected by vibration-causing activities.
- Install noise monitoring equipment to monitor noise levels and identify where further mitigation is required.
- Ongoing communication and consultation with nearby residents to provide advance notice of noise and vibration causing activities.

Details are available in the *Key Findings* of the Early Works Report.



Image:
Example of a construction noise monitor.
Source: AECOM, 2017.



Image:
Example of a construction vibration monitor.
Source: AECOM, 2020

Examples of noise mitigation for residents during construction

White Noise Machines



- Provides ambient noise to mask disruption and calm listener
- Often used as a sleep aid
- Noise machines can cancel noise between 50 to 80 dB, while reducing louder disruptions.

Sound Curtains



- Captures and absorbs incoming sound, reducing how much sound makes it into your home
- Some commercial claims to reduce decibel levels
- Blackout outdoor light and visual distractions

Vibration Pads



- Absorbs vibration between a source and a person to minimize vibratory transfer
- Applications include: under bed posts, washers and dryers

Double-Glazed Windows

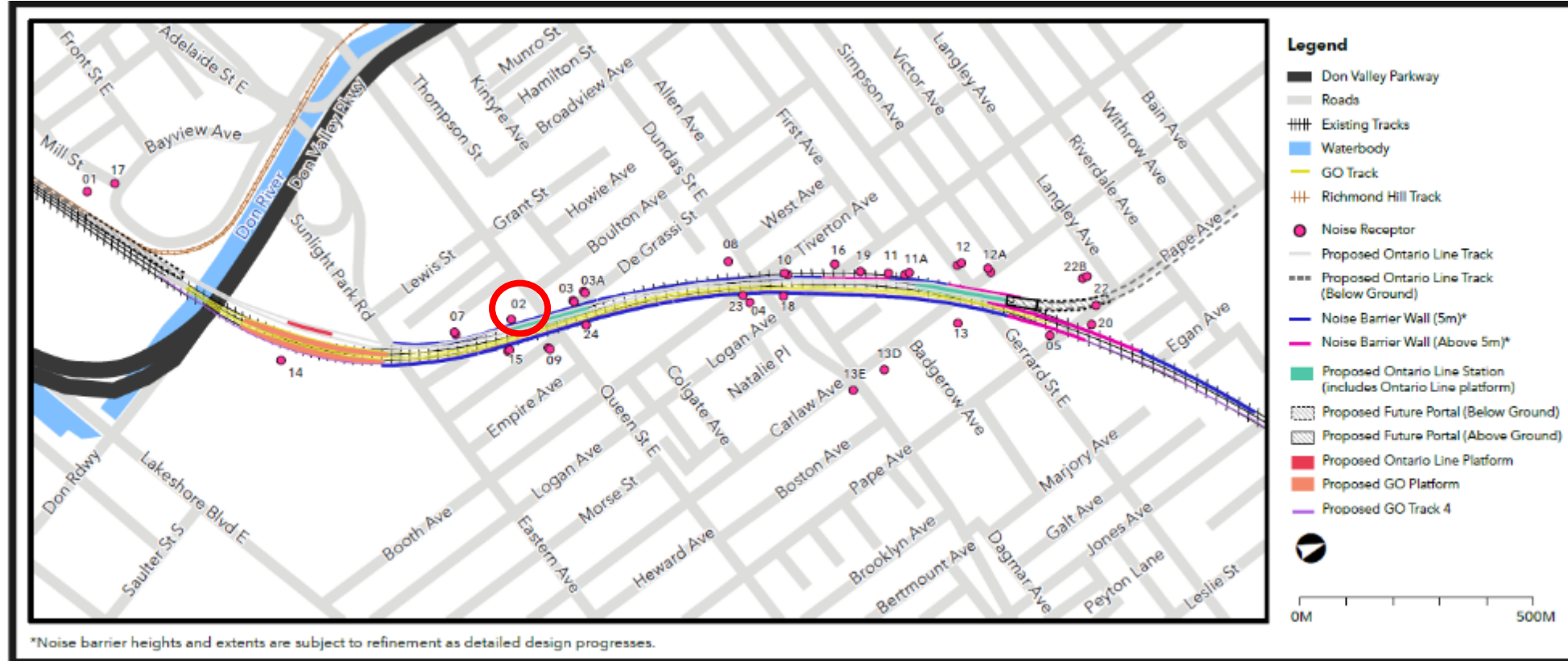


- A second window added inside an existing window
- Effective at reducing outside noise
- Reduce noise by as much as 40 dB

Metrolinx is open to working with Fontbonne Ministries to explore other mitigation to reduce noise and vibration

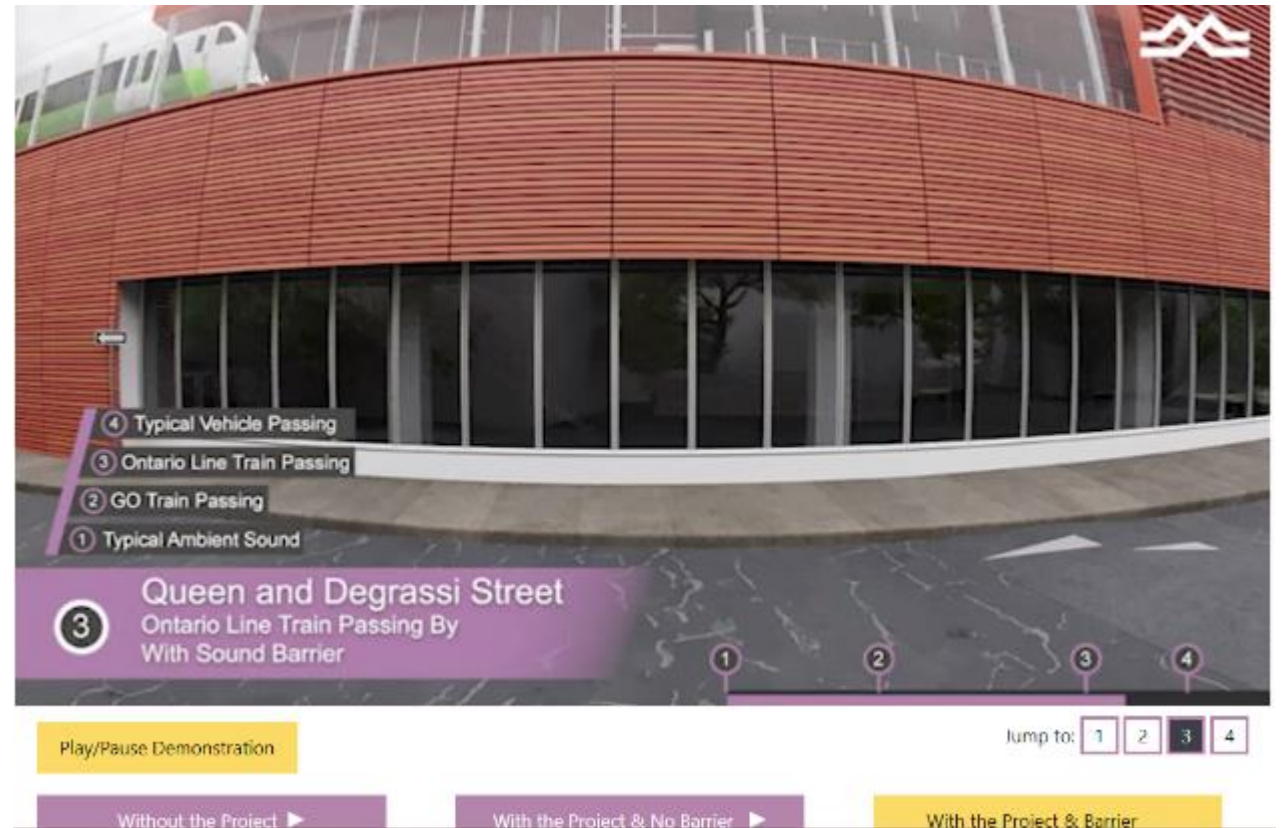
Operational Noise and Vibration Assessment

- 1 28 locations assessed, modelling both Ontario Line and GO Expansion.
- 2 Metrolinx will install noise barriers with a minimum height of five metres.
- 3 Noise barriers will reduce existing noise levels at most locations in the corridor.



Immersive Sound Demonstration

- The demo will allow you to compare current noise levels in the rail corridor to future noise levels after installation of the noise walls and once GO Expansion and Ontario Line are in operation.
- Queen & De Grassi location is closest to Fontbonne
- You will be able to hear a simulated Ontario Line train passby and a GO train passby.



Visit [Ontariolinesoundstudio.ca](https://ontariolinesoundstudio.ca) to experience this virtual demonstration for yourself

Next steps:

- Fontbonne to share floor plans with Metrolinx
- Fontbonne and Metrolinx to advance parking mitigation
- Continued collaboration between Fontbonne and Metrolinx to explore additional mitigation on noise and vibration

Community Stakeholders and Groups

- **Fort York
Neighbourhood
Association**

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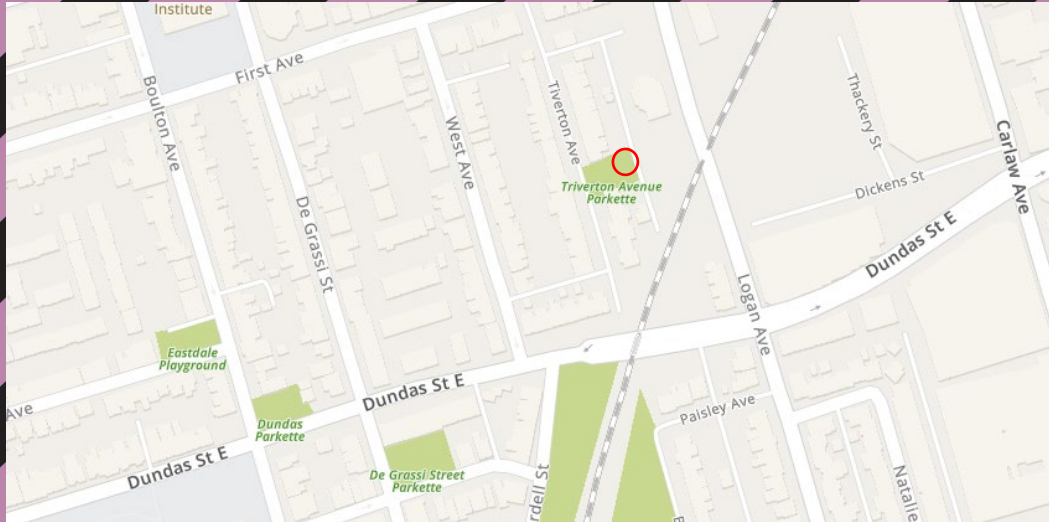
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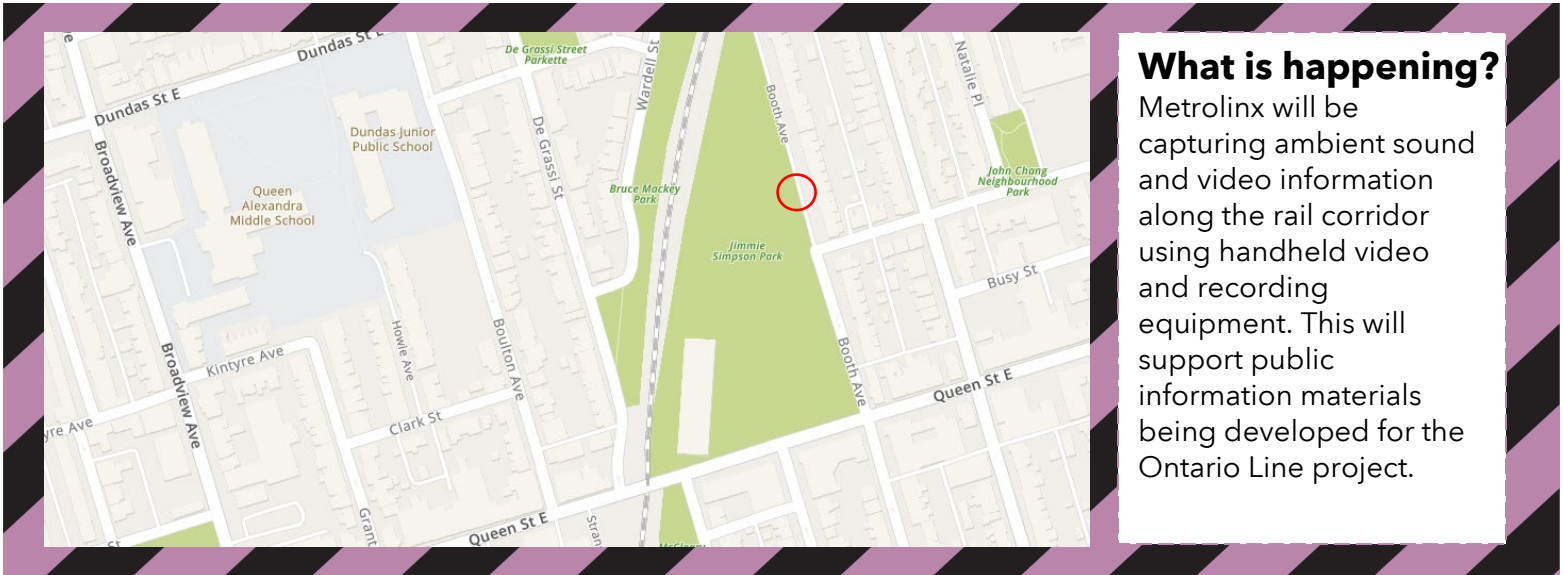
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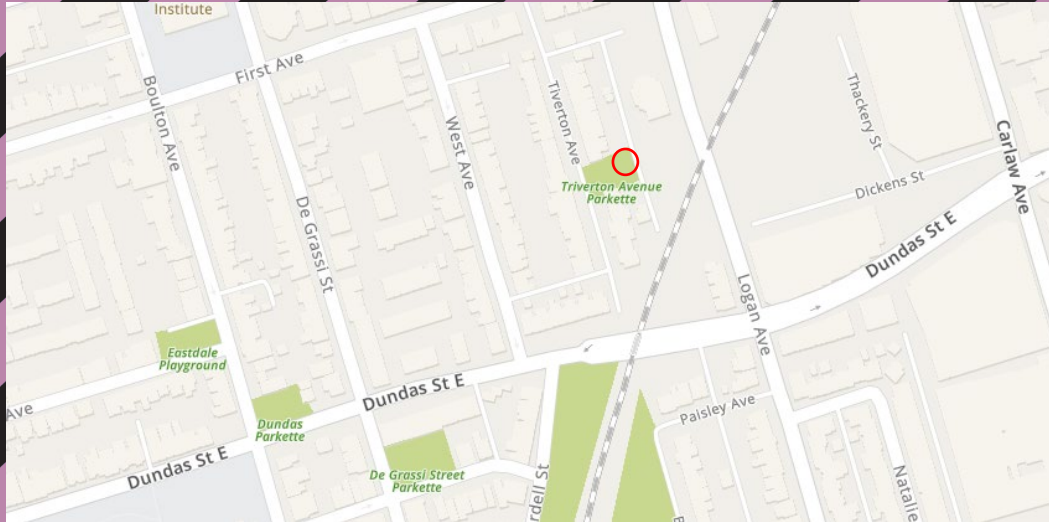
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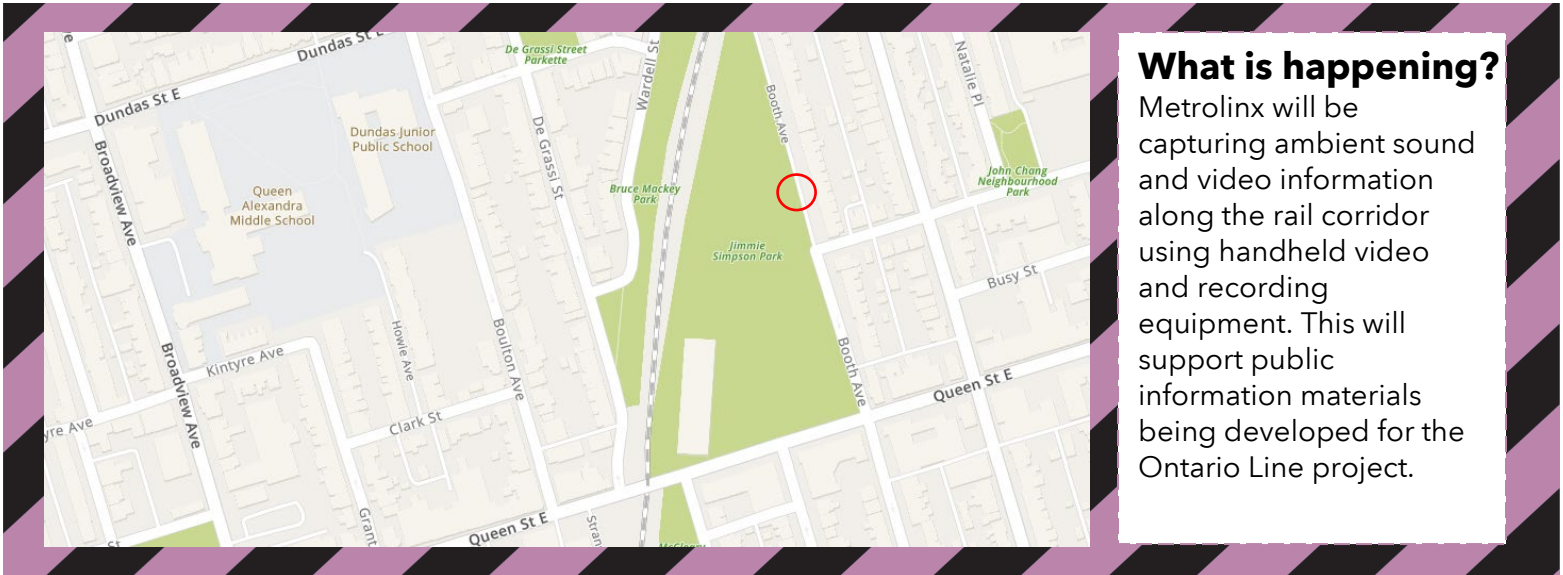
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- **Friends of Flemington Park**

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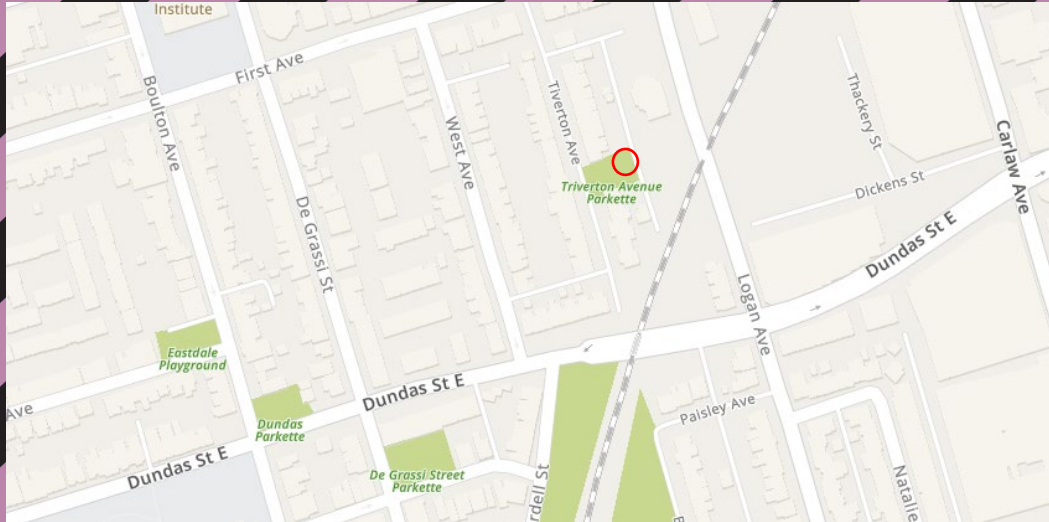
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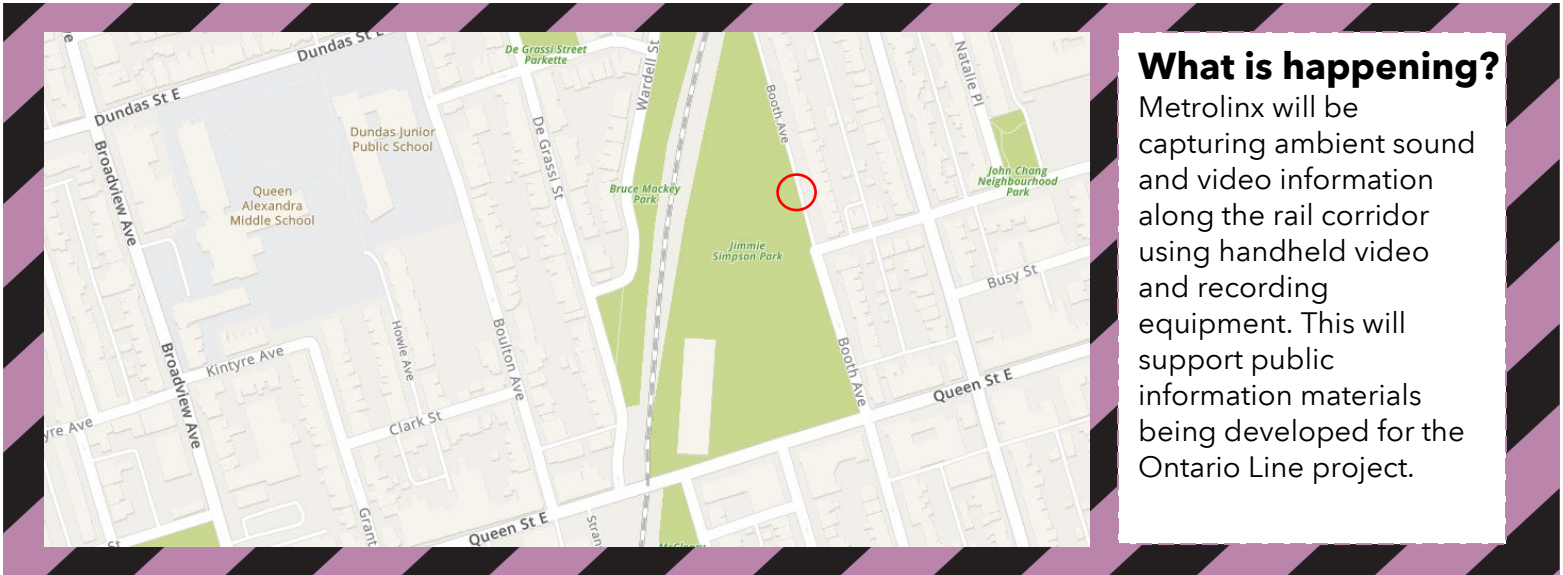
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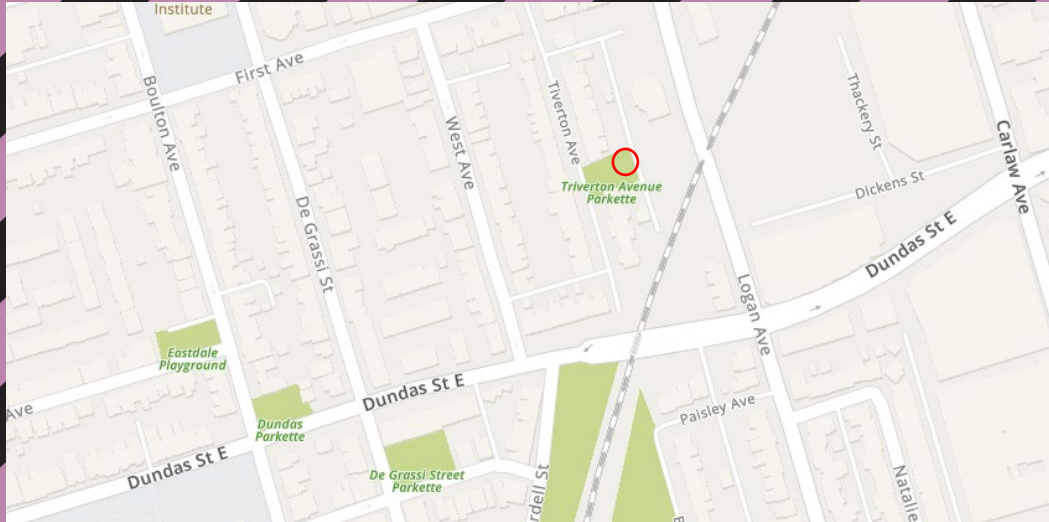
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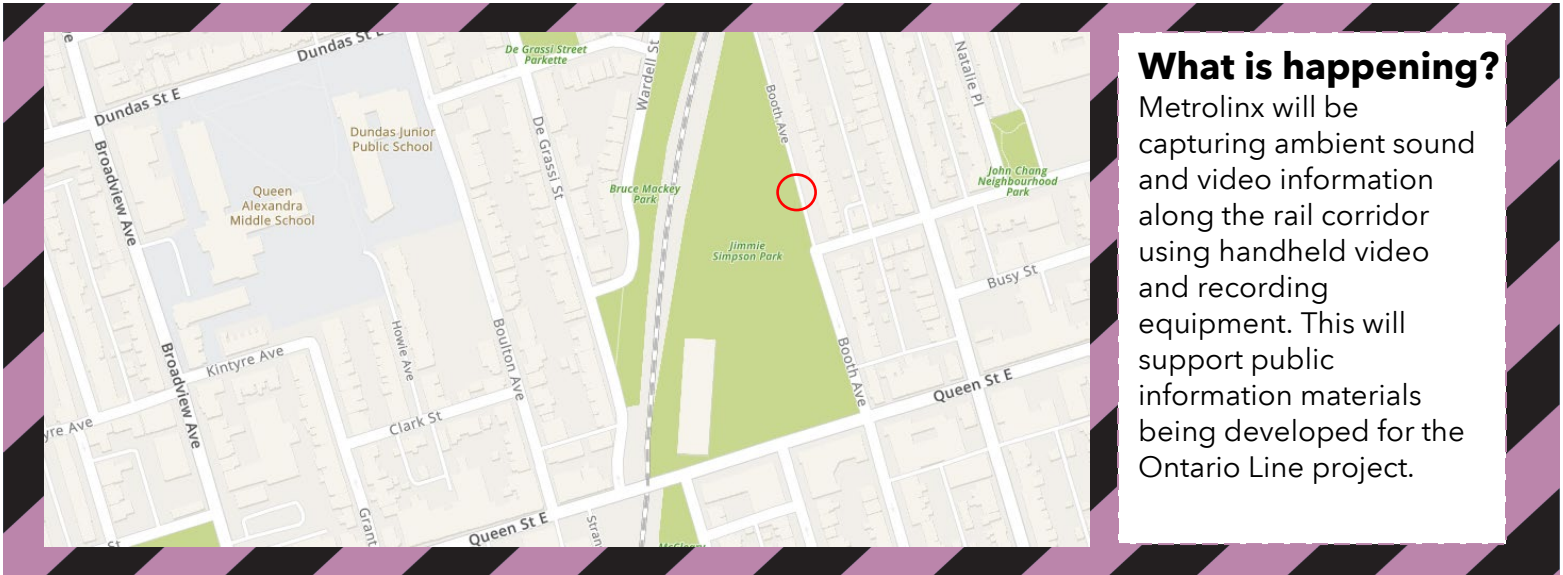
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From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

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Community Relations & Issues Specialist – Ontario Line

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Sent: September 23, 2021 5:06 PM

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Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

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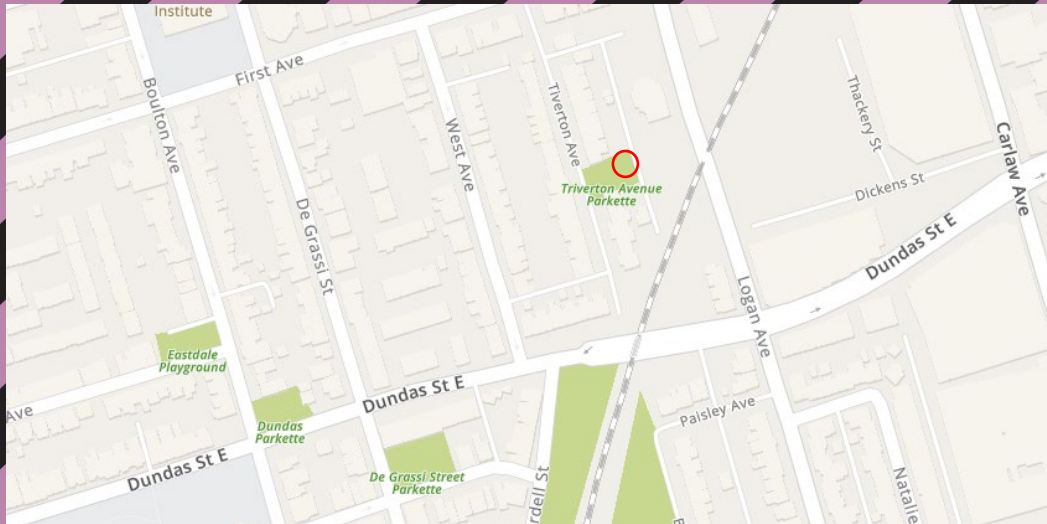
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



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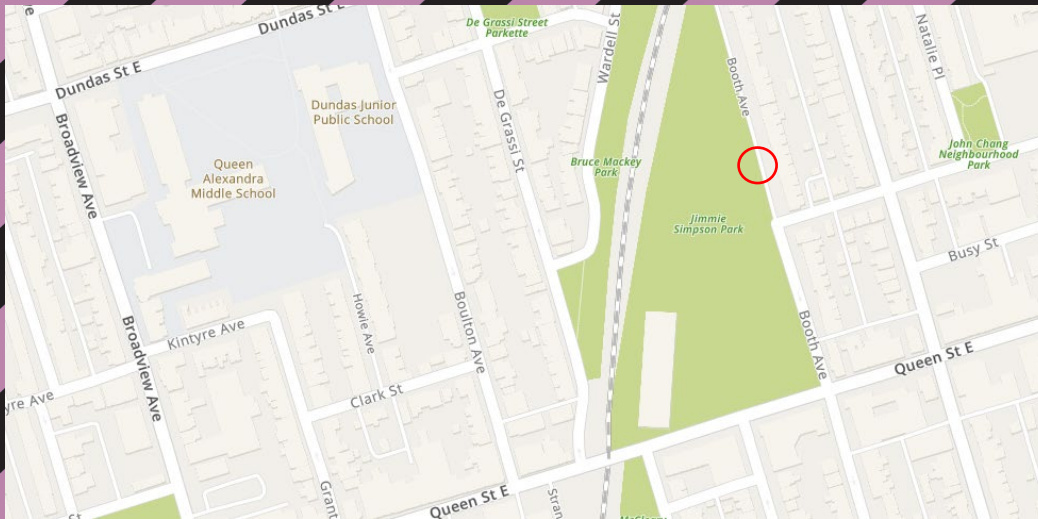
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Community Stakeholders and Groups

- **Gabriel Dumont
Institute**

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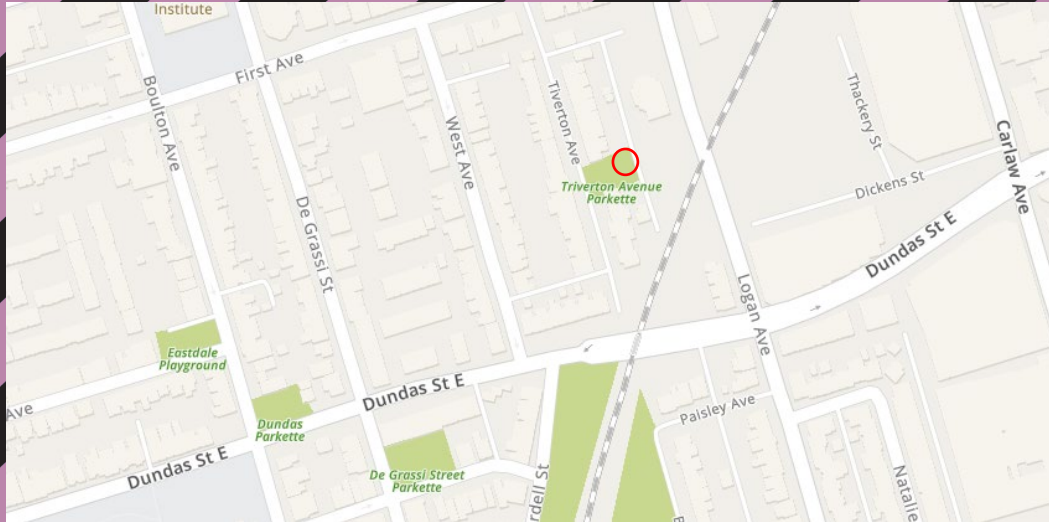
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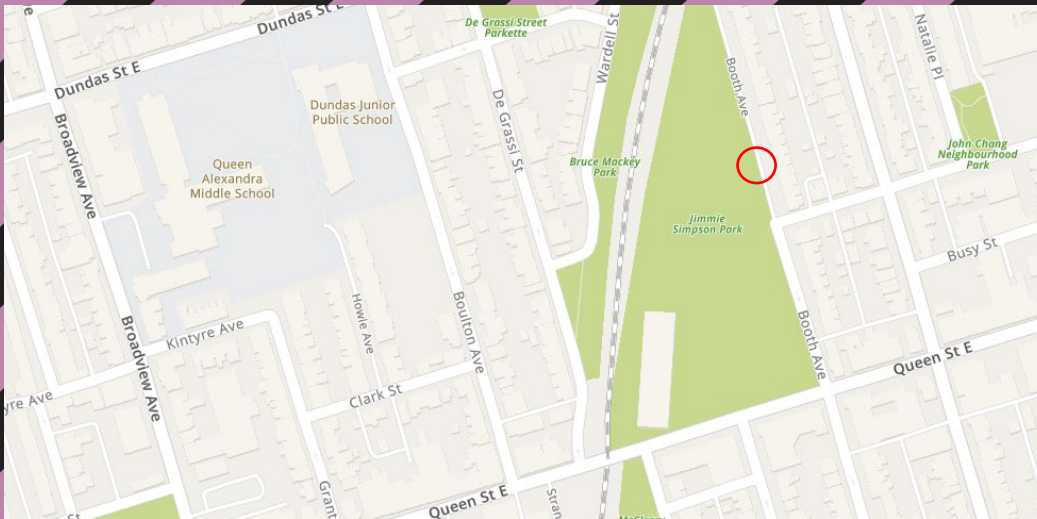
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Community Stakeholders and Groups

- **Garden District
Residents
Association**

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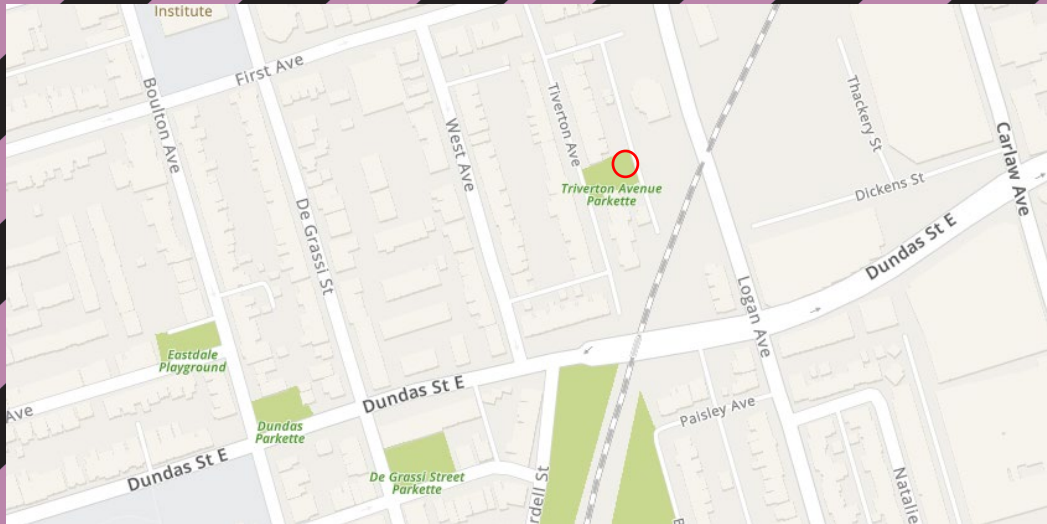
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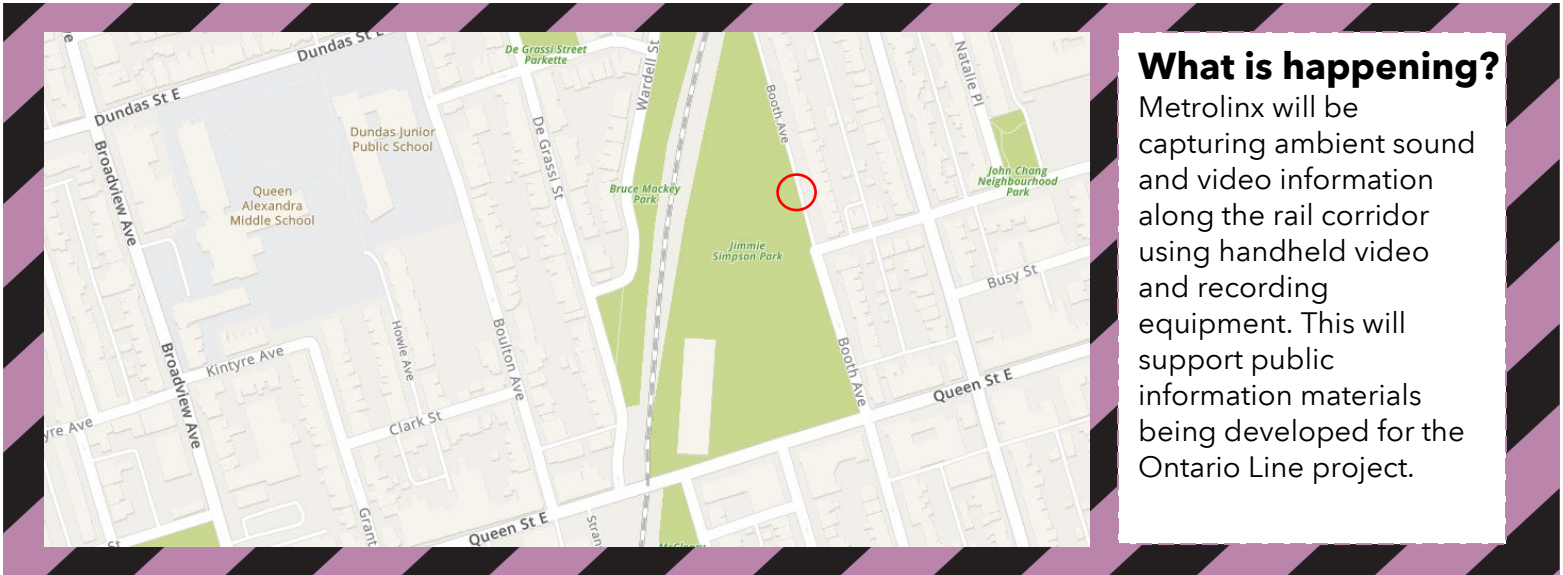
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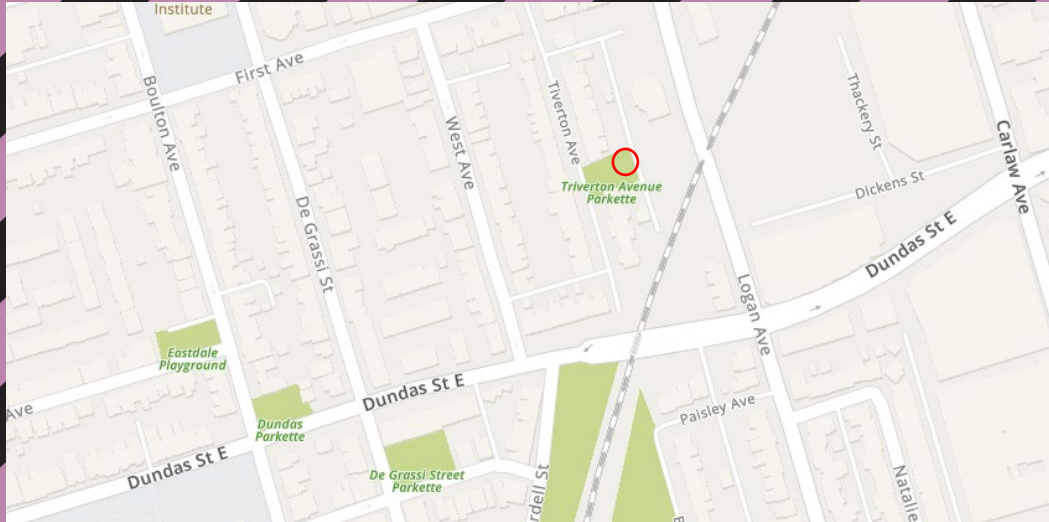
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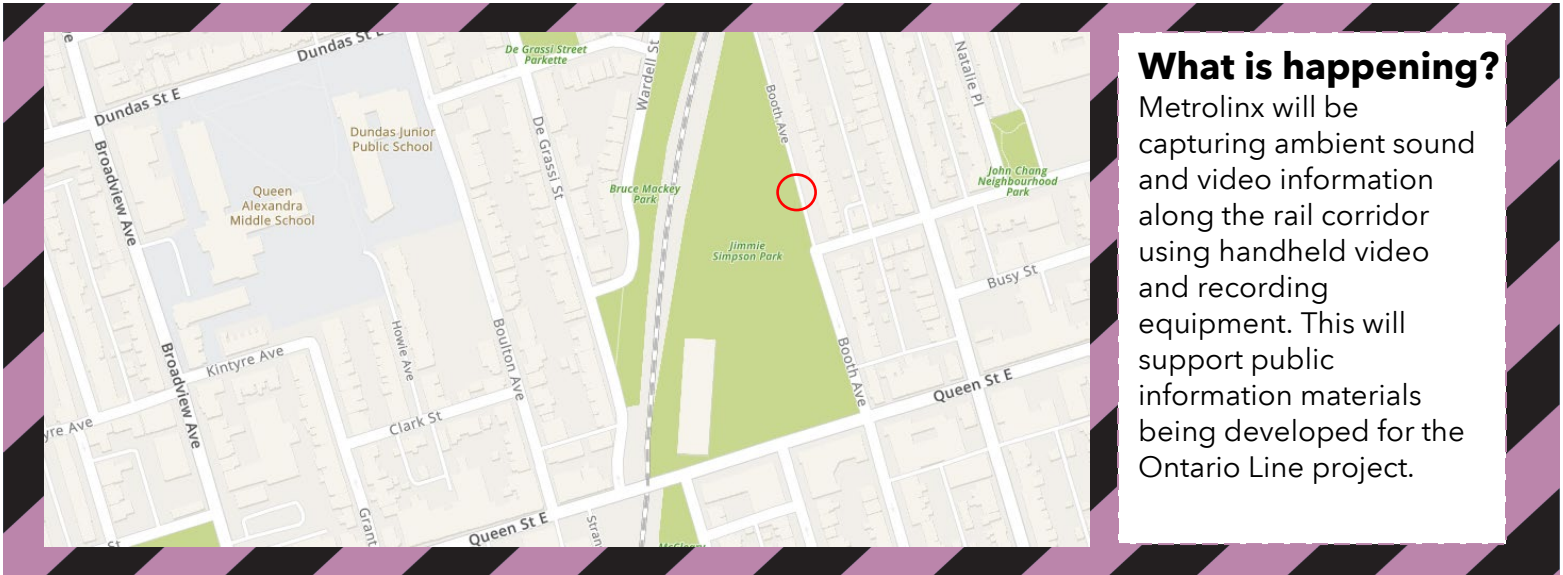
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Daryl Gonsalves

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



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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

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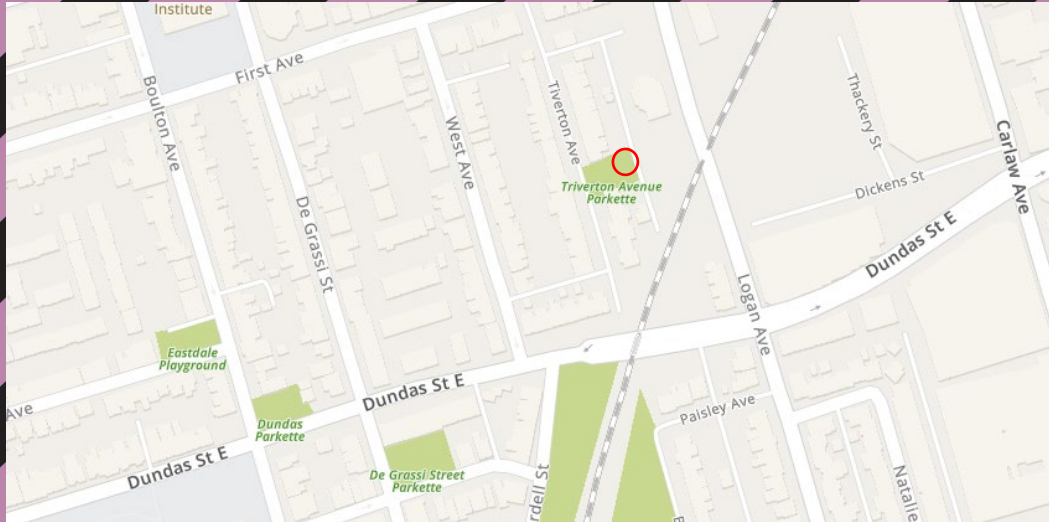
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
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The Ontario Line



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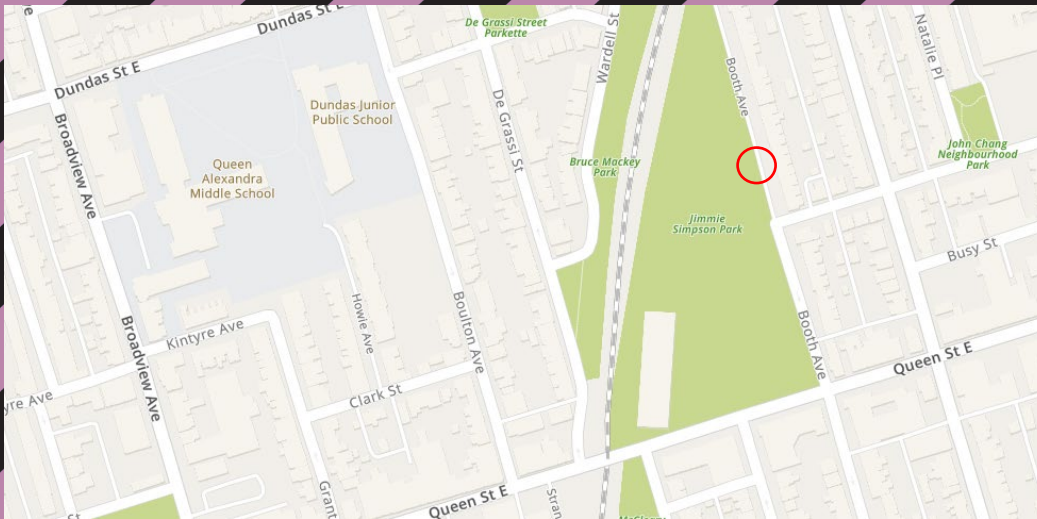
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Community Stakeholders and Groups

- **Grange Community Association**

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Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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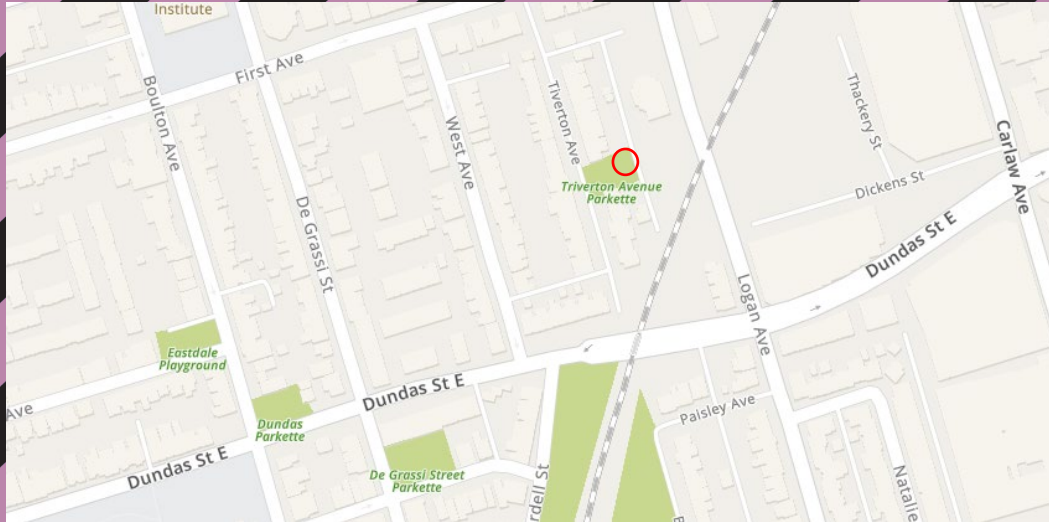
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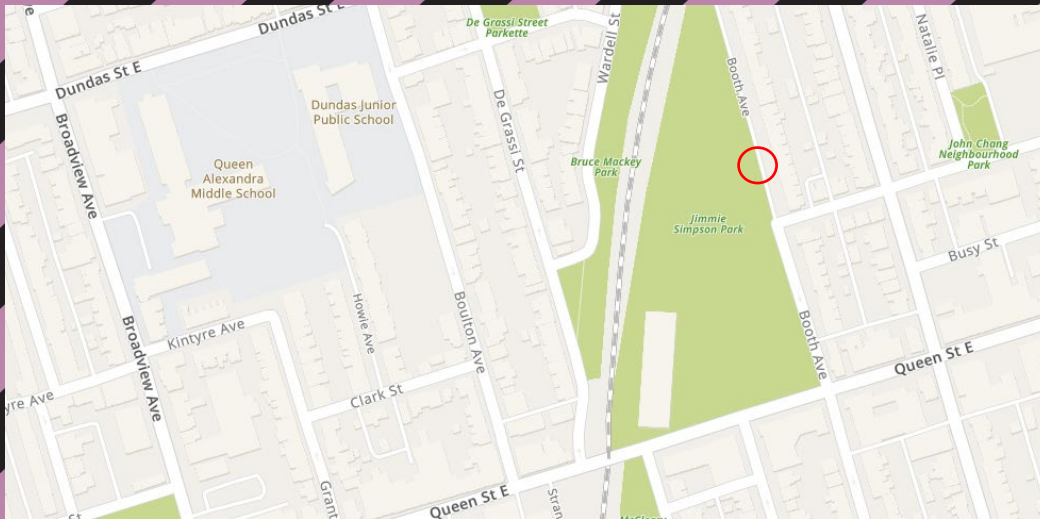
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Community Stakeholders and Groups

- **GreekTown on the Danforth Business Improvement Area**

From: Ontario Line

Sent: November 15, 2021 11:50 AM

To: [REDACTED]

Cc: Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>

Subject: Ontario Line – Lakeshore East Joint Corridor Early Works Report (Draft Report)

Good morning [REDACTED],

Responding on behalf of Malcolm. Thank you for your comments and advocacy regarding the Draft Report for the Ontario Line Lakeshore East Joint Corridor Early Works Report. We were also pleased that you were able to join for both virtual open houses on September 23 and October 5.

Please see attached for our responses to your questions. A copy of your questions and our responses will be included in the Final Lakeshore East Joint Corridor Early Works Report.

We are happy to continue the conversation should you have additional questions. We look forward to continued collaboration with you and your constituents as we move forward with Ontario Line and GO Expansion plans in the Joint Corridor.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: [REDACTED]

Sent: October 24, 2021 4:45 PM

To: Ontario Line <ontarioline@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>

Subject: Ontario Line – Lakeshore East Joint Corridor Early Works Report (Draft Report)

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.

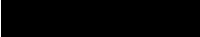
Dear Malcolm,

Hope you are keeping well.

Please find attached a letter outlining questions and concerns from residents with respect to the Draft Report for the Ontario Line Lakeshore East Joint Corridor Early Works Report.

Looking forward to your reply.

Thanks,


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RE: Ontario Line – Lakeshore East Joint Corridor Early Works Report

I have had extensive discussions with members of the community and local businesses regarding the AECOM Canada Ltd. September 2021 Lakeshore East Joint Corridor Early Works Report, referred to as the Draft Report. I am writing to you regarding a number of questions that have surfaced in Toronto-Danforth with respect to the Draft Report:

- 1. Planned Early Works projects create risk of increases in contaminants associated with construction vehicle emissions as well as increases in dust, silica and airborne particulate matter resulting from earthworks, material handling and transfer, demolition and construction activities. As the infrastructure owner, please confirm that Metrolinx commits to managing the air quality plan and adheres to dust control mitigation for the neighbouring areas.**

Metrolinx is committed to developing a plan to manage air quality. The plan will ensure attention to mitigation of dust and particulates, including silica, from the construction site. Mitigation measures that will be considered in the plan to manage air quality include roadway cleaning, watering or application of a non-chloride dust suppressant and others, as outlined in Section 6.4 of the Lakeshore East Joint Corridor Early Works Report.

- 2. The Draft Report states that Metrolinx will utilize construction noise mitigation measures that are best industry practices. However, Metrolinx does not appear to be offering anything above what is best practice. Noise mitigation during construction is a primary concern for the community. Further, it is too often the case that when initial noise mitigation measures are inadequate, community members have no recourse to improve noise mitigation. Please provide details of how Metrolinx will receive and timely address noise complaints.**

Project specific noise criteria/limits will be established and monitoring will be conducted during early works construction to ensure that noise levels stay below those limits. To ensure that the limits are not exceeded, Metrolinx will apply construction noise mitigation measures which may include, but won't be limited to using equipment compliant with noise level specifications from the Ministry of Environment, Conservation and Parks, and siting situating construction vehicles and construction laydown and staging areas away from sensitive receptors, where possible. Other practical steps we take to reduce noise in residential areas include fitting equipment with muffling devices and using equipment and coordinating construction schedules so that noisy operations do not occur simultaneously. A noise management plan will be developed prior to construction, and mitigation measures will be refined as project planning progresses to ensure that the optimal/most effective measures are implemented.

Best practices for noise control are recommended due to the variability of construction equipment types, staging schemes, and quantities that the contractor may use. The Lakeshore East Joint Corridor early works project exceeds the typical practices in Ontario as mitigation measures will be employed to meet project-specific noise level limits. As noted above, mitigation measures will be refined as project planning progresses and throughout construction to ensure optimal/most effective measures are implemented at any given time.

Residents are encouraged to reach out to the Ontario Line Community Relations team at any point with their feedback or questions. The Ontario Line Community Relations team will be available for the duration of the project to address questions, complaints and concerns via email and phone (416-202-5100 and ontarioline@metrolinx.com). Prior to the start of construction, a telephone number in operation 24/7/365 will also be set up to address any questions or concerns from the public during construction. The team is also available through a virtual appointment booking system on the Metrolinx Engage website and our social media channels. When possible, in person meetings will also resume.

Metrolinx will also establish a Construction Liaison Committee (CLC) with local community representatives. The CLC will meet regularly as we advance towards work beginning and throughout construction to share information and address concerns.

- 3. Construction vibration is another key community concern. The Draft Report documents that one of the construction vibration mitigation measures Metrolinx will utilize is to maximize distance between equipment and sensitive receivers. It would appear that technique would artificially depress vibration readings. Please clarify this mitigation measure.**

Maximizing equipment separation distances decreases vibration levels at sensitive receivers. This is a mitigation measure to control vibration levels at the sensitive receivers. 'Equipment' in this case refers to construction machinery, not monitoring equipment.

- 4. Will Metrolinx install ballast mats on the one existing track as it is moved? As you know, when relaying each track, Metrolinx should be digging down to sort drainage, modern fastenings, and well-tamped track. Please confirm Metrolinx's commitment to regular maintenance or enhanced maintenance where additional tamping and maintenance along with higher quality fastenings should be used due to the residential areas.**

Track-level vibration mitigation will be introduced in order to achieve the reductions required to meet the MOEE/GO and MOEE/TTC protocols. Specific mitigation types will be determined during the detailed design stage. Predicted vibration reduction requirements are presented in Table 4-2 of the [Lakeshore East Joint Corridor Noise and Vibration Operations Report](#), and expected mitigation locations and extents are

provided in Appendix D of the report. Though design is currently ongoing and final mitigation solution or combination of solutions associated with GO tracks have not been selected, if ballast mats are such a solution they will be installed as the tracks are moved.

Safety is of utmost importance to Metrolinx and regular maintenance will be conducted as per Metrolinx's standards to ensure the safety of customers, employees, and communities. Fastenings used will adhere to Metrolinx Standards, which requires higher quality fastenings to ensure safety and longer lifecycles. The Ontario Line will also be subject to an evaluation conducted with an Independent Safety Assessor to ensure safety standards are in place, and will include numerous safety considerations including maintenance of tracks.

5. Noise barriers have been modelled as reflective with an absorption coefficient (alpha) of 0.21. Please confirm Metrolinx's commitment to utilizing noise barrier materials that will both be effective and blend into the local surroundings to the extent possible.

We will be installing noise barriers on both sides of the joint corridor through Leslieville and Riverside that will result in noise levels that are no higher or even lower than they are today at the majority of locations. The noise barriers will be at least five metres high and extend from approximately Eastern Avenue to east of Pape Avenue. To reduce visual impacts of the barriers, Metrolinx is proposing to install transparent noise barriers.

Community members were given the opportunity to take part in an online questionnaire from September 24 to October 24, 2021 where they could provide feedback on potential approaches for wall materials and nearby landscaping options. The feedback we gathered through this initial consultation will give us valuable insight as we discuss design options with our City partners and plan for future community consultations.

We are taking the feedback we received from the east segment consultation survey, environmental reports, public correspondence and open houses to ensure the new infrastructure fits into the existing fabric of Riverside and Leslieville.

6. Graffiti has become a serious problem in Toronto. The Draft Report does not address graffiti removal. As you may know, coating retaining and noise walls with a clear varnish will make graffiti easy to remove. Please confirm Metrolinx's commitment to remove graffiti within 7 days of identification.

Metrolinx is taking lessons learned from previous noise barrier installations and has developed numerous strategies to deter and remove graffiti from our infrastructure. We will use a mix of graffiti deterrence strategies for noise barriers and retaining walls through Riverside and Leslieville, which could include things like graffiti-resistant coatings, landscaping on or adjacent to vulnerable surfaces, murals, increased lighting, and so on.

Graffiti occurring on the Ontario Line system will be removed as early as within 24 hours of being reported. Graffiti that contains obscene material or hate messaging will be removed within 24 hours after the policing authority has conducted a crime scene investigation.

**I look forward to your full, detailed and prompt responses to these questions so as to address the concerns that have been raised by members of the community.
Thank you for your attention to this matter.**

October 24, 2021

SENT VIA EMAIL

Malcolm MacKay
Program Sponsor – Ontario Line
Metrolinx
130 Adelaide St. W., Ste. 1500
Toronto, ON M5H 3P5

Dear Mr. MacKay,

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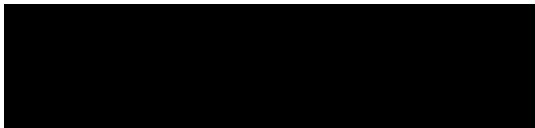
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Sincerely,

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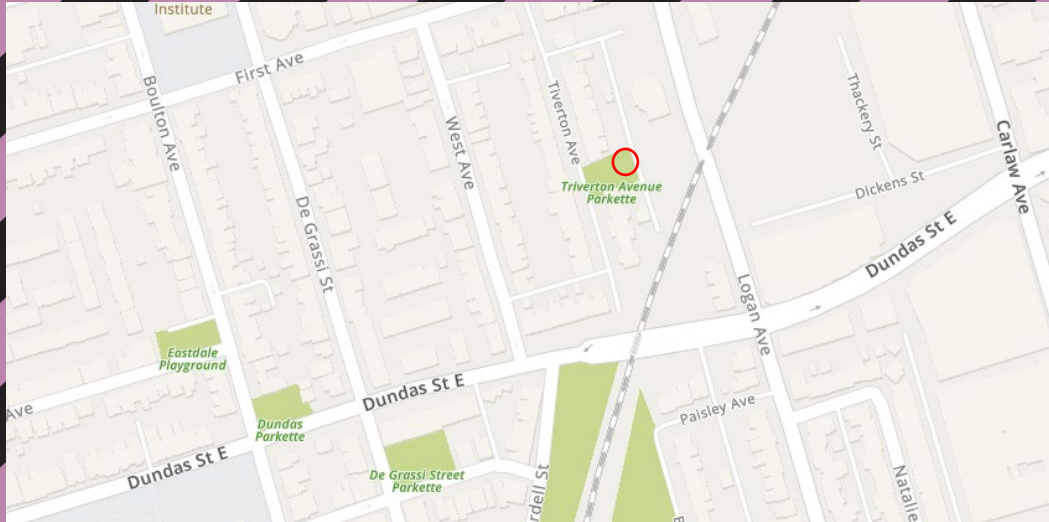
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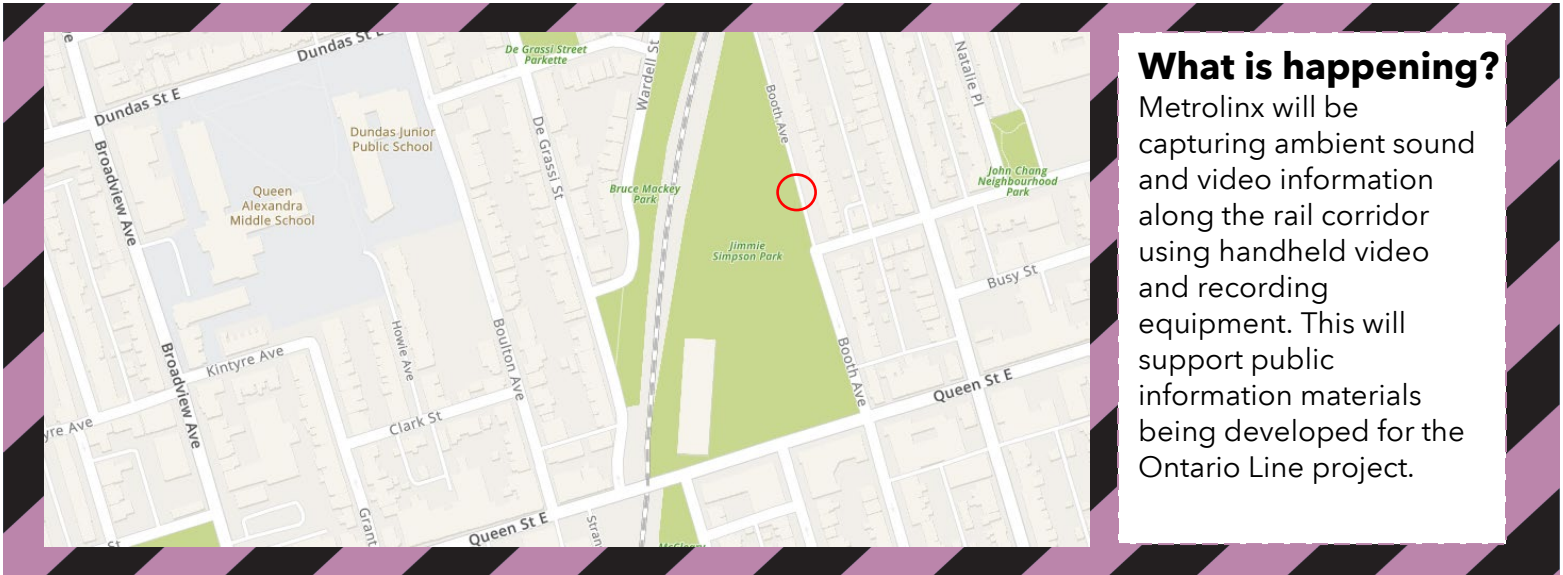
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Community Stakeholders and Groups

- **Green Communities
Canada**

From: Ontario Line

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Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

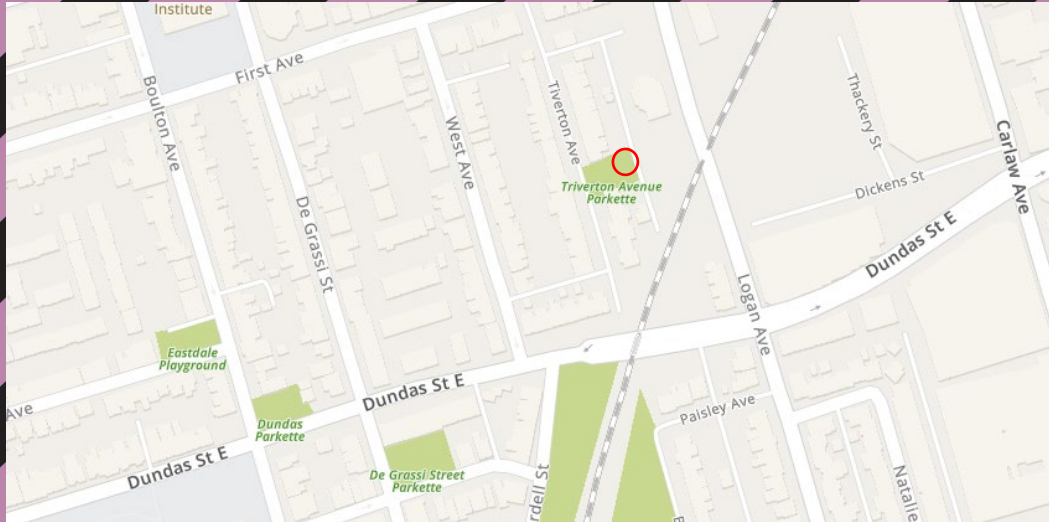
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- **Work will take place on a single day either on August 31 or September 1.**
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

The Ontario Line



15.6 kilometres of transit service



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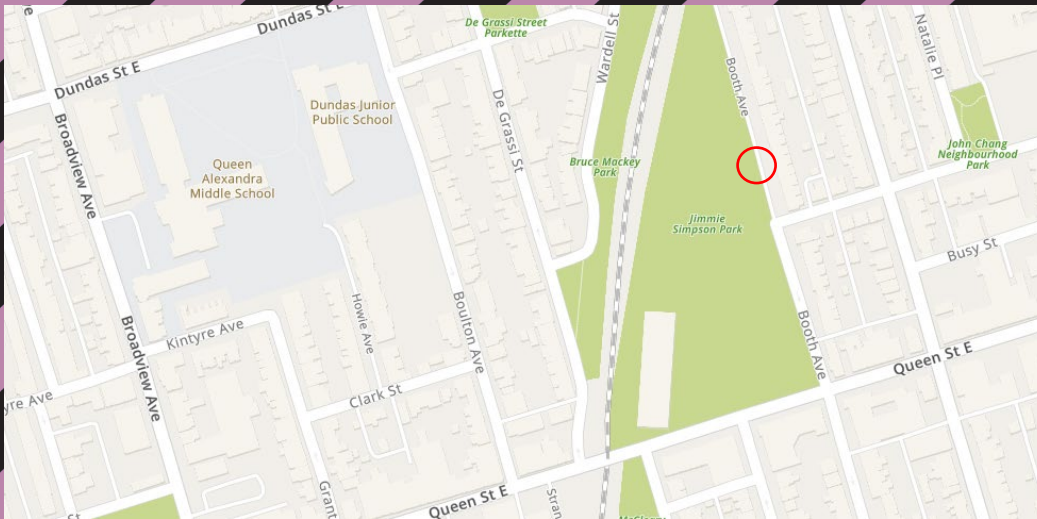
Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: July 27, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- Work will take place on a single day either on August 31 or September 1
- Duration: Up to 4 hours to capture ambient sound and video
- Hours: 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
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 Information as of: August 3, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Community Stakeholder and Groups

- **Lakeshore East Community Advisory Committee**

[REDACTED]

From: Daryl Gonsalves

Sent: November 16, 2021 1:45 PM

To: [REDACTED]

Cc: 'Kaufman, Rob' <KaufmanR@ndp.on.ca>; 'councillor_fletcher@toronto.ca' <councillor_fletcher@toronto.ca>; 'Nicolas.Valverde@toronto.ca' <Nicolas.Valverde@toronto.ca>;

[REDACTED]

[REDACTED]

[REDACTED] 'tabunsp-co@ndp.on.ca' <tabunsp-co@ndp.on.ca>;

[REDACTED]

<Mark.Clancy@metrolinx.com>

Subject: CAC - Metrolinx Agenda & Questions for Thursday, Oct. 14 @6pm- 8pm

Hi Lakeshore East Community Advisory Committee ,

Thank you for sending your comments and questions about the Lakeshore East Joint Corridor and East Harbour early works reports. Please see attached for our answers in the excel sheet format you requested.

A copy of this excel sheet will be included in the Final Lakeshore East Joint Corridor and East Harbour early works reports which we expect to issue shortly.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]

Sent: October 12, 2021 9:26 AM

To: Mark Clancy <Mark.Clancy@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; KaufmanR@ndp.on.ca; Nicolas Valverde

<nicolas.valverde@toronto.ca>; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>

[REDACTED]

[REDACTED]

[REDACTED]

Subject: CAC - Metrolinx Agenda & Questions for Thursday, Oct. 14 @6pm- 8pm

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Morning Daryl and Mark:

Please see our CAC Agenda for **Thursday, Oct. 14**. We are waiting for the link to be sent out, and remind you that we would like this session recorded to accurately capture Minutes to be included in the final EWR for Joint Corridor & East Harbour.

We have also included a longer spreadsheet of questions and issues from the Early Works Report, **"LSECAC_EWR_JC Questions&Issues.xls."**

We would like these questions and answers to be included in the final EWR version as well, and to be answered back to our community by Metrolinx.

The column **"Metrolinx Responds"** is to be filled out by the specific Metrolinx Project Team in a timely manner, ideally before the Oct. 24th deadline.

Please send the meeting link as soon as possible.

Sincerely,

[Redacted signature block]

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
We kindly request that wherever possible answers be given by Ontario Line Project Specific Area Management Teams.

Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
NOISE DATA - MODELS					
1	MOEE/TTC Protocol	"criterion limit of 80 dBA for passing trains (applicable to the Ontario Line vehicles).	Appendix C:	MOEE/TTC protocol was written 30 years ago -and clearly states it should only be used to assess TTC vehicles. How can you claim that the TTC SUBWAY DBA standard at 80 DBA passby is applicable to above ground OL trains as a baseline?	The MOEE/TTC criteria provide sound level limits for airborne noise, which is applicable to subway trains above ground. Given the absence of other provincial subway pass-by limits, this guidance was adopted for the Ontario Line trains.
2	Noise modeling baselines	Baseline noise levels for train types over an hour.	Baseline Details:	<p>Note: We want to see this information in graphs before the EWR deadline. You are providing Lpassby data for one OL Train.</p> <p>We are requesting graphs to show the Lmax, Lpassby and Leq, for one hour for with and without noise barriers installed, at POW 08 -88 Wardell, for each of these scenarios:</p> <ol style="list-style-type: none"> Two GO trains each way per hour, two diesel locomotives, 12 cars. This is equivalent to a half-hourly service. Four GO trains each way per hour, two diesel locomotives, 12 cars. This is equivalent to a 15 minute service. Six GO trains each way per hour, two diesel locomotives, 12 cars. This is equivalent to a 10 minute service. Six GO trains each way per hour, electric locomotives, 12 cars. 18 Ontario Line trains each way per hour. This is the projected early morning and late night service. 24 Ontario Line trains each way per hour. This is the projected off-peak service. 40 Ontario Line trains each way per hour. This is the projected peak service. 	<p>Lpeak, Lmax and the various 1-hour Leq scenarios were not assessed as per the MOE/GO and MOE/TTC protocol criteria as they are outside of the assessment framework and thus not applicable to the Lakeshore East Joint Corridor assessment.</p> <p>Lpassby is a metric applicable to a single Ontario Line train passby event, and was assessed as per the MOE/TTC protocol. Lpassby values at various receptors with and without noise barriers are outlined in the Lakeshore East Joint Corridor Noise and Vibration Operations report.</p> <p>Both Lpeak and Lmax apply to single noise events. Lpeak, the true peak or maximum value reached by a sound pressure wave, is typically used for hearing damage assessments, impulse noise or very loud noises such as blasting or hammers rather than transit projects. Neither the applicable provincial protocols nor our model incorporate this metric.</p> <p>Lmax represents the maximum value of the sound pressure during a noise event (e.g., single train passby) for a very short duration (typically, 0.125 or 1 sec). Similar to Lpeak, this metric is not used in the provincial protocols applicable to the Joint Corridor assessment and our model does not incorporate it.</p> <p>The various 1 hour Leq scenarios for various numbers of GO and Ontario Line trains are outside of the assessment framework which looks at 16 hour and 8 hour Leq's, and are thus not applicable to the project. Note that Metrolix assessment conservatively combined the noise impacts from both GO and Ontario Line trains – rather than looking at GO and Ontario Line trains separately – as well as freight and VIA trains, and looked at the highest projected service levels for GO Expansion and Ontario Line, subsequently using this as the basis for mitigation investigation.</p>
3	Noise modelling baselines	Corridor without trains levels		Please provide noise data for ambient levels without trains from 8-9 am; 5- 6pm; 2am - 3am.	The collection of ambient noise that excludes trains is not within the scope of this noise assessment, as the assessment conservatively considers the impact between existing rail noise and project rail noise.
4	Noise Data - High Rises	"noise levels to predicted existing railway noise levels at assessed worst case receptor locations facing the corridor between Eastern Avenue and Pape Avenue with the exception of five high-rise buildings, where noise impacts are expected to be in the "insignificant" to "noticeable" range and are below the MOEE/GO and MOEE/TTC Protocols criteria limits.	Appendix C: page 7	EWR states noise receptacles at mid-point of storey with the highest expected noise levels. Details of which storey is this for each of the 5 buildings should be included. Please explain how a range can be "negligible to noticeable" Can we see elevation noise contours around each of these high rise buildings?	<p>The existing high rise receptors discussed in Section 3.5 of the LSE JC N&V Operations Report were assessed at approximately the 8th storey, which was the location which had the highest overall noise levels while testing the noise model. In addition, this storey also represents the storeys above it because these higher storeys saw little to no benefit from noise barriers.</p> <p>The range of overall noise impacts is broken out into greater detail in Section 3.5 of the LSE JC N&V Operations Report. The receptor specific results provide specific results for these locations.</p>
5	Noise Receptors	Table 2-1: Representative Sensitive Points of Reception	Appendix C: page 15	We are concerned about the constant noise of trains impacting programming in Jimmie Simpson park. For example, will baseball players be able to hear the Umpire? Why are there no POR's in JS Park at the baseball backstop and the in the playground wading pool or on Booth Avenue. Please add these areas in modelling.	<p>Park locations are not considered noise sensitive receptors within the MOEE/GO or MOEE/TTC Protocol. However, a discretionary receptor has been included for the Jimmy Simpson Rec Centre that can be considered representative of a worst case receptor for other areas in the Park as it is closer to the railway and higher up (considered a 2nd storey window receptor), resulting in less noise shielding.</p> <p>While an assessment on speech intelligibility within the park has not been conducted as it is outside of the scope of this noise assessment, single train pass-bys are expected to be quieter than existing levels with noise barriers in place.</p>

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
We kindly request that wherever possible answers be given by Ontario Line Project Specific Area Management Teams.

Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
6	Future Train Volumes		Appendix C: LSE OnCorr Tracks, East Harbour to Danforth – Combined Table, p62.	How have you modelled noise levels if electrification of GO Diesel trains is delayed or doesn't happen?	In May 2021, Metrolix completed a Significant Addendum to the 2017 GO Rail Network Electrification TPAP. GO Expansion, including electrification, is part of a system wide project to design, build, operate and maintain the network, currently in the procurement phase. Once a proponent (contractor) is selected there will be further information in terms of construction scheduling and sequencing of electrification on the rail network. Community updates will be provided to the public and stakeholders prior to construction. To achieve the GO Expansion service levels identified in the Business Case, the GO rail fleet will need to be electrified to the greatest extent possible. The Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report modeled the service levels associated with the future electrification scenario. A continued diesel service scenario was not modeled as Metrolix is committed to electrification of the rail corridor. In the interim, Metrolix is continuing to improve on its operations, for example by purchasing Tier 4 diesel trains, which is a type of train that meets more stringent air quality standards. Metrolix's ongoing train silencer program will also install exhaust noise silencers on all diesel trains which will decrease the sound by an estimated 3dB.
7	Future Train Volumes	Your numbers do not add up in Table: LSE OnCorr Tracks, East Harbour to Danforth – Combined Table, p62.	Appendix C: LSE OnCorr Tracks, East Harbour to Danforth – Combined Table, p62.	"Please update your Table to show missing numbers: As there should be the same number of trains in both directions if it includes both revenue and non revenue trains, especially for the diesel ones. What happens to the extra trains? What happened to the D2L12 trains? Lakeshore East Trains: D1L6 5 +0 +21 + 5 = 31 westbound 19 +3 +5 +0 = 27 eastbound gives 4 extra westbound D1L12 1 + 31 +5 + 0 = 37 westbound 37 +3 +2 +0 = 42 eastbound gives 4 extra eastbound E1L6 46 + 6 +1 + 0 = 53 westbound 1 + 0 + 47 +9 = 57 eastbound gives 4 extra eastbound E1L12 18 + 7 + 1 +0 = 26 westbound 1 + 0 + 19 + 4 = 24 eastbound give 2 extra westbound VIA 0+ 0 +16 + 1 = 17 westbound 18 + 0 +0 + 0 = 18 eastbound gives 1 extra east bound. Stouffville Trains: D1L6 6 + 0 +1 +0 = 7 westbound 1 + 0 + 6+0 = 7 eastbound this one is balanced E1L6 129 +29 +2 +2 = 162 westbound 4+0 + 128 + 32= 164 eastbound gives 2 extra eastbound E2L12 0 + 1 + 3 +2 = 6 westbound 5 + 0 + 0 + 0 = 5 eastbound gives 1 extra westbound"	The train numbers shown in the Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report are consistent with the train numbers presented in the Electrification Final Environmental Project Report Addendum. Please note that there are no D1L12 trains running through the Lakeshore East Joint Corridor segment. The # of D1L12 trains noted in the comment are D2L12 trains (i.e. 0 D1L12 trains and 79 D2L12 trains run through the Lakeshore East Joint Corridor segment). Eastbound and westbound train numbers are not always balanced because some trains may be traveling without passengers, servicing different GO lines or traveling to train yards or storage facilities.
8	Future Train Volumes	High Frequency Rail Service	https://policyoptions.irpp.org/magazines/septembe-2021/full-speed-ahead-for-high-frequency-rail-in-the-busy-canadian-corridor/	Have you modelled for the addition of a High Frequency Rail Service through the Joint Corridor? Please show these revised noise/vibration levels in the EWR.	No specifics of this proposed project, such as proposed service levels, are available to Metrolix, and as such have not been modelled.
9	Noise Contour maps	* Note: Noise contours do not account for shielding from all buildings. Therefore, it can be expected that project sound levels will be lower than shown in the figure beyond receptors directly facing the corridor.	Appendix C: Page 78 & 79	Your noise contour maps do not depict the data as shown in Table 3-4 Project w Barriers levels. Please include your explanation of noise contour map receptor levels in the EWR that you have provided to our CAC on October 6, 2021.	The following text has been added to Section 3.4: "Noise contour maps are provided in Appendix F, for day-time receptors at a height of 1.5 metres (representing ground level at an outdoor receptor), and night-time receptors at a height of 4.5 metres (representing the plane of window for a 2nd storey window), for both existing and "with barrier" future scenarios. It should be kept in mind that while contours are presented at "general" heights, the results presented within this report were for receptor heights accounting for the number of storeys at the specific respective locations. "

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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
10	Noise Data	"The exceptions to this are locations such as POR_12 and POR_22 receptors adjacent to the north side of the corridor (closest to Ontario Line tracks) where existing buildings located in proximity to these receptors are expected to be removed due to construction of the Ontario Line infrastructure on the north side of the corridor. This is expected to result in removal of current noise shielding for these receptors provided by these buildings, leading to higher noise levels"	page 23	Why does noise shielding matter at these sites if you are modelling predicted noise levels?	The noise model accounts for shielding from existing buildings in the existing condition model, as well as the removal of respective buildings within the future condition model, where applicable.
NOISE DATA - VIBRATION					
11	Vibration Studies	Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations).	Appendix C: page 40	We note the 30 day feedback for issue resolution process will be over by the time this vibration plan is released. What is the timing of this further study and will the community have and cess to it?	The detailed vibration analysis noted on page 40 of the LSE JC N&V Report is not part of the EA process and will be conducted during detailed design, as is typical of transit projects. Note vibration mitigation solutions are anticipated to be installed at track level, within Metrolix right-of-way, as GO tracks are moved/shifted during construction. Similar to other technical documents and drawings in support of construction that are developed during detailed design, these design details remain internal to Metrolix and the Contractor.
12	Vibration Data	"Vibration - a detailed vibration analysis will be conducted during the design phase to "refine mitigation requirements"	39 of report (not appendix)	You give a list of mitigations - are you committing to implement all of these?	MX will implement mitigation measures in order to meet the required vibration reductions to meet MOEE/GO and MOEE/TTC protocol requirements. However, this does not necessarily mean implementing every mitigation example mentioned within the report, as the required reductions are expected to be achievable using single instances of conventional vibration mitigation measures. Mitigation solutions to be implemented along the joint corridor as part of early works will be selected during detailed design.
13	Vibration Data	"In the rare occurrence of additive vibration, such as during a simultaneous GO train and Ontario Line vehicle pass-by, sample calculations indicate that overall vibration levels would not be significantly higher than that of the dominant individual source. Therefore, the results within this report are based on the worst case single pass-bys of trains operating on GO or Ontario Line tracks"	Appendix C: page 82	Why would 'additive vibration' be a rare occurrence on a 6 lane railway? Please explain.	The word 'rare' used in the referenced sentence is subjective and was removed from Section 4.3. There would be no consideration for additional mitigation based on additive pass-bys as it is standard practice to assess based on single pass-by events, and the overall level would not be significantly higher (and the change in vibration would be unlikely to be perceptible) than the dominant individual source (e.g., a GO train travelling along the GO track closest to a given receptor), partially because secondary sources would be relatively further away (e.g., Ontario Line train travelling along Ontario Line track further away from that receptor). Additional simultaneous pass-by events would have diminishing incremental cumulative impact for the same reason.
14	Vibration Mitigation Map	Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations).		We would like to see this information outlined on a map, ideally a vibration level contour map, of further vibration mitigation areas and investigations.	At this time, a vibration contour map is not required per the applicable MOEE/GO and TTC/GO protocols.

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
15	Vibration	As noted above, this Report documents the operational noise and vibration assessment of Ontario Line vehicles and GO trains within the Lakeshore East Joint Corridor. A number of the Lakeshore East Joint Corridor infrastructure components, including realigned GO tracks and the new fourth track as well as associated vibration mitigation investigated in this report, will be installed as part of the Lakeshore East Joint Corridor early works.	Appendix C: page 8	Are you installing ballast mats on the one existing track as you move it?	Design is currently ongoing and the final mitigation solution or combination of solutions associated with GO tracks have not been selected. If ballast mats are such a solution they will be installed as the tracks are moved.
16	Noise & Vibration Report	Noise and vibration Operations Report	Appendix C	We note that this Appendix C is not signed by Acoustics Manager (Alan Oldfield). Why?	This was an internal error. The Final LSE JC N&V Operations Report will be signed by the Acoustics Manager.
17	Vibration Mitigation - 15 Tiverton	Mitigation was required to be investigated for GO tracks at 8 of these 9 locations – all except POW10_V. In the case of POW10_V, where mitigation was required to be investigated for Ontario Line tracks, the vibration limit exceedance can be attributed to the Ontario Line track proximity to this receptor. The greater extent of mitigation required for GO tracks can be expected because heavy rail trains generate higher overall vibration levels due to the higher weight of the trains and higher assessed speeds.	Appendix C: page 36	Please explain why no further investigation of mitigation is required at POW10 (15 Tiverton) when clearly the house is too close to the rail? The corresponding Table 4-2 indicates OL mitigation is required? Please clarify.	Investigation is required at this location. The exception indicated was that this exceedance was due to Ontario Line operations, where other exceedances were due to GO tracks.
NOISE DATA - CONSTRUCTION					
18	Construction Noise Mitigation			What is the combined current existing corridor noise levels plus construction noise levels. Please show how you are mitigating for these combined levels?	The assessment was based upon conservative worst case construction noise levels, which will not happen for the majority of the construction period. The worst case predicted construction levels will control the noise levels during the worst case period (train contribution over the 8 hour assessment period will be much less than the assessed worst case continuous 8 hour construction noise). Existing trains will not affect the predicted worst case construction noise level.
19	Noise Barriers - Construction Timeline		Sept. 23rd Townhall Presentation	From your construction timeline, residents north of Queen will not see a noise wall installed until mid-2023. Please include how will you mitigate 1 year of construction from surrounding homes/ parks/ playgrounds during this time period without a noise wall?	Metrolinx contracts for other rail projects in the GTA have included noise level limits for the contractor to meet and noise level limits will similarly be established for the Ontario Line project. Contractors would be obligated to meet these limits through various methods (adjusted to accommodate construction required and meeting limits) which could include movable noise screens, construction time limits, equipment limits, using alternative quieter equipment/methods, etc. The installation of noise walls will further decrease the noise impacts once in place.
20	Noise Barriers - Construction Timeline		Sept. 23rd Townhall Presentation	From your construction timeline you will be installing a noise wall north of Queen St. to Dundas on the west side in mid- 2024. How will you mitigate 2 years of construction from surrounding homes/ parks/ playgrounds during this time period?	Metrolinx contracts for other rail projects in the GTA have included noise level limits for the contractor to meet and noise level limits will similarly be established for the Ontario Line project. Contractors would be obligated to meet these limits through various methods (adjusted to accommodate construction required and meeting limits) which could include movable noise screens, construction time limits, equipment limits, using alternative quieter equipment/methods, etc. The installation of noise walls will further decrease the noise impacts once in place.
21	Construction Staging Areas: Ray McCleary Towers			Please clarify the plan and timeline for the construction staging for the area south of Ray McCleary Tower 444 Logan Avenue?	The area south of Ray McCleary Tower will be used to construct retaining walls and noise barriers. Construction is anticipated to start in summer 2023. The area will be restored to current City of Toronto standards once construction is complete.

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
We kindly request that wherever possible answers be given by Ontario Line Project Specific Area Management Teams.

Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
22	Future Train Volumes	RE the GO Schedule included dated 2037	Appendix C:	Your GO numbers reflect trains running in the evening - this is not currently happening. Is this correct and when will this be happening? How have you factored this into your modelling?	GO Trains are currently running in the evening and have been considered as part of our modelling. For the purposes of noise modelling per the MOE/GO criteria, the day-time period encompasses both the day and evening periods (7:00 AM to 11:00 PM).
23	Oct. 5th Townhall question	Drainage of water/snow from corridor Anonymous Oct 1, 2021 - 15:48		Please explain how water and snow will drain off the elevated corridor, and will the drainage plans impact property owners and their land who back onto the corridor? There have been many flooding complaints where noise walls back onto properties in other areas of the city.	Early works will include installation of the drainage system for the joint corridor. The main approach will be infiltration within the corridor. The system will be designed to all applicable standards, including ability accommodate stormflows of high volume, and design will be reviewed by the City of Toronto as it progresses.
24	Communication with Owners	"Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations).		What level of communication have you conducted with owners of properties who are listed as needing additional n&v mitigation? Please clarify how homeowners and residents would find out more about the specific construction plans for around their homes?	Vibration will be mitigated at the source, on Metrolix property at track level and not at private properties. We are refining construction plans to reduce impacts to private properties where possible. Once details are finalized we will share them with the community through meetings with community groups, open houses, construction notices and Metrolix Engage. So far, we have released construction staging plans and access requirements. In our latest open house, we released a construction sequencing video along with timelines. Once more details are finalized, we will share them immediately with the community.
25	Noise Conditions	All future diesel locomotives will have an exhaust silencer installed which will reduce the base sound level by 3 dB.	page 70	You have factored a 3 dB reduction which is not discernible to the ear, but what year does this adjustment happen?	Metrolix's train silencer program to install exhaust noise silencers on all diesel trains which will decrease the sound by an estimated 3dB is currently ongoing.
26	N&V Report AppA3	As noted in Section 7, at this time, provincial noise or vibration permits or approvals are not anticipated to be required for the Lakeshore East Joint Corridor early works construction. This will be confirmed as project planning progresses.	page 13	Please clarify why this work would not require a permit?	At the time of this report preparation, the Ontario Ministry of the Environment, Conservation and Parks (MECP) does not have receptor based noise or vibration limits for construction. The MECP also does not review construction noise or vibration levels outside of the Environmental Assessment process (which is not a permit).
27	Construction Staging Areas: Dundas Bridge	Minute 32 Richard's explanation during presentation at https://www.metrolixengage.com/en/OLLiveEJune24		Your June 24, 2021 presentation included slides showing a "ramp" being constructed from Dundas to Paisley for equipment access. What is the timeline for this and will it be removed after the bridge is constructed? If so, how will this area be restored?	The ramp is planned to be constructed in Fall 2023 and is anticipated to be in place until Summer 2025. This access will be removed and the area will be restored to current City of Toronto standards (e.g., re-graded if required, grass restored etc.), at minimum, once bridge construction is complete.
28	Construction Mitigation	Additional measures	page 14	Are trains horns being limited when work is being conducted on the tracks?	Operations will be maintained during construction, with all safety measures in place.
29	Construction Mitigation	Additional measures	page 14	Will back up beepers be limited during evening hours?	Safety is of utmost important to Metrolix and back-up beeper will be used to ensure the safety of construction workers and the community. All early works construction operations will follow standard Metrolix safety protocols.
30	Construction Mitigation	24-hour Hotline		Are you providing a 24 Hr construction hotline as construction work begins?	Yes, this is correct.
31	Construction Mitigation	791 Queen St. Fontbonne Residents & Ray McCleary Tower & Francis Beavis Manor	page 14	We have 3 high-rise buildings of vulnerable senior populations - how can you not provide additional noise mitigation for these buildings, one next to the 'Leslieville Station', one between and overlooking 2 major bridges at Dundas & Logan, and one overlooking the portal at Pape/Gerrard?	Existing noise levels at the Fontbonne building are predicted to be met. At the residences at Logan and Pape, we predict that noise impacts will be below the protocol criteria limits, though above predicted existing levels. We are looking into exploring means such as receptor-based mitigation to achieve our beyond-protocol goal.
NOISE DATA - NOISE WALLS					

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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
32	Additional Noise Barriers & Retaining walls	"... refinements may also include removal of barriers from the GO and Ontario Line bridges as well as refinements to the barrier height and extent at the future Ontario Line stations (Riverside/Leslieville and Gerrard).		Will there be a noise wall on the bridges? If not, how will noise on the bridges be mitigated, especially at the Logan and Dundas bridges that are very close to the Roy McCleary Tower.	Metrolix continues to advance early works design and is examining noise barriers on bridges as part of this work. Noise barriers on bridges may not be included or simply reduced in height. As stated in the Lakeshore East Joint Corridor Noise and Vibration Operational Report, we are aiming to maintain the goal of reducing noise levels to existing levels or below, with or without noise barriers on bridges. Receptor based mitigation is being considered at the Roy McCleary Tower.
33	Noise Barriers	Noise barriers have been modelled as reflective with an absorption coefficient (alpha) of 0.21. Such barriers can be constructed using transparent materials such as acrylic panels. The locations, extents, heights, and additional details of modelled noise barriers are presented in Appendix D, and noise contour maps are provided in Appendix F.	Appendix C: page 28	You are only presenting one type of noise wall, as a choice, which it is not. What are the other noise wall material options and absorption coefficients?	Our current modelling tells us we can maintain and even reduce existing sound levels with transparent noise walls. We have engaged the community through a questionnaire, open houses, door knocking and correspondences to understand the preferred level of transparency for the future noise walls.
34	Noise Barriers Graphics	"barriers presented in this report range in height from 2.5 to 6.5 metres. Mention of 5 metre standard.	Appendix C: page 8 (and, on page 27 of Appendix C "up to a maximum considered height of 7 metres")	What will be visible above the noise wall ie. Does it cover the trains?	Trains will be covered (unless you have a view from above, such as at a high rise) as 5 metre minimum noise barriers are planned to be implemented, but may be visible through the barriers if transparent barriers are selected.
35	Additional Noise Barriers & Retaining walls	"To facilitate this and barrier detailed design development, refinements to the noise model and recommended barrier design presented in this report will be performed, and changes to barrier height, extent and surface types will be implemented where required. These refinements may also include removal of barriers from the GO and Ontario Line bridges as well as refinements to the barrier height and extent at the future Ontario Line stations (Riverside/Leslieville and Gerrard).	page 33	How will the community will know when critical sound mitigation plans are changing and what input the community will have into these changes?	Based on feedback from the design questionnaire, we are planning to have another engagement presenting the results and various options under consideration for the future noise walls.
36	Retaining walls/Noise walls	Discuss preliminary detailed design of walls and maintenance - particularly graffiti removal.		As retaining walls/noise walls will be up to 41 ft in height throughout the Joint Corridor, please address graffiti removal in the EWR. What is the plan and who is responsible for it Metrolix or the city?	<p>Metrolix is taking lessons learned from previous noise barrier installations and has developed numerous strategies to deter and remove graffiti from our infrastructure. We will use a mix of graffiti deterrence strategies for noise barriers and retaining walls through Riverside and Leslieville, which could include things like graffiti-resistant coatings, landscaping on or adjacent to vulnerable surfaces, murals, increased lighting, and so on.</p> <p>Grffiti occurring on the Ontario Line system will be removed as early as within 24 hours of being reported by Metrolix. Grffiti that contains obscene material or hate messaging will be removed within 24 hours after the policing authority has conducted a crime scene investigation.</p>
<p>Natural Environment - East Harbour & Joint Corridor</p>					

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37	Natural Environment - East Harbour & Joint Corridor	Tree Removals	Oct. 5th Townhall	At the Townhall on Oct. 5th it was confirmed that tree clearing will be taking place in November 2021, and that it was previously approved for GO Expansion EA. We note that there has never been a publically circulated detailed design for this work and that the Joint Corridor ROW is now part of the OL's EW Assessment. Please provide a detailed design of the ROW tree & vegetation clearing plan for the community to comment on before the end of the 30 day feedback period.	Vegetation clearing in the rail corridor is scheduled for November 2021. The first phase will be GO Expansion removals as approved through the GO Rail Network Electrification TPAP EPR (2017). Any vegetation removals required for Lakeshore East Joint Corridor early works will not be removed until the Lakeshore Joint Corridor Early Works Report is finalized and approved by the Ministry of the Environment, Conservation and Parks. We do not expect this second phase of removals to begin until 2022.
38	Natural Environment - East Harbour & Joint Corridor	Tree Removals: Clearing and grubbing of vegetation, tree removal and protection. -Protection of trees & sensitive environmental features.-Erection of temporary and permanent fences.	page 31	"What is the difference between trees being removed and vegetation grubbing? What is the timeline for each?"	Tree removal involves the cutting of tree branches and trunks, whereas grubbing involves the excavation and disposal of the tree stumps, roots and other parts of the tree that remain after the tree removal. Vegetation clearing in the rail corridor is scheduled for November 2021. The first phase will be GO Expansion removals as approved through the GO Rail Network Electrification TPAP EPR (2017). Any vegetation for the Ontario Line will not be removed until the Lakeshore Joint Corridor Early Works Report is finalized and approved. We do not expect this second phase of removals to begin until 2022. Metrolinx is aiming to complete vegetation removal during the winter and early spring to the extent possible. Grubbing will be completed later on prior to construction commencement. The exact timeline for grubbing will be confirmed as planning progresses.
39	Natural Environment - East Harbour & Joint Corridor	No new field studies. "Field investigations were not completed for the Lakeshore East Joint Corridor Study Area as lands within the Lakeshore East Joint Corridor Study Area were recently investigated in 2016 to support other Metrolinx projects."	page 10	The field studies were conducted 5 or 6 years ago. At the Townhall on Oct. 5, Carrie Schaffer said that new field studies would be completed after trees and vegetation are cleared. Please explain why any SAR would still be located in a corridor cleared of habitats? This plan needs to change from a current study and consultation with appropriate field experts.	Using data collected 5 or 6 years ago is fairly typical. We do not anticipate a significant shift in vegetation or fauna communities over this time frame that would necessitate a re-assessment. SAR surveys are completed prior to removal of habitat features supporting those SAR, such as acoustic monitoring for bat SAR or surveys for Barn Swallow nests on bridge structures during detailed design to confirm presence/absence in habitats that are anticipated to be impacted.
40	Natural Environment - East Harbour & Joint Corridor	Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.	Page 67	Noting the 30 day feedback period will be over and none of the tree removal plans are included in the EWR. When will the Arborist Report be ready to be reviewed by TRCA and the community?	Tree removal plans are dependant on detailed design and are finalized outside of the Environmental Assessment process. The Arborist Report outlining planned removals on City- and privately owned lands is anticipated to be shared with the public in early 2022
41	Natural Environment - East Harbour & Joint Corridor	"Barn Swallows are unlikely to nest underneath the rail overpass bridges and/or pedestrian bridges over Eastern Avenue, Queen Street East, Dundas Street East, Logan Avenue, Pape Avenue and Jones Avenue; however, it is possible that birds protected under the Migratory Birds Convention Act such as American Robins may nest under these structures and therefore could be killed, harmed or harassed."	Page 65* Include local Report	From our Community Member's Bird Survey which took place over the spring and summer 2021, we can see that your reference studies are out of date and there are many more varieties of migrating birds. We would like you undertake a field study to confirm this survey and to update your bird species to create a historical record of species on the rail corridor.	A thorough background review of wildlife, including Species at Risk and other species such as hummingbirds, cardinals and blue jays, that may occur within the Lakeshore East Joint Corridor Study Area was completed as part of the Early Works Report. Refer to Appendix A: Species Records from Wildlife Atlases of Appendix A1: Lakeshore East Joint Corridor Early Works – Natural Environment Early Works Report for this background review. Wildlife habitat within the rail corridor is not of high quality and there are other naturalized areas (e.g., Don Valley, city parks, etc.) in proximity to the Lakeshore East Joint Corridor Study Area to provide habitat for these common wildlife. Through appropriate mitigation measures such as investigating construction areas prior to commencing or resuming construction activities for wildlife and wildlife habitat that may have established following the completion of previous surveys, impacts to urban wildlife with abundant and secure populations in the City of Toronto will be avoided.
42	Natural Environment - East Harbour & Joint Corridor	Habitat Loss, Barn Swallows, Bats, Monarch, Eastern Wood-pewee -	page 17	Will Metrolinx commit to using some of the 'new' parkland and devote these spaces to creating new habitats for these species?	We will be working with the City of Toronto on the restoration and landscaping and will incorporate appropriate habitat features such as native plants wherever possible. We will also explore opportunities to plant as close as possible to the corridor.

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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
HERITAGE PROPERTIES					
43	Heritage Properties	"Lakeshore East Joint Corridor early works have the potential to incur vibration impacts on the buildings within the property (OLS-122). The following monitoring activities are required for vibration impacts: <input type="checkbox"/> Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and <input type="checkbox"/> Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required		Who is responsible for monitoring vibration impacts on Heritage properties, Metrolix or Contractors? Who determines if further mitigation is required?	The Project Agreement will include language putting the responsibility on the Contractor for monitoring vibration impacts on Heritage properties, in accordance with the Early Works commitments and mitigation measures. Metrolix provides oversight to the Contractor to ensure the vibration monitoring program is being followed. Metrolix will have access to all monitoring data to ensure we are apprised of conditions. Should vibration levels being to elevate, contractors will be required to implement additional corrective measure to ensure no exceedences in vibration levels.
44	Heritage Properties	Staging Areas		Will you revise the final EWR to include indentifying the impacts of having Staging areas in proximity to Heritage Properties?	Potential impacts to heritage properties are captured in the report. The project footprint assessed in the report is inclusive of areas that may be used for staging.
45	Heritage Properties	"Mitigation measures documented in Appendix H of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures for vibration impacts are required: <input type="checkbox"/> Documentation (Review and establish) of the structural condition of the affected building to determine if they are vulnerable to vibration impacts from early works <input type="checkbox"/> Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration <input type="checkbox"/> Implement vibration mitigating measures on the construction site and/or at the building	page 20	When will this process begin? Do Heritage homeowners have and access and input into this information?	Findings of the EA report on the potential vibration impacts will be revisited once more information about the work sequence, precise locations, means and methods and equipment is available. This is done prior to construction commencement. This allows impacts to be refined and some impacts identified in the EA may be resolved. During this step, the homeowners, if any have the potential to be affected, will be notified and Metrolix will work with them should any pre-construction surveys, monitoring or mitigation at the buildings in question is needed. We make all efforts to minimize the likelihood of impacts and mitigate at source (e.g., use equipment with low vibration settings).
SOCIO/LAND USE					
46	Socio/Land Use	Metrolix will be seeking feedback from the Riverside and Leslieville communities on the look and feel of the retaining and noise walls, as well as the landscaping strategies directly adjacent to the rail corridor.		Will there be any additional opportunities to consult the community about the look and feel of retaining walls?	Based on the feedback from the design questionnaire, we will be sharing the results with the community for review and to provide additional input.
47	Socio/Land Use	"Following completion of early works, impacted lands will be restored to current City of Toronto standards wherever feasible."		How will you determine what is "feasible"? What is the specific criteria used to determine this?	Metrolix will be working with the City on restoration plans as planning progresses. 'Where feasible' means that this may not apply to all lands that are used for the project, such as where permanent infrastructure as part of the Ontario Line will be built.
48	Socio/Land Use	https://www.metrolixengage.com/en/content/socio-economic-land-use-characteristics-lakeshore-east-joint-corridor		The photo on this page (and elsewhere) shows RiverDALE. We live in RiverSIDE.	The photos capture houses within the Riverdale and Riverside neighbourhoods.
RAIL SAFETY					

LSECAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
49	Rail Safety	6 lanes of mixed use rail - heavy rail beside light passenger rail.		Why are rail safety plans not addressed in the EWR? We are asking for rail safety plans to be detailed and included before finalizing the reports.	<p>Metrolinx places the utmost importance on rail safety across our network, however rail safety plans are not a typical component of Environmental Assessment (EA) studies. Further, note that the Lakeshore East Joint Corridor Early Works Report reflects an assessment of Lakeshore East Joint Corridor early works only, which include reconfiguration of existing GO tracks to support future Ontario Line infrastructure, replacement of several existing bridges, construction of two new bridges to support future Ontario Line tracks, and construction of retaining walls and noise barriers. As per O. Reg. 341/20, early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation, or bridge replacement.</p> <p>The design of the Joint Corridor infrastructure, including Ontario Line track work and stations are being completed in compliance with all applicable design standards. Any operations in the Joint Corridor will comply with safety standards and procedures such as the Railway Safety Act where applicable.</p>
50	Rail Safety	6 lanes of mixed use rail - heavy rail beside light passenger rail.		Will a crash wall be installed on the corridor - a requirement on any other rail line running heavy and light rail together? Explain why or why not.	<p>As we understand it, this question is asking if a crash wall will be installed between the Ontario Line and GO transit tracks on the rail corridor. A crash wall is not required and will not be installed on the rail corridor through Leslieville and Riverside. On similar corridors* in Canada and Europe running light and heavy rail adjacent to one another, a crash wall separating the two systems is not a precedence or requirement set by rail standards. Out of an abundance of caution, Metrolinx has undertaken an extensive Joint Corridor Safety Study in accordance with the Canadian Standards Association Express Document CSA EXP11:20, a Canadian Method for Risk Evaluation and Assessment (CMREA) for railway systems and the Common Safety Method (CSM) for Risk Assessment EU – 402/2013. The Joint Corridor Safety Study confirmed that a crash wall is not required and that no permanent changes or cumulative effects to public safety or rail safety are anticipated by running the two railways adjacent to each other. *Local examples of similar corridors include: TTC Line 2 adjacent to the Milton GO corridor at Kipling Station, Scarborough Rapid Transit adjacent to the Stouffville GO corridor between Kennedy and Ellesmere Stations, and the Calgary South LRT adjacent to the CP rail corridor at Somerset-Bridlewood Station.</p>
AIR QUALITY					
51	Air Quality	Out of date air quality studies.	Appendix B3: Correspondence	Your data has been noted by MECP as out of date. Locations of your surveillance receptors are not in study area. We expect your data to be based on existing conditions within the study zone. How will you address this?	<p>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.</p> <p>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.</p>
52	Air Quality	"A plan to manage air quality will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, from the construction site. The following mitigation measures should be considered in the plan to manage air quality:	page 48	Who develops this plan, Metrolinx or Contractor? Who is responsible for monitoring and adherence of it?	<p>The air quality management plan will be developed by the Contractor, though Metrolinx has oversight of this process and ensures that this plan is in prior to construction commencing.</p> <p>Monitoring and adherence to the plan would be a joint responsibility between Metrolinx and the contractor.</p>
OCT 5, 2021, TOWNHALL QUESTIONS					

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53	Oct. 5th Townhall question	Anonymous' s avatar Underground alignment Anonymous Oct 3, 2021 - 10:17		<p>The question of underground alignment will not go away - likely because it was not address properly. These 2 questions must be answered:</p> <p>1) What is the cost and cost difference between the current plan using the rail corridor and the underground "Munro" option (e.g. continue on Eastern to Carlaw to Gerrard to Pape station).</p> <p>2) What alternatives are there and what concessions can the local community provide to reduce the cost difference to allow the underground alignment to proceed (e.g. a) go under Eastern to Pape, eliminating the Carlaw "jog", and/or b) using cut-and-cover for the portion of the line from East Harbour Station to Pape Station and to Minton Place)</p>	<p>The cost difference is \$870 million however there are more factors than just cost such as property impact, community impact and customer experience.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
54	Oct. 5th Townhall question	Sound demonstration Anonymous Oct 3, 2021 - 14:42		<p>Your "noise demo" https://www.ontariolinesoundstudio.ca/listen/ is an interesting idea. To be closer to reality, please add these options so we can hear the sound of:</p> <ul style="list-style-type: none"> - an OL and GO train passing at the same time as they are likely to do given there will be 1500 trains a day - a diesel GO train given that it will be years before all GO service is electric - an OL train braking and starting up at Queen and Degras rather than just passing through the station since all OL trains will stop there - announcements/bells etc that will be audible on the street level of Queen and Degrassi from the open-air station above. We need to have a demo of the "peak/breakthrough noise" 	<ul style="list-style-type: none"> - The demonstration videos were prepared to enable comparison of the simulated noise characteristics of the Ontario Line vehicles and GO trains, and to create an audio representation of the predicted effects of noise barrier and retaining walls at the demonstration locations. To enable these scenarios to be experienced and compared, single pass-by events provide a more straightforward demonstration. As such, simultaneous pass-bys have not been included in the sound demonstrations. The noise barriers are expected to significantly reduce noise from train pass-bys at the sound demonstration locations, whether during single pass-bys or simultaneous pass-bys. The operational noise model, which assessed the noise impacts for the project and investigated the effects of noise barriers, included the cumulative effects from all rail services operating in the Lakeshore East Joint Corridor throughout the daytime and night-time periods. The results are detailed in the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report - GO trains in the demo are diesel trains currently running through the corridor - Stopping and starting at the station is good feedback for future demos. As the noise model accounted for a worst case scenario (the train passing through at a full speed), this was what was reflected within the sound demo for this location. - The purpose of the demo is to demonstrate relative differences in noise levels associated with passing trains. - Station announcements and other noise associated with station operations, is related to indoor acoustics and architectural design rather than train operations. The station and its announcement and other systems can be designed to mitigate noise intrusion at street level and will be determined as detailed design progresses.
55	Oct. 5th Townhall question	Anonymous' s avatar How is this consultation being used? Anonymous Oct 3, 2021 - 15:46		<p>It's not clear what the objective of this "consultation" is. Metrolinx is vigorously promoting an above ground design with slogans e.g. "Awkward...", billboards and glossy promotional booklets. It appears that the proposed design will have huge impacts on the host community. But you have not costed or evaluated the community's proposed underground option in spite of repeated requests. This process is meaningless if it does not evaluate other less impactful designs. Slogans and advertising in the middle of a consultation demonstrates how this process is disingenuous and simply a corporate communications exercise. Might that change?</p>	<p>Feedback from the questionnaire on noise barriers, retaining walls and vegetation designs options will be considered in the final design for the look and feel of the rail corridor in Riverside and Leslieville.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
56	Oct. 5th Townhall question	Anonymous' s avatar Baseline noise standards not met. Anonymous Oct 1, 2021 - 14:12		<p>Why is Metrolinx not meeting the standard noise & vibration limits of 55 dB during the day and 50 dB during the night as their baseline for the rail corridor? Your average 'Project w Barrier' Day noise levels are significantly over the 55 dB standard. Shouldn't you be doing everything you can to meet these existing standards?</p>	<p>As per the MOEE/GO and MOEE/TTC protocols, the noise level objective is the higher of existing day-time (Leq,16h) or night-time (Leq,8h) levels, or 55 dBA (day)/50 dBA (night). As existing levels were predicted to be higher than 55 dBA during the day and 50 dBA during the night time periods at all assessed receptors within the report, the existing predicted railway noise level was used as the objective noise level for the assessment</p>

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57	Oct. 5th Townhall question	Peak levels vs Average noise levels Anonymous Oct 1, 2021 - 15:02		Please explain the difference between average noise levels and peak noise levels. Where is the data for peak levels? How have you and counted for diesel trains with 1 or 2 locomotives and either 6 or 12 cars?	The metrics assessed within the report per the MOEE/GO and MOEE/TTC protocol are the Leq,16h and Leq,8h values are the equivalent sound level over 16 hours (day-time, 7AM-11PM) and 8 hours (night-time, 11PM -7AM), and that of a single Ontario Line train pass-by (LPassby). The Leq16h and 8h values account for all pass-bys throughout the day. Diesel trains with 12 cars and 2 locos as well as 6 cars and 1 loco are both considered in the noise model. Full data on this is presented in Appendix C, where the ones mentioned are referred to as "D2L12" and "D1L6" .
58	Oct. 5th Townhall question	No alternative explored in this EAAnonymous Oct 4, 2021 - 00:04		You present only the disruptive above ground option in this report. Shouldn't you explore different options and consult the public about pros and cons of different routes? If there's one alignment that is being presented, what exactly is the point of this meeting? What are you consulting us on? Cost out the underground option! - Let's see how the underground option performs in terms of noise and vibration. - Let's see how many trees we can save. - Let's see how less disruptive the construction is. - Let's see if we can keep Riverside and Leslieville healthy and liveable.	
59	Oct. 5th Townhall question	Anonymous's avatar More noise mitigation for Seniors High Rise BuildingsAnonymous Oct 1, 2021 - 14:51		We have 3 high-rise buildings of vulnerable senior populations - how can you not provide additional noise mitigation for these buildings, one next to the 'Leslieville Station', one between and overlooking 2 major bridges at Dundas & Logan, and one overlooking the portal at Pape/Gerrard?	Existing noise levels at the Fontbonne building are predicted to be met. At the residences at Logan and Pape, we predict that noise impacts will be below the protocol criteria though above predicted existing levels. We are looking into exploring means such as receptor-based mitigation to achieve our beyond-protocol goal.
60	Oct. 5th Townhall question	Anonymous's avatar Disingenuous consultationAnonymous Oct 3, 2021 - 23:58		After ignoring community wishes for months about wanting an underground route, now you're disingenuously 'consulting' about the colour of the noise wall. If you're serious about letting the public have a say, you need to provide better data as to how different types of noise walls perform in terms of noise mitigation. Your report provides predicted noise levels with barrier. Well, which barrier? Clear one, absorptive one? Don't you think the public needs to know? You're not fooling anyone with these farcical open houses. No noise wall can effectively reduce the noise from 6 lanes of rail traffic in our residential neighbourhood. BURY THE LINE!	Noise modelling was completed based on the predicted minimum required barrier heights presented in Appendix D of the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report in order to reduce future noise levels (day, Leq,16h and night Leq,8h) to existing predicted railway noise levels. Barriers were modelled assuming a transparent barrier with an absorption coefficient of alpha=0.21. Regardless of the minimum barrier heights modelled and presented within the report, Metrolix has committed to raise barrier heights to a minimum height of 5 metres where modelled heights were less than 5 metres. While noise barriers are predicted to be the primary reason for the reduction of future railway noise levels, Ontario Line trains are expected to be significantly quieter than existing diesel GO trains, and future electric GO trains are also expected to be quieter.
61	Oct. 5th Townhall question	Re: ExpropriationAnonymous Oct 5, 2021 - 17:11		Has it been determined what properties in the East segment will require expropriation and have all affected property owners been informed?	Property requirements continue to be confirmed as project planning and design progresses. Impacted property owners are actively engaged and kept up to date with project requirements and timelines
62	Oct. 5th Townhall question	Anonymous's avatar WifiAnonymous Oct 4, 2021 - 14:37		Will all stations have Wifi?	Public Wi-Fi will be available at each Ontario Line station.
63	Oct. 5th Townhall question	Anonymous's avatar Rail BridgesAnonymous Oct 5, 2021 - 18:51		Does the bridge over Eastern Avenue not need replacement or alteration? Will the bridge over Queen Street be added to or replaced?	The existing Eastern Avenue rail bridge will be replaced and expanded to accommodate four Lakeshore East GO tracks and two future Ontario Line tracks. The existing Queen Street rail bridge will be replaced to support the realigned Lakeshore East GO rail tracks.

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour

We kindly request that wherever possible answers be given by Ontario Line Project Specific Area Management Teams.

Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
64	Oct. 5th Townhall question	Why are you planning to ruin south riverdale?Anonymous Sep 30, 2021 - 09:07		Its not an opinion, its a fact that the sound barriers used will only baffle sound close to the track and amplify it for those who are about 100 meters away. The sound barrier technology proposed has a long and solid history of not working as intended. Not just that, but this indvolves removing mature trees and replacing them with nonsense. Furthermore this is not what anyone in the east end wants. This is not smart development, this is cost cutting at the expense of one of the most up and coming neighbourhoods in Toronto. This asinine idea it can go above ground needs to stop.	Noise barriers are an industry standard method of reducing noise levels, especially from transportation noise, at distances both within and exceeding 100 meters. Barrier effectiveness is dependant on not just distance to a receptor, but barrier height, barrier extents, barrier construction (no gaps or holes), surface type (absorptive, reflective, a combination) and other nearby reflections, such as parallel barriers. The noise model accounts for receptors at different distances, and reflections are accounted for in the noise model as well from barriers to other directions. Barrier heights within the noise model were adjusted accordingly to account for these parameters. Metrolinx will provide compensation for tree removals in accordance with the Metrolinx Vegetation Guideline (2020), striving to provide compensation tree plantings as close to the areas where trees will be removed as possible.
65	Oct. 5th Townhall question	Who is running the 'consultations'? Name please.Anonymous Oct 3, 2021 - 18:21		The noise 'simulation' is completely biased in two ways. First, we only get to hear noise without the barrier that Metrolinx has already chosen and the noise without. There is no underground option, what the local Leslieville and Riverside communities have been promoting, and the city too. Second, the high frequency of GO and the OL will mean that we neighbours get the CUMULATIVE noise of several different trains at once, very often in the course of a day. Why not do a proper study of the CUMULATIVE impacts of all the trains?	The assessment documented in the Draft LSE JC N&V Operations Report accounts for the increased cumulative frequency of pass-bys of GO, VIA, freight, and Ontario line trains. When reading the report: Leq,16h and Leq,8h values are the equivalent sound level over 16 hours (day-time, 7AM-11PM) and 8 hours (night-time, 11PM -7AM) respectively. These predicted values account for all of the train volumes and fluctuations in noise over these periods. This metric is applicable to trains on GO tracks and Ontario Line vehicles, as per the MOEE/GO and MOEE/TTC protocols. For comparison, the Lpassby accounts for only 1 pass-by at a time, and is the equivalent sound level of one single train pass-by over the pass-by time interval given the length and speed of the train. This metric is applicable to the Ontario Line trains in order to meet MOEE/TTC protocol criteria.
66	Oct. 5th Townhall question	Indoor noise dataAnonymous Oct 3, 2021 - 23:10		Above ground OL is going to be extremely disruptive. There are hundreds of homes in close proximity to the rail corridor. We need to understand how your above ground OL will impact indoor noise levels, and whether our homes will continue to be livable are very serious concerns. Please provide indoor noise data (current and predicted).	The assessment criteria are based on exterior points of reception as there may be variations in individual building facade constructions and room acoustic conditions. However, the predicted changes in noise levels would be expected to be similar indoors. For example, if the residual noise impact is noted as -2 dB based on a plane of window receptor, a similar impact would be expected in the associated interior space. Overall noise levels are expected to be significantly lower indoors than outdoors.
67	Oct. 5th Townhall question	Anonymous's avatar Underpass Anonymous Oct 5, 2021 - 07:21		You are creating a very large area under the railway corridor that already, with the existing one, is a dark unpleasant space that receives no sunlight and suffers from moisture and water problems. Your design will not only increase these problems, but even makes walking along the underpass a very unpleasant experience. Your design shows no sensitivity to a neighborhood that is supposed to be a friendly walkable community. You are creating a "Gardiner expressway" within a heritage district under the pretense of building "better and cheaper" transit . You have not provided detailed costs for this project compared to other alternatives, which have been submitted and are supported by the community. Any reasonable explanation for this?	Residents will see obvious improvements to their neighbourhoods as aging railway bridges are replaced at Eastern Avenue, Queen Street, Dundas Street and Logan Avenue. The bridges, which currently accommodate both GO and VIA Rail services, are located within the shared rail corridor where Ontario Line tracks will also be located. We are replacing the bridges because they need to line up with the new tracks we are adding to support expanded GO services as well as the existing tracks that will be repositioned to make room for the Ontario Line. Ontario Line-only bridges will be built next to the new GO rail bridges. We are consulting with the city and building the bridges to their current standards for new bridges, with five metres between the bottom of the bridge and the roadway. By comparison, the existing Queen Street bridge has a clearance of only 3.9 metres. Replacing these bridges now means they will last for at least another 100 years and will avoid the need for frequent and disruptive repair work on aging infrastructure.

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
68	Oct. 5th Townhall question	Please extend the 30 day limit for submitting comments Anonymous Oct 5, 2021 - 18:40		You released the EWR for the East Segment on Sept 23, on the same day as the EWR for the East Harbour Station. The public has until October 24 to comment on both of these reports. It is unreasonable to expect members of the public to read, understand and make comments on two reports that are hundreds of pages long within the same 30 day period. This shows a lack of desire on the part of Metrolinx to conduct meaningful community consultation with the public. Will you extend the 30 day comment period for these reports? How about until November 15?	The Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report were prepared in accordance with Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act. This review period length is consistent with review period lengths of other Metrolinx transit projects. Both Early Works Reports were available for review for 31-days from September 23 to October 24, 2021. We have had two virtual open houses on September 23 and October 5 to provide summaries and answer questions. We have met with the LSE CAC to answer their questions about the Lakeshore East Joint Corridor Early Works Report. We are also working to respond to the 60-70 questions the LSE CAC provided as well as respond to questions from Save Jimmie Simpson community group and residents directly. Public participation is very much encouraged.
69	Oct. 5th Townhall question	Anonymous's avatar Why won't metrolinx answer questions honestly about the Ontario Anonymous Oct 3, 2021 - 17:57		Less PR and more straight answers. Treat people with integrity and honesty. We know the difference.	If you would like to get in touch with us, please email OntarioLine@Metrolinx.com or give us a call at 416-202-5100
70	Oct. 5th Townhall question	Predicted noise Anonymous Oct 3, 2021 - 23:07		Your noise data is all predicted. Even for 'current' noise levels, you predicted them. Why did you not measure current noise levels? How can we be assured that these are accurate estimates?	In accordance with the MOEE/GO and MOEE/TTC protocols, operational noise is assessed based on predictions. Both existing and future noise levels are predicted in order to provide an 'apples to apples' comparison, at many receptor locations. However, existing noise levels were measured in several locations within the Ontario Line study area and documented in the Ontario Line Final Environmental Conditions Report. In addition, a measured existing noise level will contain not just train noise, but roadway noise, which would increase the existing noise level, decrease the apparent change in noise from the project, and result in a less conservative assessment. Furthermore, predictions allow for the assessment of far more receptors than would be possible by setting up noise monitors. This is the standard procedure for transit project assessments in Ontario and similar approaches are used in other jurisdictions.
71	Oct. 5th Townhall question	Anonymous's avatar Health consequences from excessive noise from trains Anonymous Oct 4, 2021 - 10:23		Your report suggests the noise generated from the Ontario Line trains overnight to be around 70 dB. You provided no data at all about cumulative noise impacts from GO, VIA, freight and OL trains. OL train alone generating ~70dB is a significant concern, especially overnight! This will wake people up along the rail corridor. You can't build transit that prevents thousands of local residents from sleeping. Are you consulting with Toronto Public Health or Ministry of Health about your plans? The data clearly shows we need an underground alignment in our neighbourhood.	The Leq,16h and Leq,8h noise levels evaluated take into account the number of cumulative pass-bys from OL, GO, VIA, and Freight trains during the day-time and night-time periods, respectively, described as an equivalent continuous sound level (the constant sound pressure level that would result in the same total sound energy as the fluctuating sound level within the same period) per the MOEE/GO and MOEE/TTC protocol. It should be noted as well that overall noise levels are expected to be significantly lower indoors than outdoors. Per the Environmental Assessment Government Review Team Master Distribution List from the Ministry of the Environment, Conservation and Parks, the Ministry of Health requests that only EAs for sewage and water-works, and for waste facility projects which may have health implications be sent to the public health unit for the geographical area. Although the Ontario Line EA does not fall under this category, Metrolinx consults with the City of Toronto through the City's Transit Expansion Office.

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
72	Oct. 5th Townhall question	No 'Alternatives considered' in Early Works Report Anonymous Oct 5, 2021 - 18:06		The Early works report is suppose to identify what alternative were considered. The alternatives do not show that the viable underground option put forward by the city and Steve Monroe was never considered. How can you justify saying it is too costly, if it was never considered? The only alternatives are slight variations of the Metrolinx plan. This is NOT community engagement.	<p>The Draft Lakeshore East Joint Corridor Early Work Report documents the alternatives considered in Section 1.3.3 of the report, in accordance with Ontario Regulation 341/20. As noted in Section 1.3.3, Metrolinx previously considered placing the Ontario Line tracks in the Lakeshore East Joint Corridor segment on both sides of the Lakeshore East GO track instead of entirely on the north side of the GO tracks. Metrolinx also considered alternative methods of delivering the Project including a non-phased approach to Project implementation. However, it was determined that a phased approach to implementation is most beneficial.</p> <p>The Ontario Line businesses cases determined the best alignment to solve the transit problem, maximize benefits and reduce impacts. The environmental assessment process investigates the preferred alignment, presents studies to understand impacts and suggests proven solutions to reduce those impacts.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>
73	Oct. 5th Townhall question	Anonymous's avatar Platforms Anonymous Oct 4, 2021 - 22:47		I think that most of the Ontario line stations should have side platforms to avoid blind people to fall onto tracks.	The Ontario Line stations through the Lakeshore East Joint Corridor area, namely Gerrard, Leslieville/Riverside, and East Harbour Stations will have centre platforms with platform screen doors adjacent to the platform edges. These platform screen doors will remain shut at all times to protect the public from inadvertently falling off the platform or crossing the tracks, and will open only when the train is in the station and at a complete stop. This system will protect the public on both centre and side Ontario Line platforms.

Questions provided by LSE
CAC via email October 15

Theme	Comment	AECOM to Respond	Response
Graffiti	Metrolinx agreed to share the graffiti removal policy and guidelines with us.	No	Metrolinx's Graffiti Management document will be shared with LSE CAC.
Traffic Management	1. Are you working with the City of Toronto on this plan?	No - Hatch	Metrolinx is coordinating with the City on the transit and traffic management plan and on any concurrent projects, to minimize overlapping traffic impacts to the community.
Traffic Management	2. How will you deal with closures along Queen/Dundas/Gerrard where patios are now extended into the roadways without further impacting these business?	No - Hatch	Gerrard is located outside of the scope of the Lakeshore East Joint Corridor early works. Any closures on Queen, Dundas, and Logan that are required for bridge demolition and construction will be located in the immediate vicinity of the rail bridges, and will not impact any patios.

Traffic Management	3. You mentioned you would only be closing one lane on these roads - however, these roads are ONLY one lane of cars with additional bike lane now on Dundas. Does this mean you will be closing the entire street during bridge demolition/reconstruction? Does this include bike lanes?	No - Hatch	<p>As they are dependent on the construction methodology and sequencing, the potential traffic impacts are currently being analyzed and will be confirmed as project planning progresses. Closures will only be implemented if absolutely necessary, and their duration will be reduced to the extent feasible. The local community will be notified well in advance of any closures. Metrolinx will conduct the work while ensuring the safety of all community members.</p> <p>A transit and traffic management plan is being developed and will be implemented to mitigate traffic impacts associated with Lakeshore East Joint Corridor early works. The plan may contain measures such as temporary changes to intersection lane configurations, traffic signal timing optimization and modifications to existing signal timing plans. The effectiveness of the transit and traffic management plan will be monitored throughout the construction period and adjustments will be made based on actual field observations, as needed.</p>
Traffic Management	4. When will the traffic management plan be shared with the community and BIA's?	No - Hatch	Metrolinx anticipates to communicate the findings of the plan with the local community in Spring 2022.
Senior High Rises	1. Have you met with the residents of Fontbonne Home, Ray McLeary Towers and Francis Beavis Manor and discussed the Early Works Report and further mitigations to their buildings with them?	No - Comms	There has been ongoing engagement with each of these high rise buildings through online meetings, literature drops and community notice canvassing. For Ray McLeary Towers and Francis Beavis Manor, Metrolinx is open to a meeting to discuss the project should one be requested. We are exploring further mitigation and will engage them once the options are understood. Furthermore, we understand there are a large number of non-English speaking populations and we are looking at the best approach to translate information so it more effectively reaches them.

Senior High Rises	2. On what dates did these meeting occur? We note the 30 day period for feedback is ending in 2 weeks and this information should be discussed with residents and management before then. Many residents do not use computers to attend online Town halls.	No -Comms	In 2020, the project team had meetings with Fontbonne three times. In 2021, meetings were held with Fontbonne on February 12, August 9 and September 24.
Noise Walls and Retaining Walls	1. Metrolinx agreed to extend discussion of noise walls with the community and provide more information and choices for both retaining walls and noise wall materials and surface choices. Enhanced graphics with depictions of total heights from the ground for each section of noise & retaining walls need to shown and surveyed to the community (including businesses) before making final decisions.	No - Comms	Renderings and a roll plot with heights of the retaining walls were provided in the October 5 open house. See here: https://www.metrolinxengage.com/sites/default/files/oct_5_east_voh_final_0.pdf
Tree & Vegetation Clearing	: In the strongest terms, the community rejects any tree clearing along and inside the corridor before municipal approvals, the Ontario Line EA Impact Assessment Report and Arborist Reports are all completed and impacts from removals, such a current field studies for SARs, are completed and assessed for accurate and targeted mitigations. Metrolinx agreed to look into this and 'circle back' with the community on this priority issue.	No - EPA	Vegetation clearing in the rail corridor is scheduled for November 2021. The first phase will be GO Expansion removals as approved through the GO Rail Network Electrification TPAP EPR (2017). Any vegetation removals required for Lakeshore East Joint Corridor early works will not be removed until the Lakeshore Joint Corridor Early Works Report is finalized and approved by the Ministry of the Environment, Conservation and Parks. We do not expect this second phase of removals to begin until 2022. Field studies for Species at Risk and Species at Risk habitat have been completed and Metrolinx is committed to following the requirements under the Endangered Species Act to reduce impacts to Species at Risk, including compensation and monitoring. Prior to construction, the construction area will also be inspected to ensure that no wildlife or wildlife habitat has established following the previous surveys undertaken.

From: [REDACTED]

Sent: October 20, 2021 10:12 AM

To: Ontario Line <ontarioline@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

Subject: Lewis St & McGee Residents Questions and Concerns.

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Hi Mark & Daryl: I have a few inquiries from residents of Lewis St. & McGee - I'm hoping you can get answers for me please? One Resident is listing their home and would like to give answers to potential buyers immediately, if possible.

I note that these questions were not included in the construction timeline you released on Sept. 23rd - information about this should be forthcoming asap.

1. When is the Spaces Self Storage building being demolished at Eastern Ave.?
2. When is the staging area being set up there?
- 2A. When is the Eastern Ave bridge being worked on? From when to when?
3. How long will the staging area remain there?
4. Will the staging area be enclosed in noise walls to shield residents who live around this area?
What are the planned mitigations?
5. If you don't know them currently, when do you think you will be able to give residents specific answers?
6. Is Metrolinx able to conduct walkthroughs like this at Lewis/Eastern with concerned residents to discuss plans?

If #6 is yes-- then I can help set up these walkthroughs immediately.

Thank you.

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

From: Ontario Line
Sent: October 15, 2021 3:32 PM
To: [REDACTED]
Cc: Mark Clancy <Mark.Clancy@metrolinx.com>
Subject: RE: LSE CAC Meeting Follow Up Items from October 14, 2021

Hi [REDACTED],

You can find a recording of the meeting here: [REDACTED]

Daryl

From: [REDACTED]
Sent: October 15, 2021 11:52 AM
To: Ontario Line <ontarioline@metrolinx.com>; [REDACTED] Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Daniel Cicero <Daniel.Cicero@metrolinx.com>; Daryl Finlayson <daryl.finlayson2@toronto.ca>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; [REDACTED]; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; John Potter <John.Potter@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>; Richard Tucker <Richard.Tucker@metrolinx.com>; [REDACTED]
Cc: KaufmanR@ndp.on.ca; [REDACTED]
[REDACTED]; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>; councillor_fletcher@toronto.ca
Subject: LSE CAC Meeting Follow Up Items from October 14, 2021

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Hi Mark and Daryl:

A few issues to note and further questions to follow up on from our meeting yesterday. CAC is requesting that our long list of Questions be answer and return no later than **November 8th.** - Questions #2 & #3 on noise modelling we have asked back **as soon as possible.**

1. **GRAFFITI:** Metrolinx agreed to share the graffiti removal policy and guidelines with us.
2. **TRAFFIC MANAGEMENT:**

1. Are you working with the City of Toronto on this plan?
2. How will you deal with closures along Queen/Dundas/Gerrard where patios are now extended into the roadways without further impacting these business?
3. You mentioned you would only be closing one lane on these roads - however, these roads are ONLY one lane of cars with additional bike lane now on Dundas. Does this mean you will be closing the entire street during bridge demolition/reconstruction? Does this include bike lanes?
4. When will the traffic management plan be shared with the community and BIA's?

3. **SENIOR HIGH RISES:**

1. Have you met with the residents of Fontbonne Home, [REDACTED] and discussed the **Early Works Report** and further mitigations to their buildings with them?
2. On what dates did these meeting occur? We note the 30 day period for feedback is ending in 2 weeks and this information should be discussed with residents and management before then. Many residents do not use computers to attend online Town halls.

4. **NOISE WALLS AND RETAINING WALLS:**

1. Metrolinx agreed to extend discussion of noise walls with the community and provide more information and choices for both **retaining walls** and noise wall materials and surface choices. Enhanced graphics with depictions of total heights from the ground for each section of noise & retaining walls need to shown and surveyed to the community (including businesses) before making final decisions.

5. **TREE & VEGETATION CLEARING:** In the strongest terms, the community rejects any tree clearing along and inside the corridor before municipal approvals, the **Ontario Line EA Impact Assessment Report and Arborist Reports are all completed** and impacts from removals, such a current field studies for SARs, are completed and assessed for accurate and targeted mitigations. Metrolinx agreed to look into this and 'circle back' with the community on this priority issue.

Thank you everyone. Have a good weekend.

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

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[REDACTED]

From: Ontario Line

Sent: October 14, 2021 3:05 PM

To: [REDACTED] Daryl

Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: RE: Metrolinx x LSE CAC

Hi [REDACTED]

[REDACTED] is a consultant who worked closely to develop the safety regime and framework that the Ontario Line is following.

Daryl

From: [REDACTED]

Sent: October 14, 2021 2:43 PM

To: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: Re: Metrolinx x LSE CAC

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Hi Daryl: Who is [REDACTED]? thanks.

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

On Thu, Oct 14, 2021 at 2:41 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Agenda:

Early Works Report – Questions & Issues from the Riverside/Leslieville CAC & Community:

1. Elected Officials Questions & Discussion (30 min):

Peter Tabuns, MPP

Councillor Paula Fletcher

Invited Guest: [REDACTED]

2. Questions from the CAC: Rosemary [REDACTED]
[REDACTED]

The follow Topics from the Early Works Report will be covered by CAC Members from our spreadsheet, 'LSECAC_EWR_JC_Questions & Issues':

- DATA - PROTOCOLS AND MODELLING
- DATA - NOISE CONSTRUCTION
- DATA - NOISE WALLS
- DATA – VIBRATION
- NATURAL ENVIRONMENT
- RAIL SAFETY
- HERITAGE PROPERTIES
- SOCIO/LAND USE
- AIR QUALITY

–

Microsoft Teams meeting

[REDACTED]

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AGENDA

Thursday, October 14, 2021 @ 6pm – 8pm

Early Works Report – Questions & Issues from the Riverside/Leslieville CAC & Community

1. Elected Officials Questions & Discussion (30 min):

Peter Tabuns, MPP

Councillor Paula Fletcher

Invited Guest: [REDACTED]

2. Questions from the CAC: [REDACTED]

The follow Topics from the *Early Works Report* will be covered by CAC Members from our spreadsheet, '*LSECAC_EWR_JC_Questions & Issues*':

DATA - PROTOCOLS AND MODELLING

DATA - NOISE CONSTRUCTION

DATA - NOISE WALLS

DATA – VIBRATION

NATURAL ENVIRONMENT

RAIL SAFETY

HERITAGE PROPERTIES

SOCIO/LAND USE

AIR QUALITY

Other Items for Discussion:

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
NOISE DATA - MODELS					
1	MOEE/TTC Protocol	"criterion limit of 80 dBA for passing trains (applicable to the Ontario Line vehicles).	Appendix C:	MOEE/TTC protocol was written 30 years ago -and clearly states it should only be used to assess TTC vehicles. How can you claim that the TTC SUBWAY DBA standard at 80 DBA passby is applicable to above ground OL trains as a baseline?	
2	Noise modeling baselines	Baseline noise levels for train types over an hour.	Baseline Details:	<p>Note: We want to see this information in graphs before the EWR deadline. You are providing Lpassby data for one OL Train. We are requesting graphs to show the Lmax, Lpassby and Leq, for one hour for with and without noise barriers installed, at POW 08 -88 Wardell, for each of these scenarios:</p> <ol style="list-style-type: none"> 1. Two GO trains each way per hour, two diesel locomotives, 12 cars. This is equivalent to a half-hourly service. 2. Four GO trains each way per hour, two diesel locomotives, 12 cars. This is equivalent to a 15 minute service. 3. Six GO trains each way per hour, two diesel locomotives, 12 cars. This is equivalent to a 10 minute service. 4. Six GO trains each way per hour, electric locomotives, 12 cars. 5. 18 Ontario Line trains each way per hour. This is the projected early morning and late night service. 6. 24 Ontario Line trains each way per hour. This is the projected off-peak service. 7. 40 Ontario Line trains each way per hour. This is the projected peak service. 	

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
3	Noise modelling baselines	Corridor without trains levels		Please provide noise data for ambient levels without trains from 8-9 am; 5- 6pm; 2am - 3am.	
4	Noise Data - High Rises	"noise levels to predicted existing railway noise levels at assessed worst case receptor locations facing the corridor between Eastern Avenue and Pape Avenue with the exception of five high-rise buildings, where noise impacts are expected to be in the "insignificant" to "noticeable" range and are below the MOEE/GO and MOEE/TTC Protocols criteria limits.	Appendix C: page 7	EWR states noise receptacles at mid-point of storey with the highest expected noise levels. Details of which storey is this for each of the 5 buildings should be included. Please explain how a range can be "negligible to noticeable" Can we see elevation noise contours around each of these high rise buildings?	
5	Noise Receptors	Table 2-1: Representative Sensitive Points of Reception	Appendix C: page 15	We are concerned about the constant noise of trains impacting programming in Jimmie Simpson park. For example, will baseball players be able to hear the Umpire? Why are there no POR's in JS Park at the baseball backstop and the in the playground wading pool or on Booth Avenue. Please add these areas in modelling.	
6	Future Train Volumes		Appendix C: LSE OnCorr Tracks, East Harbour to Danforth – Combined Table, p62.	How have you modelled noise levels if electrification of GO Diesel trains is delayed or doesn't happen?	

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
7	Future Train Volumes	Your numbers do not add up in Table: LSE OnCorr Tracks, East Harbour to Danforth – Combined Table, p62.	Appendix C: LSE OnCorr Tracks, East Harbour to Danforth – Combined Table, p62.	<p>"Please update your Table to show missing numbers: As there should be the same number of trains in both directions if it includes both revenue and non revenue trains, especially for the diesel ones. What happens to the extra trains? What happened to the D2L12 trains?</p> <p>Lakeshore East Trains: D1L6 5 +0 +21 + 5 = 31 westbound 19 +3 +5 +0 = 27 eastbound gives 4 extra westbound D1L12 1 + 31 +5 + 0 = 37 westbound 37 +3 +2 +0 = 42 eastbound gives 4 extra eastbound E1L6 46 + 6 +1 + 0 = 53 westbound 1 + 0 + 47 +9 = 57 eastbound gives 4 extra eastbound E1L12 18 + 7 + 1 +0 = 26 westbound 1 + 0 + 19 + 4 = 24 eastbound give 2 extra westbound VIA 0+ 0 +16 + 1 = 17 westbound 18 + 0 +0 + 0 = 18 eastbound gives 1 extra east bound.</p> <p>Stouffville Trains: D1L6 6 + 0 +1 +0 = 7 westbound 1 + 0 + 6+0 = 7 eastbound this one is balanced E1L6 129 +29 +2 +2 = 162 westbound 4+0 + 128 + 32= 164 eastbound gives 2 extra eastbound E2L12 0 + 1 + 3 +2 = 6 westbound 5 + 0 + 0 + 0 = 5 eastbound gives 1 extra westbound"</p>	
8	Future Train Volumes	High Frequency Rail Service	https://policyoptions.irpp.org/magazines/septembe-2021/full-speed-ahead-for-high-frequency-rail-in-the-busy-canadian-corridor/	Have you modelled for the addition of a High Frequency Rail Service through the Joint Corridor? Please show these revised noise/vibration levels in the EWR.	
9	Noise Contour maps	* Note: Noise contours do not account for shielding from all buildings. Therefore, it can be expected that project sound levels will be lower than shown in the figure beyond receptors directly facing the corridor.	Appendix C: Page 78 & 79	Your noise contour maps do not depict the data as shown in Table 3-4 Project w Barriers levels. Please include your explanation of noise contour map receptor levels in the EWR that you have provided to our CAC on October 6, 2021.	

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour
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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
10	Noise Data	"The exceptions to this are locations such as POR_12 and POR_22 receptors adjacent to the north side of the corridor (closest to Ontario Line tracks) where existing buildings located in proximity to these receptors are expected to be removed due to construction of the Ontario Line infrastructure on the north side of the corridor. This is expected to result in removal of current noise shielding for these receptors provided by these buildings, leading to higher noise levels"	page 23	Why does noise shielding matter at these sites if you are modelling predicted noise levels?	
	NOISE DATA - VIBRATION				
11	Vibration Studies	Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations).	Appendix C: page 40	We note the 30 day feedback for issue resolution process will be over by the time this vibration plan is released. What is the timing of this further study and will the community have and cess to it?	
12	Vibration Data	"Vibration - a detailed vibration analysis will be conducted during the design phase to "refine mitigation requirements"	39 of report (not appendix)	You give a list of mitigations - are you committing to implement all of these?	
13	Vibration Data	"In the rare occurrence of additive vibration, such as during a simultaneous GO train and Ontario Line vehicle pass-by, sample calculations indicate that overall vibration levels would not be significantly higher than that of the dominant individual source. Therefore, the results within this report are based on the worst case single pass-bys of trains operating on GO or Ontario Line tracks"	Appendix C: page 82	Why would 'additive vibration' be a rare occurrence on a 6 lane railway? Please explain.	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
14	Vibration Mitigation Map	Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations).		We would like to see this information outlined on a map, ideally a vibration level contour map, of further vibration mitigation areas and investigations.	
15	Vibration	As noted above, this Report documents the operational noise and vibration assessment of Ontario Line vehicles and GO trains within the Lakeshore East Joint Corridor. A number of the Lakeshore East Joint Corridor infrastructure components, including realigned GO tracks and the new fourth track as well as associated vibration mitigation investigated in this report, will be installed as part of the Lakeshore East Joint Corridor early works.	Appendix C: page 8	Are you installing ballast mats on the one existing track as you move it?	
16	Noise & Vibration Report	Noise and vibration Operations Report	Appendix C	We note that this Appendix C is not signed by Acoustics Manager (Alan Oldfield). Why?	
17	Vibration Mitigation - 15 Tiverton	Mitigation was required to be investigated for GO tracks at 8 of these 9 locations – all except POW10_V. In the case of POW10_V, where mitigation was required to be investigated for Ontario Line tracks, the vibration limit exceedance can be attributed to the Ontario Line track proximity to this receptor. The greater extent of mitigation required for GO tracks can be expected because heavy rail trains generate higher overall vibration levels due to the higher weight of the trains and higher assessed speeds.	Appendix C: page 36	Please explain why no further investigation of mitigation is required at POW10 (15 Tiverton) when clearly the house is too close to the rail? The corresponding Table 4-2 indicates OL mitigation is required? Please clarify.	
	NOISE DATA - CONSTRUCTION				
18	Construction Noise Mitigation			What is the combined current existing corridor noise levels plus construction noise levels. Please show how you are mitigating for these combined levels?	
19	Noise Barriers - Construction Timeline		Sept. 23rd Townhall Presentation	From your construction timeline, residents north of Queen will not see a noise wall installed until mid-2023. Please include how will you mitigate 1 year of construction from surrounding homes/ parks/ playgrounds during this time period without a noise wall?	

LSE CAC- Issues & Questions to be included in the Final EWR Joint Corridor/East Harbour

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
20	Noise Barriers - Construction Timeline		Sept. 23rd Townhall Presentation	From your construction timeline you will be installing a noise wall north of Queen St. to Dundas on the west side in mid- 2024. How will you mitigate 2 years of construction from surrounding homes/ parks/ playgrounds during this time period?	
21	Construction Staging Areas: Ray McCleary Towers			Please clarify the plan and timeline for the construction staging for the area south of Ray McCleary Tower 444 Logan Avenue?	
22	Future Train Volumes	RE the GO Schedule included dated 2037	Appendix C:	Your GO numbers reflect trains running in the evening - this is not currently happening. Is this correct and when will this be happening? How have you factored this into your modelling?	
23	Oct. 5th Townhall question	Drainage of water/snow from corridor Anonymous Oct 1, 2021 - 15:48		Please explain how water and snow will drain off the elevated corridor, and will the drainage plans impact property owners and their land who back onto the corridor? There have been many flooding complaints where noise walls back onto properties in other areas of the city.	
24	Communication with Owners	"Vibration from the future Ontario Line and GO track operations is predicted to exceed the MOEE/GO or MOEE/TTC Protocol mitigation thresholds at locations POW01_V, POW04, POW09, POW14, POW15, POW18, POW23, POW24 (exceedances due to GO track operations), and POW_10V (exceedance due to Ontario Line track operations).		What level of communication have you conducted with owners of properties who are listed as needing additional n&v mitigation? Please clarify how homeowners and residents would find out more about the specific construction plans for around their homes?	
25	Noise Conditions	All future diesel locomotives will have an exhaust silencer installed which will reduce the base sound level by 3 dB.	page 70	You have factored a 3 dB reduction which is not discernible to the ear, but what year does this adjustment happen?	
26	N&V Report AppA3	As noted in Section 7, at this time, provincial noise or vibration permits or approvals are not anticipated to be required for the Lakeshore East Joint Corridor early works construction. This will be confirmed as project planning progresses.	page 13	Please clarify why this work would not require a permit?	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
27	Construction Staging Areas: Dundas Bridge	Minute 32 Richard's explanation during presentation at https://www.metrolinxengage.com/en/OLLiveEJune24		Your June 24, 2021 presentation included slides showing a "ramp" being constructed from Dundas to Paisley for equipment access. What is the timeline for this and will it be removed after the bridge is constructed? If so, how will this area be restored?	
28	Construction Mitigation	Additional measures	page 14	Are trains horns being limited when work is being conducted on the tracks?	
29	Construction Mitigation	Additional measures	page 14	Will back up beepers be limited during evening hours?	
30	Construction Mitigation	24-hour Hotline		Are you providing a 24 Hr construction hotline as construction work begins?	At the Oct. 5th Townhall it was confirmed by Malcolm MacKay they would be providing a 24 hour construction hotline.
31	Construction Mitigation	791 Queen St. Fontbonne Residents & Ray McCleary Tower & Francis Beavis Manor	page 14	We have 3 high-rise buildings of vulnerable senior populations - how can you not provide additional noise mitigation for these buildings, one next to the 'Leslieville Station', one between and overlooking 2 major bridges at Dundas & Logan, and one overlooking the portal at Pape/Gerrard?	
NOISE DATA - NOISE WALLS					
32	Additional Noise Barriers & Retaining walls	"... refinements may also include removal of barriers from the GO and Ontario Line bridges as well as refinements to the barrier height and extent at the future Ontario Line stations (Riverside/Leslieville and Gerrard).		Will there be a noise wall on the bridges? If not, how will noise on the bridges be mitigated, especially at the Logan and Dundas bridges that are very close to the Roy McCleary Tower.	
33	Noise Barriers	Noise barriers have been modelled as reflective with an absorption coefficient (alpha) of 0.21. Such barriers can be constructed using transparent materials such as acrylic panels. The locations, extents, heights, and additional details of modelled noise barriers are presented in Appendix D, and noise contour maps are provided in Appendix F.	Appendix C: page 28	You are only presenting one type of noise wall, as a choice, which it is not. What are the other noise wall material options and absorption coefficients?	
34	Noise Barriers Graphics	"barriers presented in this report range in height from 2.5 to 6.5 metres. Mention of 5 metre standard.	Appendix C: page 8 (and, on page 27 of Appendix C "up to a maximum considered height of 7 metres")	What will be visible above the noise wall ie. Does it cover the trains?	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
35	Additional Noise Barriers & Retaining walls	"To facilitate this and barrier detailed design development, refinements to the noise model and recommended barrier design presented in this report will be performed, and changes to barrier height, extent and surface types will be implemented where required. These refinements may also include removal of barriers from the GO and Ontario Line bridges as well as refinements to the barrier height and extent at the future Ontario Line stations (Riverside/Leslieville and Gerrard).	page 33	How will the community will know when critical sound mitigation plans are changing and what input the community will have into these changes?	
36	Retaining walls/Noise walls	Discuss preliminary detailed design of walls and maintenance - particularly graffiti removal.		As retaining walls/noise walls will be up to 41 ft in height throughout the Joint Corridor, please address graffiti removal in the EWR. What is the plan and who is responsible for it Metrolinx or the city?	
Natural Environment - East Harbour & Joint Corridor					
37	Natural Environment - East Harbour & Joint Corridor	Tree Removals	Oct. 5th Townhall	At the Townhall on Oct. 5th it was confirmed that tree clearing will be taking place in November 2021, and that it was previously approved for GO Expansion EA. We note that there has never been a publically circulated detailed design for this work and that the Joint Corridor ROW is now part of the OL's EW Assessment. Please provide a detailed design of the ROW tree & vegetation clearing plan for the community to comment on before the end of the 30 day feedback period.	
38	Natural Environment - East Harbour & Joint Corridor	Tree Removals: Clearing and grubbing of vegetation, tree removal and protection. -Protection of trees & sensitive environmental features.-Erection of temporary and permanent fences.	page 31	"What is the difference between trees being removed and vegetation grubbing? What is the timeline for each?"	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
39	Natural Environment - East Harbour & Joint Corridor	No new field studies. "Field investigations were not completed for the Lakeshore East Joint Corridor Study Area as lands within the Lakeshore East Joint Corridor Study Area were recently investigated in 2016 to support other Metrolinx projects."	page 10	The field studies were conducted 5 or 6 years ago. At the Townhall on Oct. 5, Carrie Schaffer said that new field studies would be completed after trees and vegetation are cleared. Please explain why any SAR would still be located in a corridor cleared of habitats? This plan needs to change from a current study and consultation with appropriate field experts.	
40	Natural Environment - East Harbour & Joint Corridor	Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.	Page 67	Noting the 30 day feedback period will be over and none of the tree removal plans are included in the EWR. When will the Arborist Report be ready to be reviewed by TRCA and the community?	
41	Natural Environment - East Harbour & Joint Corridor	"Barn Swallows are unlikely to nest underneath the rail overpass bridges and/or pedestrian bridges over Eastern Avenue, Queen Street East, Dundas Street East, Logan Avenue, Pape Avenue and Jones Avenue; however, it is possible that birds protected under the Migratory Birds Convention Act such as American Robins may nest under these structures and therefore could be killed, harmed or harassed."	Page 65* Include local Report	From our Community Member's Bird Survey which took place over the spring and summer 2021, we can see that your reference studies are out of date and there are many more varieties of migrating birds. We would like you undertake a field study to confirm this survey and to update your bird species to create a historical record of species on the rail corridor.	
42	Natural Environment - East Harbour & Joint Corridor	Habitat Loss, Barn Swallows, Bats, Monarch, Eastern Wood-pewee -	page 17	Will Metrolinx commit to using some of the 'new' parkland and devote these spaces to creating new habitats for these species?	
	HERITAGE PROPERTIES				

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
43	Heritage Properties	"Lakeshore East Joint Corridor early works have the potential to incur vibration impacts on the buildings within the property (OLS-122). The following monitoring activities are required for vibration impacts: ☐ Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and ☐ Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required		Who is responsible for monitoring vibration impacts on Heritage properties, Metrolinx or Contractors? Who determines if further mitigation is required?	
44	Heritage Properties	Staging Areas		Will you revise the final EWR to include indentifying the impacts of having Staging areas in proximity to Heritage Properties?	
45	Heritage Properties	"Mitigation measures documented in Appendix H of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures for vibration impacts are required: ☐ Documentation (Review and establish) of the structural condition of the affected building to determine if they are vulnerable to vibration impacts from early works ☐ Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration ☐ Implement vibration mitigating measures on the construction site and/or at the building	page 20	When will this process begin? Do Heritage homeowners have and access and input into this information?	
SOCIO/LAND USE					
46	Socio/Land Use	Metrolinx will be seeking feedback from the Riverside and Leslieville communities on the look and feel of the retaining and noise walls, as well as the landscaping strategies directly adjacent to the rail corridor.		Will there be any additional opportunities to consult the community about the look and feel of retaining walls?	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
47	Socio/Land Use	"Following completion of early works, impacted lands will be restored to current City of Toronto standards wherever feasible."		How will you determine what is "feasible"? What is the specific criteria used to determine this?	
48	Socio/Land Use	https://www.metrolinxengage.com/en/content/socio-economic-land-use-characteristics-lakeshore-east-joint-corridor		The photo on this page (and elsewhere) shows RiverDALE. We live in RiverSIDE.	
RAIL SAFETY					
49	Rail Safety	6 lanes of mixed use rail - heavy rail beside light passenger rail.		Why are rail safety plans not addressed in the EWR? We are asking for rail safety plans to be detailed and included before finalizing the reports.	
50	Rail Safety	6 lanes of mixed use rail - heavy rail beside light passenger rail.		Will a crash wall be installed on the corridor - a requirement on any other rail line running heavy and light rail together? Explain why or why not.	
AIR QUALITY					
51	Air Quality	Out of date air quality studies.	Appendix B3: Correspondence	Your data has been noted by MECP as out of date. Locations of your surveillance receptors are not in study area. We expect your data to be based on existing conditions within the study zone. How will you address this?	
52	Air Quality	"A plan to manage air quality will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, from the construction site. The following mitigation measures should be considered in the plan to manage air quality:	page 48	Who develops this plan, Metrolix or Contractor? Who is responsible for monitoring and adherence of it?	
OCT 5, 2021, TOWNHALL QUESTIONS					

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
53	Oct. 5th Townhall question	Anonymous' s avatar Underground alignment Anonymous Oct 3, 2021 - 10:17		<p>The question of underground alignment will not go away - likely because it was not address properly. These 2 questions must be answered:</p> <p>1) What is the cost and cost difference between the current plan using the rail corridor and the underground "Munro" option (e.g. continue on Eastern to Carlaw to Gerrard to Pape station).</p> <p>2) What alternatives are there and what concessions can the local community provide to reduce the cost difference to allow the underground alignment to proceed (e.g. a) go under Eastern to Pape, eliminating the Carlaw "jog", and/or b) using cut-and-cover for the portion of the line from East Harbour Station to Pape Station and to Minton Place)</p>	
54	Oct. 5th Townhall question	Sound demonstration Anonymous Oct 3, 2021 - 14:42		<p>Your "noise demo" https://www.ontariolinesoundstudio.ca/listen/ is an interesting idea. To be closer to reality, please add these options so we can hear the sound of:</p> <ul style="list-style-type: none"> - an OL and GO train passing at the same time as they are likely to do given there will be 1500 trains a day - a diesel GO train given that it will be years before all GO service is electric - an OL train braking and starting up at Queen and Degras rather than just passing through the station since all OL trains will stop there - announcements/bells etc that will be audible on the street level of Queen and Degrassi from the open-air station above. We need to have a demo of the "peak/breakthrough noise" 	
55	Oct. 5th Townhall question	Anonymous' s avatar How is this consultation being used? Anonymous Oct 3, 2021 - 15:46		<p>It's not clear what the objective of this "consultation" is. Metrolinx is vigorously promoting an above ground design with slogans e.g. "Awkward...", billboards and glossy promotional booklets. It appears that the proposed design will have huge impacts on the host community. But you have not costed or evaluated the community's proposed underground option in spite of repeated requests. This process is meaningless if it does not evaluate other less impactful designs. Slogans and advertising in the middle of a consultation demonstrates how this process is disingenuous and simply a corporate communications exercise. Might that change?</p>	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
56	Oct. 5th Townhall question	Anonymous' s avatar Baseline noise standards not met. Anonymous Oct 1, 2021 - 14:12		Why is Metrolinx not meeting the standard noise & vibration limits of 55 dB during the day and 50 dB during the night as their baseline for the rail corridor? Your average 'Project w Barrier' Day noise levels are significantly over the 55 dB standard. Shouldn't you be doing everything you can to meet these existing standards?	
57	Oct. 5th Townhall question	Peak levels vs Average noise levels Anonymous Oct 1, 2021 - 15:02		Please explain the difference between average noise levels and peak noise levels. Where is the data for peak levels? How have you and counted for diesel trains with 1 or 2 locomotives and either 6 or 12 cars?	
58	Oct. 5th Townhall question	No alternative explored in this EAAnonymous Oct 4, 2021 - 00:04		You present only the disruptive above ground option in this report. Shouldn't you explore different options and consult the public about pros and cons of different routes? If there's one alignment that is being presented, what exactly is the point of this meeting? What are you consulting us on? Cost out the underground option! - Let's see how the underground option performs in terms of noise and vibration. - Let's see how many trees we can save. - Let's see how less disruptive the construction is. - Let's see if we can keep Riverside and Leslieville healthy and liveable.	
59	Oct. 5th Townhall question	Anonymous's avatar More noise mitigation for Seniors High Rise BuildingsAnonymous Oct 1, 2021 - 14:51		We have 3 high-rise buildings of vulnerable senior populations - how can you not provide additional noise mitigation for these buildings, one next to the 'Leslieville Station', one between and overlooking 2 major bridges at Dundas & Logan, and one overlooking the portal at Pape/Gerrard?	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
60	Oct. 5th Townhall question	Anonymous's avatar Disingenuous consultationAnonymous Oct 3, 2021 - 23:58		<p>After ignoring community wishes for months about wanting an underground route, now you're disingenuously 'consulting' about the colour of the noise wall.</p> <p>If you're serious about letting the public have a say, you need to provide better data as to how different types of noise walls perform in terms of noise mitigation.</p> <p>Your report provides predicted noise levels with barrier. Well, which barrier? Clear one, absorptive one? Don't you think the public needs to know?</p> <p>You're not fooling anyone with these farcical open houses. No noise wall can effectively reduce the noise from 6 lanes of rail traffic in our residential neighbourhood. BURY THE LINE!</p>	
61	Oct. 5th Townhall question	Re: ExpropriationAnonymous Oct 5, 2021 - 17:11		Has it been determined what properties in the East segment will require expropriation and have all affected property owners been informed?	
62	Oct. 5th Townhall question	Anonymous's avatar WifiAnonymous Oct 4, 2021 - 14:37		Will all stations have Wifi?	
63	Oct. 5th Townhall question	Anonymous's avatar Rail BridgesAnonymous Oct 5, 2021 - 18:51		Does the bridge over Eastern Avenue not need replacement or alteration? Will the bridge over Queen Street be added to or replaced?	
64	Oct. 5th Townhall question	WHy are you planning to ruin south riverdale?Anonymous Sep 30, 2021 - 09:07		Its not an opinion, its a fact that the sound barriers used will only baffle sound close to the track and amplify it for those who are about 100 meters away. The sound barrier technology proposed has a long and solid history of not working as intended. Not just that, but this involves removing mature trees and replacing them with nonsense. Furthermore this is not what anyone in the east end wants. This is not smart development, this is cost cutting at the expense of one of the most up and coming neighbourhoods in Toronto. This asinine idea it can go above ground needs to stop.	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolinx Responses
65	Oct. 5th Townhall question	Who is running the 'consultations'? Name please. Anonymous Oct 3, 2021 - 18:21		The noise 'simulation' is completely biased in two ways. First, we only get to hear noise without the barrier that Metrolinx has already chosen and the noise without. There is no underground option, what the local Leslieville and Riverside communities have been promoting, and the city too. Second, the high frequency of GO and the OL will mean that we neighbours get the CUMULATIVE noise of several different trains at once, very often in the course of a day. Why not do a proper study of the CUMULATIVE impacts of all the trains?	
66	Oct. 5th Townhall question	Indoor noise data Anonymous Oct 3, 2021 - 23:10		Above ground OL is going to be extremely disruptive. There are hundreds of homes in close proximity to the rail corridor. We need to understand how your above ground OL will impact indoor noise levels, and whether our homes will continue to be livable are very serious concerns. Please provide indoor noise data (current and predicted).	
67	Oct. 5th Townhall question	Anonymous's avatar Underpass Anonymous Oct 5, 2021 - 07:21		You are creating a very large area under the railway corridor that already, with the existing one, is a dark unpleasant space that receives no sunlight and suffers from moisture and water problems. Your design will not only increase these problems, but even makes walking along the underpass a very unpleasant experience. Your design shows no sensitivity to a neighborhood that is supposed to be a friendly walkable community. You are creating a "Gardiner expressway" within a heritage district under the pretense of building "better and cheaper" transit . You have not provided detailed costs for this project compared to other alternatives, which have been submitted and are supported by the community. Any reasonable explanation for this?	
68	Oct. 5th Townhall question	Please extend the 30 day limit for submitting comments Anonymous Oct 5, 2021 - 18:40		You released the EWR for the East Segment on Sept 23, on the same day as the EWR for the East Harbour Station. The public has until October 24 to comment on both of these reports. It is unreasonable to expect members of the public to read, understand and make comments on two reports that are hundreds of pages long within the same 30 day period. This shows a lack of desire on the part of Metrolinx to conduct meaningful community consultation with the public. Will you extend the 30 day comment period for these reports? How about until November 15?	

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Question #	Conditions:	Issues:	Reference	Questions	Metrolix Responses
69	Oct. 5th Townhall question	Anonymous's avatar Why won't metrolinx answer questions honestly about the Ontario Anonymous Oct 3, 2021 - 17:57		Less PR and more straight answers. Treat people with integrity and honesty. We know the difference.	
70	Oct. 5th Townhall question	Predicted noise Anonymous Oct 3, 2021 - 23:07		Your noise data is all predicted. Even for 'current' noise levels, you predicted them. Why did you not measure current noise levels? How can we be assured that these are accurate estimates?	
71	Oct. 5th Townhall question	Anonymous's avatar Health consequences from excessive noise from trains Anonymous Oct 4, 2021 - 10:23		Your report suggests the noise generated from the Ontario Line trains overnight to be around 70 dB. You provided no data at all about cumulative noise impacts from GO, VIA, freight and OL trains. OL train alone generating ~70dB is a significant concern, especially overnight! This will wake people up along the rail corridor. You can't build transit that prevents thousands of local residents from sleeping. Are you consulting with Toronto Public Health or Ministry of Health about your plans? The data clearly shows we need an underground alignment in our neighbourhood.	
72	Oct. 5th Townhall question	No 'Alternatives considered' in Early Works Report Anonymous Oct 5, 2021 - 18:06		The Early works report is suppose to identify what alternative were considered. The alternatives do not show that the viable underground option put forward by the city and Steve Monroe was never considered. How can you justify saying it is too costly, if it was never considered? The only alternatives are slight variations of the Metrolinx plan. This is NOT community engagement.	
73	Oct. 5th Townhall question	Anonymous's avatar Platforms Anonymous Oct 4, 2021 - 22:47		I think that most of the Ontario line stations should have side platforms to avoid blind people to fall onto tracks.	

From: Ontario Line
Sent: October 6, 2021 3:56 PM
To: [REDACTED]
Subject: RE: Chat with Carrie or someone on the Noise Team?

Hi [REDACTED]

Please see below for the answers to your questions. I am also copying [REDACTED] as he had some similar questions and I think he would appreciate reading the responses to yours.

- **What does N/A mean?**
The MOEE/GO protocol for single unit dwellings with outdoor spaces assigns outdoor receptor locations as the point of assessment for the day-time period, and the building facade as the point of assessment for the night-time period. The N/A note within the result tables indicates that the receptor type is not applicable for the assessed time period (e.g., an outdoor receptor during the night-time for a house with a yard).
Please see the description of why N/A is used within the table above.
- **Why are there N/A for existing conditions? And for Project levels w or w/o barrier?**
Please see the description of why N/A is used within the table above.
- **Why would existing levels be higher when 3 tracks are being added w/o sound barriers? Single passby or cumulative?**
Noise levels are predicted to decrease at some outdoor receptor locations on ground level where the lower elevation at the receptor locations, relative to the tracks and retaining wall, results in a noise screening effect by the retaining wall, even before the addition of a barrier. This would be applicable to Leq,16h day and Leq,8h night time levels, as well as GO train pass-bys.
- **Future w Barrier levels show over 55 DBA Day & 50 DBA night - why?**
As per the MOEE/GO protocol, the noise level objective is the **higher** of existing day-time (Leq,16h) or night-time (Leq,8h) levels, or 55 dBA (day)/50 dBA (night). As existing levels were predicted to be higher than 55 dBA during the day and 50 dBA during the night time periods at all assessed receptors within the report, the existing predicted railway noise level was used as the objective noise level for the assessment. For additional reference, Leq,16h (day) and Leq,8h (night) noise levels at Wardell and Pape Avenue were also measured above 55 dBA and 50 dBA (respectively), as documented within the August 2020 environmental conditions report.
Why aren't the levels shown in "Future w Barrier" reflected in noise contour maps? Where is that data coming from?
Noise contours can only be generated for a consistent elevation throughout the project area, and were provided within the report at a height of 1.5 metres above ground for day-time periods, and 4.5 metres above ground for night time periods to depict noise contours applicable to the majority of receptors. For receptors such as third storey windows (assessed at a height of 7.5m) or above or high rise buildings, results in the report reflect assessed levels at the specific receptor height.
- **Where barrier levels showed no decrease or rise - and DBA over 55/50 levels - what are planned further mitigations?**
All receptors within the report are predicted to meet MOEE/GO and MOEE/TTC protocol criteria with the modelled barriers implemented, and as such do not require further mitigation per the applicable protocol. Further mitigation is being implemented at Metrolinx's discretion to provide seamless noise barriers with a minimum height of 5 metres between Eastern Avenue and Pape Avenue, which are expected to provide additional noise reduction at most locations beyond the reductions presented in the report.
- **Mitigated OL - is this a single passby or both directions? What does "mitigated" mean?**
Mitigated indicates that this is during the "with barriers" scenario. This column is the Lpassby level for a single Ontario Line train pass-by (passing by on the predicted louder of the 2 tracks at each receptor), as per the MOEE/TTC protocol.
- **How are Mitigated OL DBA's different from "Future w Barrier" DBA's?**
The mitigated OL Lpassby column is for single Ontario Line train pass-bys per the Lpassby limit within the MOEE/TTC protocol with modelled noise barriers. The "Future-With Barriers" column is the 16 hour day-time Leq and 8 hour night time Leq for combined Ontario Line train and GO train impacts (includes all predicted pass-bys), with those same modelled noise barriers. Where:

LPassby = The passby sound level, defined as the A-weighted equivalent sound level, Leq, over the passby time interval given by the total length and speed of the vehicle and
Leq = Constant sound pressure level which would result in the same total sound energy as would the measured time-varying sound pressure level over equivalent time duration.
The Leq16hr, for example, describes the equivalent continuous sound level over a 16-hour period.

Best,

Daryl

From: [REDACTED]
Sent: September 27, 2021 11:46 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Subject: Re: Chat with Carrie or someone on the Noise Team?

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Hi Daryl;

Here are a few:

RE: TABLE 3-4: PREDICTED 'WITH BARRIER' NOISE IMPACTS

Questions:

- What does N/A mean?
- Why are there N/A for existing conditions? And for Project levels w or w/o barrier?
- Why would existing levels be higher when 3 tracks are being added w/o sound barriers? Single passby or cumulative?
- Future w Barrier levels show over 55 DBA Day & 50 DBA night - why?
- Why aren't the levels shown in "Future w Barrier" reflected in noise contour maps? Where is that data coming from?
- Where barrier levels showed no decrease or rise - and DBA over 55/50 levels - what are planned further mitigations?
- Mitigated OL - is this a single passby or both directions? What does "mitigated" mean?
- How are Mitigated OL DBA's different from "Future w Barrier" DBA's?

Thanks!

[REDACTED]

On Mon, Sep 27, 2021 at 11:19 AM Ontario Line <ontarioline@metrolinx.com> wrote:

As a start, can we get those clarification questions you have in written form? I would be easier to pull information from various folks who worked on it.

I am mindful of our environmental team resources with the recent virtual open houses, early works report releases and more. Keep in mind, we will have them available at the open house on October 5 as well.

Daryl

From: [REDACTED]
Sent: September 26, 2021 11:15 AM
To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: Chat with Carrie or someone on the Noise Team?

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Hi Daryl: Is it possible to arrange a quick zoom chat with someone from Carrie's Team who can speak to the Operational Noise Report **data** and answer some questions about it to clarify this week? I would just need under an hour probably - maybe on my lunch break? I don't want to roll this out to the community until I have some clarification that I'm reading this right particularly "Table 3-4: Predicted "With Barrier" Noise Impacts"

Also, wanting to see the corresponding data tables that Noise Contour maps are based on - I can't seem to find that table in the report.

Thank you.

[REDACTED]

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From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]
To: [Ontario Line](#); [Malcolm Mackay](#); [Franca Di Giovanni](#)
Cc: [Tabuns - QP, Peter](#); [REDACTED]; KaufmanR@ndp.on.ca; councillor_fletcher@toronto.ca; [Nicolas Valverde](#); [Barley, Greg \(Dabrusin, Julie - MP\)](#); [Julie Dabrusin](#); [REDACTED]
Subject: Early Works Reports - East Harbour & Joint Corridor - Time Limit
Date: September 28, 2021 10:33:32 AM

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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 Ontario Line Team: Our community is asking you to 'resolve' the main issue of the 30 day time limit on the release of 2 seperate Early Works Reports - one for East Harbour and one for Joint Corridor, which were released last Thursday, Sept 23 at 4pm.

You have combined these reports together into one 30 day release- thousands of pages of information and data into one timeline and expected the community to get through it all in that period.

We strongly feel this is against the intention of the Ontario Line Act and the Issue Resolution process which is to gather important feedback from the community about the coming project and address concerns. The Federal government has asked you to conduct meaningful consultations with our community and this is yet another example of how you are controlling and limiting the conversation with our community.

On behalf of our community, we are asking you to extend the 30 day deadline on the Joint Corridor Report, in order to give us time to go through and discuss the East Harbour Report. This will be the first of many issues you are being asked to resolve.

Sincerely,

[REDACTED]



From: Ontario Line

Sent: September 29, 2021 12:53 PM

To: [REDACTED] Mark Clancy
<Mark.Clancy@metrolinx.com>

Subject: RE: TRCA Comments on Joint Corridor EWR

Hi [REDACTED]

To make this manageable for our environmental team, can you please compile a list of your requests for correspondence.

So far, I understand you want to see the MECP and TCRA comments to the Lakeshore Joint Corridor EWR, is there anything else to be added? Once complete, I will connect with the environmental team to get you answers.

Daryl

From: [REDACTED]

Sent: September 29, 2021 12:34 PM

To: Ontario Line <ontarioline@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: TRCA Comments on Joint Corridor EWR

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Hi Daryl: I don't see TRCA's comments in the EWR Correspondence Report for the Joint Corridor, only for East Harbour.

Can you ensure we get a copy asap, and also that they are included in the Final EWR for Joint Corridor please?

Thanks!

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

From: Ontario Line
Sent: September 29, 2021 12:21 PM
To: [REDACTED]
Subject: RE: Printed copy of the Noise Reports?

Hi [REDACTED]

I printed all the maps from Appendix A3 and C on 11x17. They are available to pick up from the community office today if you are available.

Best,

Daryl

From: [REDACTED]
Sent: September 28, 2021 3:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Printed copy of the Noise Reports?

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Hi Daryl: All the maps would be great. Some are duplicates of the main corridor plan, so just one of those sets.

Thanks.

On Tue., Sep. 28, 2021, 2:47 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

We don't have that much 11x17 so we will need to do a paper supply order to print that Appendix A3 and C (about 200 pages).

Is there a particular set of pages or maps I can print instead?

Daryl

From: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Sent: September 27, 2021 11:20 AM

To: [REDACTED] Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Printed copy of the Noise Reports?

I'll check tomorrow if we have that size of paper and if so, of course.

Daryl

From: [REDACTED]

Sent: September 27, 2021 10:47 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: Re: Printed copy of the Noise Reports?

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Hi Daryl: I'm working from home this week, if you have them in the local office I can pick them up. Can you enlarge them - ? 11x17 size?? Is that possible?

Thanks.

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

On Mon, Sep 27, 2021 at 9:57 AM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

I will be in the community office tomorrow and I can print those particular sections for you to come collect when you are available.

Let me know when you can come pick them up or I can drop them off to you on Booth.

Daryl

From: [REDACTED]

Sent: September 26, 2021 12:09 PM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Subject: Printed copy of the Noise Reports?

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Hi Daryl: Is it possible to get printed copies of Appendix A3 & C the Noise Reports? It's so hard to review the maps in detail.

I just need one copy of each. I can come and pick them up.

THanks.

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

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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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[REDACTED]

From: Ontario Line

Sent: September 20, 2021 11:24 AM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Track work around Dundas area?

Good morning,

Thanks for bringing this to my attention Shelley.

I am investigating internally and will get back to you.

Daryl

From: [REDACTED]

Sent: September 20, 2021 7:39 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Track work around Dundas area?

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Morning Daryl: I'm getting notes from neighbours who said there was track work last night around Dundas bridge area south around 1am.

Can you let me know what's happening and why no notice?

Thank you.

[REDACTED]
[REDACTED]

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[REDACTED]

From: Ontario Line

Sent: September 15, 2021 4:27 PM

To: [REDACTED] Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Early Works Report ?

Hi [REDACTED]

Yes, the Lakeshore East Joint Corridor Early Works Report will be released on the same day as the next open house – September 23rd. That said, I understand your concern.

One goal of our open houses is to draw attention to the release of environmental reports. For example, the June 24 east open house took place when the Lower Don Bridge and Don Yard Early Works Report got released.

As part of any environmental report, there is a one month public review period where members of the public and community groups can respond to the draft early works reports. This feedback is incorporated into the final early works reports.

The September 23rd open house will cover a lot more ground than just the release of the East Harbour and Lakeshore East Joint Corridor Early Works Reports. Your briefing tonight will cover most of these materials.

Daryl

From: [REDACTED]

Sent: September 15, 2021 11:58 AM

To: Ontario Line <ontarioline@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Early Works Report ?

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fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Daryl: September 23rd release? Isn't that the date of the East Section Townhall online? You realize that no one will have read the EWR before being asked to comment and ask questions about it right? I don't know if you are aware of this, but one of the Federal Funding conditions of the Ontario Line was to conduct 'meaningful consultations' with the community and stakeholders.

If no one has seen the report, how is this in any way a meaningful dialogue with our community? Especially about an environmental report that is essentially ALL we will get to comment on before construction begins next year?

I would like to request that the date of the Townhall be moved to at least to the following week to allow for the community to review the EWR.

Sincerely,

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

On Wed, Sep 15, 2021 at 11:49 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

The Lakeshore East Joint Corridor Early Works Report is currently tracking for release on **September 23rd**. It is being finalized and approved by various parties. I will send you an email ASAP once it is uploaded and available.

Daryl

From: [REDACTED]
Sent: September 15, 2021 10:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Early Works Report ?

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Hi Daryl: When is the release date? Today was scheduled.

Thanks.

[REDACTED]
[REDACTED]
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[REDACTED]

From: [REDACTED]

Sent: September 9, 2021 2:07 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

Subject: Re: Meeting Invite: Ontario Line Lakeshore East Segment

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Okay - We'd like the information several days in advance please - so asap.

Thanks.

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

On Thu, Sep 9, 2021 at 2:04 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Metrolinx and the Ontario Line project team will attend future meetings with the LSE CAC. For example, the future meeting we want to organize with you after the Lakeshore East Joint Corridor environmental report is released.

For this particular briefing next week, [REDACTED] is acting as a third party to better collect feedback.

Daryl

From: [REDACTED]

Sent: September 9, 2021 1:53 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

Subject: Fwd: Meeting Invite: Ontario Line Lakeshore East Segment

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Hi Daryl: I received this invitation from your consultant group - I'd like to understand if this means that Metrolinx will no longer be attending our meetings together, and particularly the Ontario Line Project Teams?

If this is the case it is directly against our Terms of Reference with Metrolinx to meet a 3rd party.

Can you confirm?

Thank you.

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

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

From: [REDACTED]
Date: Wed, Sep 8, 2021 at 2:01 PM
Subject: Meeting Invite: Ontario Line Lakeshore East Segment
To: [REDACTED]

Hi [REDACTED],

See attached meeting invite. Please let me know which date is best to have this meeting. I will follow up by phone tomorrow.

Thanks,

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

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[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: September 8, 2021 4:22 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Construction Schedule for Joint Corridor

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Hi Daryl: What is the Agenda for next week? We would need all information a few days in advance to review.

What date/time are you suggesting? Has to be after 6pm.

Thanks.

[REDACTED]

On Wed., Sep. 8, 2021, 1:57 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

A note that Jackie moved on to another role in Metrolinx. We will have a new Senior Manager shortly.

The briefing being organized for next week will cover the materials being shown in the public open house for September 23rd. We hope to organize another meeting with the LSE CAC after the Early Works report is released to have a conversation about the studies.

Eon asked me for the N&V data and I am checking with the team if that is available to share. Right now, the early works report is going through final ministry approvals and verification to ensure accuracy. It is currently tracking for release to the public in the second half of September.

I appreciate the need for information and I will continue to keep you updated as we have more information ready to share. I hope that you will join us for the briefing next week as we hope to get your feedback on the engagement going forward.

Daryl

From: [REDACTED]
Sent: September 7, 2021 12:50 PM
To: Ontario Line <ontarioline@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Construction Schedule for Joint Corridor

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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.

Hi Daryl: If you won't give us the information ahead of time so we can digest it and ask questions and actually feel like we are having a dialouge with you - I fail to see the point of the meeting. We can just read it online.

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

On Tue, Sep 7, 2021 at 12:37 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

We have developed a construction schedule for the upcoming public consultation on September 23rd. It will be included in the LSE CAC briefing that is being organized.

Vegetation clearing for GO Expansion and Ontario Line will begin once the early works (environmental report) is released and finalized. The earliest this can begin is in the fall of this year after the report is finalized to the public. This is considered site preparation and does not fall into the early works contract that will begin mid 2022.

Happy to take a call on this as I think more conversation needs to happen,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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[REDACTED]

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From: [REDACTED]

Sent: September 7, 2021 10:29 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Construction Schedule for Joint Corridor

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Hi Daryl : When will we get the construction schedule for the Joint Corridor please?

Also, when are trees being removed as well?

Keep in mind we were told by Mx that no early works would start before summer 2022. We understood that to include the trees along the corridor.

Thank you.

[REDACTED]
[REDACTED]

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[REDACTED]

From: Ontario Line

Sent: September 7, 2021 12:38 PM

To: [REDACTED]
[REDACTED]

Subject: RE: Overnight investigative drilling work under Logan Avenue Bridge - starting as early as September 7th

Hi [REDACTED],

We have been having major printer issues in the community office and we have just resolved the issue preventing us from printing this morning. I am going to the work area now to canvass the notice and door knock to raise awareness. I plan to post the notice on [REDACTED] for awareness. The email notification was also sent on Friday but got caught in my outbox.

I apologize for the notice. We cannot reschedule this work as the work permits from the City were very clear this block of time is only available and we will need to move forward. It was included in our e-newsletter on Friday and is live on our website as well.

While I have you, we have started the process of opening the office and holding pop-ups outside. I will be working on Tuesdays from the office and increase my time there as we move to a full opening. Feel free to drop by to have conversations.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]

Sent: September 7, 2021 11:25 AM

To: [REDACTED]

Cc: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Subject: Re: Overnight investigative drilling work under Logan Avenue Bridge - starting as early as September 7th

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I would like to suggest that this work be postponed until adequate notice is given to residents.

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

On Tue, Sep 7, 2021 at 11:21 AM [REDACTED] wrote:

Hi there,

No notice put in mailboxes over the past week in homes on Logan Ave. and First Ave.

No one knows about restricted parking on the north side of the bridge.

Many neighbours here do not receive you newsletters and web site. They have never signed up!
Communication is therefore stringer via e-mail.

What about the seniors/tenants at [REDACTED]

Please advise.

Regards,

[REDACTED]

Sent from my iPad

On Sep 7, 2021, at 10:23 AM, [REDACTED]
[REDACTED] wrote:

Hi Daryl:

This is very little or no notice of overnight work, especially as kids are starting school this week. This should have gone out last Friday.

Have residents received this in their mailboxes?

Please confirm.

Thank you.

[REDACTED]

On Tue., Sep. 7, 2021, 10:16 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Good morning,

Apologies for the duplicate email if you received the previous one.

Please see attached for overnight investigative drilling work under the Logan Avenue bridge. It is also live on our website and our recent newsletter.

Any residents parking in the work area will need to move their vehicles by 8pm on September 7th. The drilling will take two nights from the hours of 9pm to 5am. Every effort will be made to minimize disruptions while carrying out this required work. The field crew will have notices on hand.

If you have any questions, feel free to reach out,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

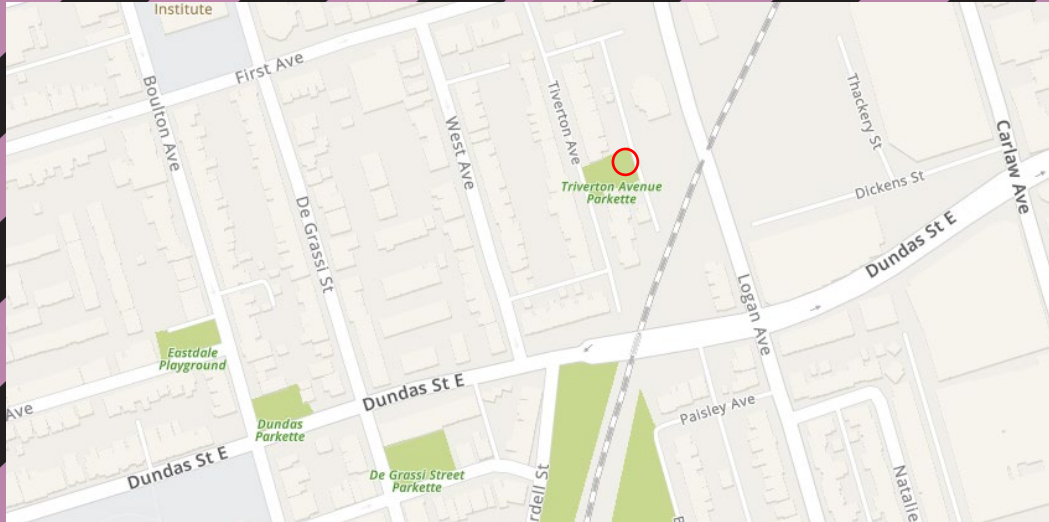
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- **Work will take place on a single day either on August 31 or September 1.**
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

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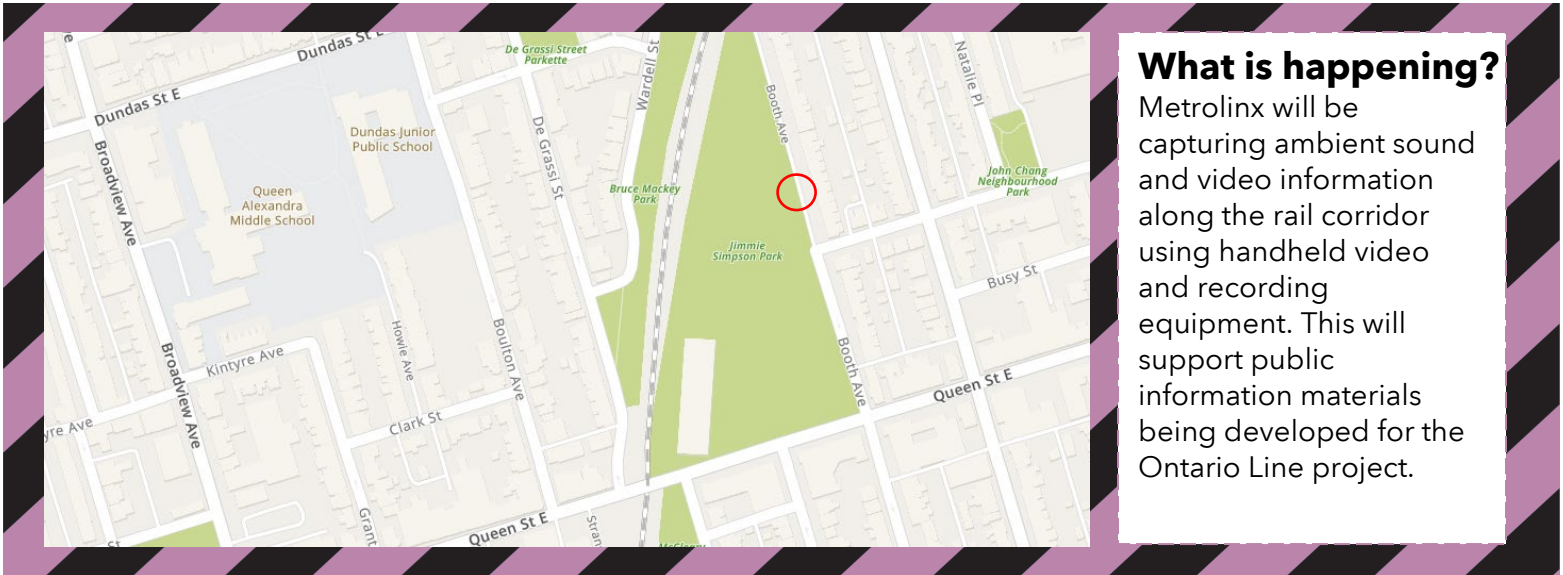
Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: July 27, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing



- Work will take place on a single day either on August 31 or September 1
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.

What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
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-  To stay updated, sign up for our e-newsletter at [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)

Write to us at: OntarioLine@Metrolinx.com
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Information as of: August 3, 2021



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From: Ontario Line

Sent: August 25, 2021 11:09 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Big red machine

Good morning [REDACTED]

Thanks for your patience as I tracked this work down.

This is geotechnical work to understand underground conditions. No trees were impacted and the red work equipment is a drill rig related to this work. After the drilling concludes, there will be short duration site visits to complete sampling work and there will be no noise related to this work.

Please see here [for the notice](#) which was circulated to you late June.

[REDACTED] I am still following up on the Safety/Standards Council of Canada response. It is been circulated with all the teams working on the partnership to ensure accuracy. Once complete, I will share with you immediately.

Have a good day and thanks for reporting this to me,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line

Sent: August 25, 2021 9:20 AM

To: [REDACTED]

Subject: RE: Big red machine

Thanks [REDACTED] this is helpful.

Daryl

From: [REDACTED]
Sent: August 24, 2021 10:12 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Big red machine

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Hi Daryl: The big red machine is still sitting on the tracks over Dundas rail bridge, snapped this picture this evening walking by. Why is it there and what is it doing?

[REDACTED]
[REDACTED]
[REDACTED]

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From: Ontario Line

Sent: August 19, 2021 1:11 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Work on tracks?

Hi [REDACTED]

I got a similar report from [REDACTED] and I am investigating now.

Daryl

From: [REDACTED]

Sent: August 19, 2021 11:55 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Work on tracks?

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Hi there,

I'm hearing reports that there is a heavy machinery on the tracks near Booth ave/Paisley. Could you please verify what this may be? We haven't been advised of any work on the tracks.

Thanks,

[REDACTED]

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[REDACTED]

From: Ontario Line
Sent: September 20, 2021 3:51 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Standards council of Canada

Hi [REDACTED],

Apologies for the delay in getting this to you. Many teams had to provide input.

I'm pleased to give you an update on some of the safety guidelines and approaches that we are taking for the GO Lakeshore and Ontario Line joint corridor.

Ensuring safety of the community, our employees and our contractors is of utmost importance to us. Metrolinx has worked together with the Standards Council of Canada (SCC) to create the *Independent Safety Assessor for Railway Systems Accreditation Program*. Following this program, SCC-accredited Independent Safety Assessors will review and provide recommendations of safety assurance during the design, build and testing & commissioning phases of the project, as well as continuing review of proposed changes to the railway once a project is in operation. Independent Safety Assessors who are accredited under the Program undergo annual assessments and witness audits by the SCC to ensure continued conformance with accreditation criteria. You can find more information about the program [here](#).

The risk assessments carried out by the contractor throughout the design, construction and operation phases of the project are based on [CSA EXP11, Canadian method for risk evaluation and assessment for railway systems \(CMREA\)](#) which Metrolinx worked with the Canadian Standards Association (CSA) to create. The CMREA sets out requirements for evaluating the significance of changes being made to a railway as well as detailed requirements for the corresponding risk management process and criteria for independent assessment by an independent safety assessor (ISA.) The Working Group for the development of the CMREA included representatives from Metrolinx, the private sector, and the Ontario Ministry of Transportation. Based on the European Union's Commission Implementing Regulations (EU) No. 402/2013 of April 30, 2013 on the common safety method for risk evaluation and assessment, CMREA introduces into Canada best practices as established and widely implemented in Europe for making any change to a railway system that is technical, operational, or organizational in nature.

The framework for SCC: accredited safety assessor reviews and evaluates safety risks in the operation of the Ontario Line provided by the contractor, including possible interactions and any proposed mitigations with adjacent railways, property and associated facilities.
Regarding set-back distances from the railway right-of way to adjacent properties: we can confirm this has been considered and reviewed. Metrolinx has carried out initial risk

assessments both for the railway system as a whole, and specifically related to the alignment of the railway through the Lakeshore East and Lakeshore West corridors. Continued evolution risk assessments are carried out by the design team throughout the design process, ensuring that if risks are discovered, mitigations are created and captured in the design and construction of the project.

The CMREA risk evaluation process will address a wide spectrum of potential risks and will include proximity of Ontario Line operations to property and other buildings, along with any mitigations proposed by the designer team, all of which the Independent Safety Assessor will review in evaluating the safety case for the Ontario Line.

On your question of noise and vibration, Metrolinx is working closely with the Ministry of the Environment on the standards which have been developed and will be incorporated into the project contract for the constructor to follow. More details will be shared in the upcoming Lakeshore East Joint Corridor Early Works Report which will be released to the public this fall.

Happy to answer any additional questions you have or organize a meeting to discuss further,

Daryl

From: [REDACTED]
Sent: August 19, 2021 10:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Standards council of Canada

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Daryl,

Following up on this email.

Thanks, [REDACTED]

On Tue., Aug. 10, 2021, 9:24 p.m. [REDACTED] wrote:

Hi Daryl,

Could you please provide the scope of work undertaken by Standards Council of Canada (SCC)? In particular, I'd like to know if SCC will address the proximity issues.

- Will SCC carry out quantitative analysis and literature review to ascertain health concerns around noise and vibration (both during years of construction and the subsequent operational phase)?
- Will it address safety setback distance for residents who live around the rail corridor?

Thanks,



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From: Ontario Line
Sent: August 5, 2021 6:14 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 2AM Track work on corridor

Hi [REDACTED]

Yes, there were done. Apologies if I wasn't clear. I wanted to provide all the details that I know you are looking for. I understand you are working but let me know if you have time tomorrow for a quick call to clear the air on this. I can make myself available before 9am but I am not available past 5pm. If you prefer a quick chat outside, I can bike to Booth Avenue as well.

Looking forward to receiving your team's availability to set up a meeting either late August or early September.

Please note I will be away next week (August 9-13). My colleagues will be more than happy to assist if you have questions.

Have a good day,

Daryl

From: [REDACTED]
Sent: August 4, 2021 5:58 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED] Nicolas Valverde <nicolas.valverde@toronto.ca>, [REDACTED]
[REDACTED]
Subject: Re: 2AM Track work on corridor

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Hi Daryl : I do know this, thanks.

1. I am asking you to confirm they were done.
A simple yes or no will suffice.

2. If it wasn't OL or Go who did the maintenance tree cutting, who was it?

3. From the ECR on tree removal preparations by Mx:

- Preparation of an arborist report;
- Preparation of a Tree Removal Strategy/Tree Preservation Plan in line with the City of Toronto's [Tree Protection Zone](#)
- Establishing Tree Protection Zone fencing in accordance with local by-law requirements;

On-site inspections to confirm the implementation of mitigations.'

Our community is requesting ALL these measures be undertaken by Mx and we will be asking Councillor Fletcher to help ensure they are completed before tree removals are undertaken.

Thanks.

[REDACTED]

On Wed., Aug. 4, 2021, 12:25 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

For any tree removals within Metrolinx rail corridors (including Lakeshore East), a qualified avian biologist must complete a nest search within 48 hours. This is completed in accordance of the regulations in the *Migratory Bird Convention Act, 1994*. Where migratory birds and their active nests are present, the Qualified Avian Biologist will develop a mitigation plan to address any potential impacts.

Similar to the Eastern to DVP vegetation clearing, Metrolinx strives to schedule this type of work during the daytime.

Thanks for your suggestion, I will take that back to the team.

Daryl

[REDACTED]

[Redacted]

From: [Redacted]
Sent: August 3, 2021 1:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]
[Redacted]
[Redacted]
Subject: Re: 2AM Track work on corridor

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Hi Daryl: Thanks for the clarification.

Couple of points:

1. Metrolinx has not confirmed if nest searches were performed prior to 'regular' tree removals on our section of track.
2. We would like to request that trees that are in the city permit process and/or will not be cut down, would be marked in some way, or have protection around them, so the community is aware of what is staying and what is being cut down. Especially given contractors will be working in the darkness of the night with large bulldozers.

[Redacted]

On Tue., Aug. 3, 2021, 12:30 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [Redacted]

Both City and Metrolinx staff do use 'Winter 2022' for project milestones sometimes. I can appreciate this can be confusing. I have advocated internally that we stick to 'early 2022' to avoid any misunderstandings.

The vegetation clearing from the DVP to Eastern Avenue is associated with the [GO Expansion TPAP](#). The upcoming environmental report for Riverside and Leslieville (Lakeshore East Joint Corridor Early Works Report) will provide more details regarding the extent of vegetation removal in the rail corridor due to Ontario Line and GO Expansion work. This environmental report is expected this fall. There will be a separate arborist report which have more details about trees outside of the rail corridor. This report is also expected this fall.

The associated vegetation clearing in the area will only begin once the Lakeshore East Joint Corridor Early Works Report has been shared for public review and comment. This means there is a possibility removals start at the end of this year.

I have confirmed the overnight work in your neighbourhood was not related to the Ontario Line or GO Expansion. I was informed by the track maintenance team that after bad weather events, it is common to have trees blow over and create very real safety concerns. In fact, trimming vegetation that has reached the tracks is done on a bi-annual basis across all rail corridors. I do understand that many residents were woken up by the noise of this work and safety concerns were reported.

Daryl

From: [REDACTED]
Sent: July 27, 2021 2:26 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: 2AM Track work on corridor

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Hello Daryl,
We have looked into the timeline item you have raised. There seems to have been some confusion about the term "winter 2022" as used in the City report "[Update on Metrolinx Transit Expansion Projects](#)." This was interpreted by several people as meaning late (i.e. Nov/Dec) rather than early (Jan/Feb) 2022. We appreciate you bringing this to our attention and will take steps to share the correct information.
Could you please confirm that no further tree removal either inside the corridor or on city parkland will take place before the environmental impact assessment is complete in 2022?
In regards to the overnight vegetation clearing, a bulldozer can be driven through the ever-evolving story provided by Metrolinx. There is evidence to demonstrate this did not happen as the result of an 'emergency' situation as has been posited by your organization. We question why tree clearing is taking place during the day south of

Eastern Ave, but in a residential neighbourhood, Metrolinx decided to it overnight, with no warning.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: July 23, 2021 11:31 AM

To: [REDACTED]

Subject: RE: 2AM Track work on corridor

Good morning [REDACTED]

Residents have been asking me if the Ontario Line environmental assessment has been pushed to late 2022 and mentioned Save Jimmie Simpson told them this. I want to clarify there has been no change to the environmental assessment schedule. The timeline on our [website](#) and shown in the recent virtual open houses are still accurate.

- The Lakeshore East Joint Corridor Early Works is on track for **release in the fall of 2021**. Construction for this work will start in mid-2022, after the EA report has been released.
- The overall Ontario Line Environmental Impact Assessment is still on track for public release **early 2022**.

Happy to have a chat on the phone to clear this up and answer any questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line <ontarioline@metrolinx.com>

Sent: July 19, 2021 1:08 PM

To: [REDACTED]

Subject: RE: 2AM Track work on corridor

Hi [REDACTED]

Thanks for sharing the information about the overnight work. I can confirm it is not related to the

Ontario Line or GO Expansion.

Last night, a safety issue was identified as a tree caused minor damage to a GO train passing within the Lakeshore East rail corridor. Due to the extreme weather we have had recently, a few trees had blown over and was obstructing one track. As soon as this was identified, emergency teams were dispatched overnight to immediately clear the specific trees obstructing the track and ensure the safety of passengers. Due to the nature of this emergency work, there was no opportunity to reasonably notify the community.

I would appreciate if you share this with the community,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]
Sent: July 19, 2021 9:30 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: 2AM Track work on corridor

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Daryl : Just got these pics from a neighbour. Wood and chips flying around during their cutting. Very dangerous.
Tree line noticeably thinner now.

What is going on that we got no notice of this work?

On Mon., Jul. 19, 2021, 9:07 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]
Thank you for bringing this to my attention.
I am investigating immediately with our Ontario Line project managers and GO work coordinators. I will provide more information once I have it.
I apologize for the disruption.
Daryl

From: [REDACTED]
Sent: July 19, 2021 1:50 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: 2AM Track work on corridor

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It's almost 2am and some very loud vehicle is running along the tracks by the JS Park. Sounds like resurfacing.

What is going on and why has there been NO notice whatsoever to the community?

[REDACTED]
[REDACTED]

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From: Ontario Line

Sent: August 30, 2021 4:25 PM

To: [REDACTED]

[REDACTED] Andrea Kausel <akausel@gmail.com>; KaufmanR@ndp.on.ca;
Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: RE: MX x LSE CAC August Meeting

The Lakeshore East Early Works Report is on track to be released mid-September. I will let you know if this date moves. The noise and vibration data is included in this environmental report. We cannot share at this moment because it has not been finalized yet.

As such, it may be wise to schedule a meeting for the week of September 20 to allow your team to review the report and the data. How does that sound? Flagging that we do have the public consultation scheduled for Thursday, September 23.

Daryl

From: [REDACTED]

Sent: August 30, 2021 4:03 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

[REDACTED] KaufmanR@ndp.on.ca;
Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: Re: MX x LSE CAC August Meeting

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Hi Daryl : We would like time to review the noise & vibration data before meeting to discuss. When can we have it?

Also, we will need to read the ERW and then meet about it to discuss before meeting with you with questions / concerns. I suggest we schedule all these topics together after the report is released and we've built in time for us to review it.

Shelley

On Mon., Aug. 30, 2021, 3:56 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Thanks [REDACTED], passed this information along to our consultants.

Daryl

From: [REDACTED]
Sent: August 30, 2021 3:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]; KaufmanR@ndp.on.ca;
Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>
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Ok. Just have them call me for the time being. I'd like to understand more about what they are after first so we can respond as a community voice.

I work until 6pm but could book a call on my lunch hour.

[REDACTED]

Thanks.

On Mon., Aug. 30, 2021, 2:50 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

No worries, reply when it is convenient to do so.

Our consultant who will be carrying out the future public consultation on September 23 wants to reach out to your team to introduce themselves, the upcoming consultation opportunity and determine the best timing to organize a briefing with the CAC.

Daryl Gonsalves

From: [REDACTED]
Sent: August 30, 2021 12:28 PM
To: Ontario Line <ontarioline@metrolinx.com>

Cc:

[REDACTED]
[REDACTED] KaufmanR@ndp.on.ca;
Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

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Hi Daryl: I'm busy at work so will reply more fully later, but what is this about and why are they phoning us individually?

"This week: our consultant will reach out to LSE CAC members to schedule a briefing on the upcoming retaining/noise wall public consultation."

Why?

Thanks.

[REDACTED]

On Mon., Aug. 30, 2021, 12:17 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Good morning [REDACTED]

I understand your advocacy on the underground option for the Ontario Line. At this time, I can confirm Metrolinx is advancing the above ground option. The forthcoming Lakeshore East Joint Corridor Early Works Report will provide more details through various study disciplines.

That said, our conversations with the LSE CAC are very important and we do want to continue our collaboration to keep your community informed and collect feedback on Ontario Line plans as we approach construction. As you know, we will be consulting residents in Riverside and Leslieville on the future retaining/noise walls.

For our upcoming conversations with the CAC, we are proposing the following topics: noise and vibration data, noise wall materials/effectiveness, construction sequencing and vegetation clearing. We can have our Environmental and vegetation removal experts attend so you get the answers you are seeking.

Please see below for our tentative timeline:

- **This week:** our consultant will reach out to LSE CAC members to schedule a briefing

on the upcoming retaining/noise wall public consultation.

- **Mid-September, date TBD:** release of Lakeshore East Joint Corridor Early Works Report
- **Week of September 13:** MX/CAC meeting to discuss noise and vibration data, noise wall materials/effectiveness, construction sequencing and vegetation clearing. We will also take this opportunity to discuss any questions you have about the Lakeshore East Joint Corridor Early Works Report.
- **September 23:** Public consultation for the Joint Corridor retaining/noise walls.

Let me know your thoughts on this proposed agenda and timing of meetings.

Daryl

From: [REDACTED]
Sent: August 18, 2021 12:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; [REDACTED]
[REDACTED]
[REDACTED] <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
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Hi Daryl: From the list below it doesn't appear that anything we wanted to meet about is on it or available to discuss.

What is the purpose of meeting until the information we requested is available? This includes the costing of our underground plan away from the corridor.

Our community was promised a costing of our underground plan by Malcolm Mackay and Duncan Law at several meetings for the past few months, and you were directed to undertake it by the City. Now you are clearly withdrawing that commitment to our community after only costing routes which ran under the corridor, which for many reasons are not feasible.

This is not our plan which clearly solves all the issues your u/g plans ran into.

We do not accept your arguments or underground conclusions.

Our community does not accept your arguments or conclusions.

What else would suggest for an agenda?

Sincerely,

[REDACTED]
[REDACTED]

On Wed., Aug. 18, 2021, 11:55 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for sharing topics for discussion.

Our Environmental team is currently identifying comparables for noise wall materials. We can go over this at our meeting.

[This letter](#) sent on June 8, 2021 concludes that we are not pursuing a fully underground or partial underground alignment.

We initially anticipated being able to share the noise modelling data before the Lakeshore East Joint Corridor Early Works Report was released. Due to delays with the study, we will be releasing the noise data within the Joint Corridor Early Works Report which is still on track for early September.

Raising the tracks does not affect the amount of rain that runs off. All runoff will be captured on-site and directed into the storage/infiltration system. For small events, such as a typical rainfall or meltwater event, we would expect that the vast majority of the water would be intercepted by the infiltration system, and very little, if any, the flow would be directed to the existing storm system. Thus, drainage will be meaningfully improved. We do not anticipate an increase in the overall groundwater elevations or the presence of exfiltration in the area. In addition, Metrolinx is currently investigating the connections to the existing system. If the existing infrastructure lacks capacity, there will have to be either restricted outlets (and thus additional storage on-site), or refurbishment of the existing system.

Looking forward to receiving dates for our upcoming meeting,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: [REDACTED]
[REDACTED] 28, 2021 8:47 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; [REDACTED]

[REDACTED]
[REDACTED] <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: Re: MX x LSE CAC August Meeting

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Hi Daryl: We have several members away at the moment so we will get back to you for dates in August.

Re issues for discussion. We understand from Malcolm MacKay that Mx is costing out our underground plan south of Eastern Ave. We would like to meet and go over those dollars and understand the costs.

Also, you told us that the new noise modeling study for the Joint corridor would be released this summer, so we could through results as well.

We had also asked for a report on the composition of the noise wall materials and their sound absorbing properties, so we could look at that data.

Another issue we have yet to tackle is how the Joint Corridor will drain water/snow off the corridor with noise walls on either side. With the elevated corridor and heated tracks, we are interested in how you will drain water off properties backing on to the corridor and also along the parks.

We will get back to you with more details and some dates.

[REDACTED]

On Wed., Jul. 28, 2021, 4:11 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

It's been a while since our last meeting with the LSE CAC. Can you please provide some times in August for us to meet and what topics you would like to focus on? I understand you are working now so we are happy to organize a time past 5pm.

A reminder of some upcoming milestones:

- Lakeshore East Joint Corridor Early Works Report – fall 2021
- Next virtual open house for East Segment – September (date to be confirmed shortly)
- Public consultation on retaining/noise walls – timing to be confirmed shortly and will be shared with CAC

Thank you,

Daryl

From: [REDACTED]
[REDACTED]
Sent: July 27, 2021 2:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; [REDACTED]
[REDACTED] <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca
Subject: Re: 2AM Track work on corridor

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Thanks. Just to clarify, they were ripping down branches violently, shaking the entire tree line, and chips and branches were flying everywhere. This work did not require a nest search unless the entire tree was being removed? Is this correct?

[REDACTED]

On Tue., Jul. 27, 2021, 1:56 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Yes – I confirmed with the associated contractor that any removal required the appropriate nest search as per regulation.

Daryl

From: [REDACTED]
[REDACTED]
Sent: July 26, 2021 4:10 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; [REDACTED]

[REDACTED]
[REDACTED] <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca

Subject: Re: 2AM Track work on corridor

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Thanks for clarification Daryl. Please confirm this was done prior to tree removal work last Sunday to Tuesday with the tree clearing on our Joint Corridor ?

Thank you.

[REDACTED]

On Mon., Jul. 26, 2021, 2:55 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I have reviewed the video and picture you attached.

To answer your question, nest searches are required to be completed if a tree needs to be removed. This applies to any removals of trees from the work between Eastern Avenue to the DVP or any emergency removals due to safety concerns.

Daryl

From: [REDACTED]

Sent: July 23, 2021 11:29 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; [REDACTED]

[REDACTED] <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>;
councillor_fletcher@toronto.ca

Subject: Re: 2AM Track work on corridor

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Hi Daryl:

We appreciate you following up on this important matter for our community. Can I clarify that nest searches you are detailing are currently only for the tree clearing work south of Eastern Ave to the DVP - removals outlined in the Addendum for Go Expansion?

This 'regularly scheduled maintenance' of tree destruction that has taken place all week in the middle of the night for more than a kilometer of track - all with no notice or information - has this work also had nest searches completed? And if not, why? What is the difference when it is still migratory nesting season? And if this was regularly scheduled tree maintenance - why were we not informed about it??

I'd like to point out the emotional shock this caused our community to wake up at 1am on Sunday morning to see trees and branches flying around the corridor and parks. It was and is deeply upsetting. It was also very dangerous for anyone nearby.

I'm attaching a picture and brief video of a huge HOLE in the treeline, there are visibly less trees on the corridor now, especially behind the splash pad & playground in JS park which wasn't there before.

Please clarify the nest search timeline as well.

Regards,

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

On Fri, Jul 23, 2021 at 11:09 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Good morning [REDACTED]

I investigated further with the appropriate teams.

Our contracts with Avian Biologists do not include preparation of reports for the public. That said, avian surveys are being conducted every 48 hours And will continue until the removals are complete. The surveys are conducted to ensure compliance with the Migratory Bird Convention Act, 1994 (MBCA). Some more information:

- Avian surveys will take place throughout the breeding bird period identified by Environment Canada for migratory birds (early April – late August).
- A Qualified Avian Biologist is to complete the avian nest surveys prior to

commencement of works to identify and locate active nests of species covered by the MBCA, if works must be conducted during the breeding bird season.

- Where migratory birds and their active nests are present, the Qualified Avian Biologist will develop a mitigation plan to address any potential impacts.

Our Rail Corridor team has informed me the work you noticed is related to a regular maintenance to ensure sight lines for train traffic. This would include trimming back vegetation that has overgrown so train operations staff are not only safe but can also see signals, crossings and signs. The [Metrolinx Vegetation Guideline](#) guides this work. It is also important to note this work is attached to the bi-annual cleanup of any scrap materials on the tracks themselves. I have put in an internal request to be looped into these events so we can notify the community in the future.

Daryl

From: [REDACTED]
[REDACTED]

Sent: July 22, 2021 12:54 PM

To: Ontario Line <ontarioline@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>; Malcolm Mackay <Malcolm.Mackay@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

Subject: Re: 2AM Track work on corridor

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Hi Daryl & Jackie: We would like to see the report from the Biologist and understand more of the timing of these inspections before tree removals proceed please.

Again, last night the tree clearing machine was on our corridor around 11pm. Why are we getting no notice of this work? And why hasn't there been nest searches completed beforehand? This is some kind of regular maintenance work and why are nests not being protected? Why is this work different from protections given in the EA's? There are many migratory birds along the corridor.

Sincerely

[REDACTED]
[REDACTED]

On Wed., Jul. 21, 2021, 10:16 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Qualified avian biologists completed the avian sweeps/nest searches. These are conducted within 48 hours prior to any tree removals from DVP to Eastern Avenue.

Daryl

From: [REDACTED]
[REDACTED]

Sent: July 19, 2021 7:23 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Malcolm Mackay <Malcolm.Mackay@metrolinx.com> [REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: 2AM Track work on corridor

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Can I please confirm the date of these searches and who performed them?

Thank you.

On Mon., Jul. 19, 2021, 6:52 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Correct – nest searches or avian sweeps were conducted as they are required.

Daryl

From: [REDACTED]
[REDACTED]

Sent: July 19, 2021 5:34 PM

To: Ontario Line <ontarioline@metrolinx.com>; Malcolm Mackay

<Malcolm.Mackay@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

Subject: Re: 2AM Track work on corridor

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Please confirm nest searches have been approved in this area as is required by the GO TPAP EA process, which I have read.

Thank you.
[REDACTED]

On Mon., Jul. 19, 2021, 5:21 p.m. Ontario Line,
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

After completing the impact analysis through [GO Expansion Transit Project Assessment Process \(TPAP\)](#), Metrolinx is clearing, removing and pruning designated trees and vegetation located between the DVP and Eastern Avenue of the Lakeshore East Rail Corridor. As you know, north of Eastern Avenue is on hold as we complete the forthcoming environmental assessment reports. The notice is currently available on the Lakeshore East Community Notices [here](#). My Toronto east colleagues included the notice in their e-newsletter. I also included it in our July 16 e-newsletter for awareness and it was physically distributed within the area businesses and residents.

As stated in the notice, the contractor is **working in the daytime (7am to 7pm)** and the **limits of the work is from the DVP to Eastern Avenue**. I confirmed with other Metrolinx teams that this work is in no way related to the emergency work that took place early this morning to ensure the safety of passing GO trains.

I will report back to you folks once I get more information to share,

Daryl

From: [REDACTED]
[REDACTED]

Sent: July 19, 2021 4:55 PM

To: Ontario Line <ontarioline@metrolinx.com>; Malcolm Mackay

<Malcolm.Mackay@metrolinx.com>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: 2AM Track work on corridor

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Daryl: Peter Tabuns office just sent me this notice of track clearing DVP to Eastern ave. Today.

Why did we not get this notice?

Have nest searches been done by a qualified biologist? Please confirm.

How is this related to the tree clearing here last night? Did the contractors screw up?

We are insisting on a Metrolinx investigation and report back to our community.

[REDACTED]

On Mon., Jul. 19, 2021, 2:05 p.m. Ontario Line,
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for this additional context.

For reference, I did not say only one tree was removed. The emergency teams tell me a few trees were removed. I am not telling the community or you it was only one tree that was removed.

The report I received says it was one specific tree which caused the minor damage to a GO train.

Daryl

From: [REDACTED]
[REDACTED]

Sent: July 19, 2021 2:02 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: James Francis <James.Francis@metrolinx.com>

Subject: Re: 2AM Track work on corridor

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Here are some videos of the truck moving along Bruce Mackay.. not one tree! Evidence. I watched it go behind Jimmie Simpson Center.

<https://www.facebook.com/groups/667820593838042/permalink/841330836487016/>

<https://www.facebook.com/groups/667820593838042/permalink/841353243151442/>

<https://www.facebook.com/groups/667820593838042/permalink/841328463153920/>

On Mon., Jul. 19, 2021, 1:54 p.m. [REDACTED]

[REDACTED] wrote:

Please stop telling the community it was one tree removed . We have a community of witnesses who watched and listened to the truck clear all the way south and video that it was more than 1 km of tree clearing.

You cannot take trees down during nesting season regardless of who was clearing without a nest search.

Metrolinx must conduct an investigation into what happened.

I'm at work, but you can call me after 6pm at [REDACTED]

On Mon., Jul. 19, 2021, 1:49 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I am following up with our emergency teams to see if they noted the number of trees removed. I am also looking into if they can

share the entrance/exit of the equipment used to clear the specific trees that were a risk to safety.

I want to reiterate this is not related to the Ontario Line/GO Expansion tree clearing. Those impact studies are still ongoing and the clearing will not begin until the reports are made available to the public.

I will provide the information above once I have it. Is there a number I can reach you? I will respond your email so other folks can see it but would be happy to chat as well.

Daryl

From: [REDACTED]
Sent: July 19, 2021 1:29 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: 2AM Track work on corridor

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Daryl if you don't believe us - just walk down the corridor... there is tree debris everywhere all along the corridor.

[REDACTED]

On Mon, Jul 19, 2021 at 1:08 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for sharing the information about the overnight work. I can confirm it is not related to the Ontario Line or GO Expansion.

Last night, a safety issue was identified as a tree caused minor damage to a GO train passing within the Lakeshore East rail corridor. Due to the extreme weather we have had recently, a

few trees had blown over and was obstructing one track. As soon as this was identified, emergency teams were dispatched overnight to immediately clear the specific trees obstructing the track and ensure the safety of passengers. Due to the nature of this emergency work, there was no opportunity to reasonably notify the community.

I would appreciate if you share this with the community,

Daryl Gonsalves

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

From: [REDACTED]
[REDACTED]

Sent: July 19, 2021 9:30 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: 2AM Track work on corridor

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Daryl : Just got these pics from a neighbour. Wood and chips flying around during their cutting. Very dangerous.
Tree line noticeably thinner now.

What is going on that we got no notice of this work?

On Mon., Jul. 19, 2021, 9:07 a.m. Ontario Line,
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for bringing this to my attention.

I am investigating immediately with our Ontario Line project managers and GO work coordinators. I will provide more information once I have it.

I apologize for the disruption.

Daryl

From: [REDACTED]
Sent: July 19, 2021 1:50 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: councillor_fletcher@toronto.ca
Subject: 2AM Track work on corridor

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It's almost 2am and some very loud vehicle is running along the tracks by the JS Park. Sounds like resurfacing.

What is going on and why has there been NO notice whatsoever to the community?

[REDACTED]
[REDACTED]

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From: Ontario Line

Sent: July 2, 2021 10:01 AM

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Ontario Line Roll Plot

I think it's fair to say it is new green space for the community. In my recent conversations with community members, they are surprised to learn this based on their understanding of the project. That said, there is still more to do. We are going to be holding consultations on what the retaining/noise walls will look like and how we can animate these areas so it provides value for the community.

Outside the joint corridor (Eastern to the Gerrard area), vegetation clearing has begun due to approvals and awareness from the associated TPAP reports. With Ontario Line, the LSE joint corridor tree survey and impact analysis is being completed right now and will be included in the forthcoming environmental report this fall. For the joint corridor specifically, no vegetation removals will begin until environmental report is released.

Daryl

From: [REDACTED]

Sent: July 2, 2021 9:40 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

Subject: Re: Ontario Line Roll Plot

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Daryl: Lets be clear, a sliver of land right next to the retaining wall is splitting hairs on what is considered 'new parkland.'

When will we know what trees are being saved?

Thanks.

On Fri., Jul. 2, 2021, 9:28 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

No problem. Just for context, property conversations and design needed to advance in order to make these drawings public.

I have confidence in the surveying consultant because they are using GPS technology to ensure the staking is accurate and matches the map/roll plot linked earlier.

As mentioned in the June 24 open house, the locations of the retaining walls will unlock new green space for the community – approx. 700m² in Jimmie Simpson Park.



Daryl

From: [REDACTED]
Sent: July 1, 2021 11:00 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Ontario Line Roll Plot

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Hi Daryl: Thanks for this - finally. I'd like to note after an initial glance that the fence line you are currently marking with stakes along the JS park, is not what appears to be the retaining wall line in blue in this map - it is much, much wider - as we knew all along - you will be using the entire ROW and then some, and not staying inside the fence line along JS park.

[REDACTED]

On Wed, Jun 30, 2021 at 2:34 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Reaching out to pass along new [technical drawings](#) that are available on Metrolinx Engage for the public to review. As always, this is a snapshot of current design and may be refined.

Best,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: Ontario Line

Sent: August 4, 2021 12:15 PM

To: 

Cc: 

Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi 

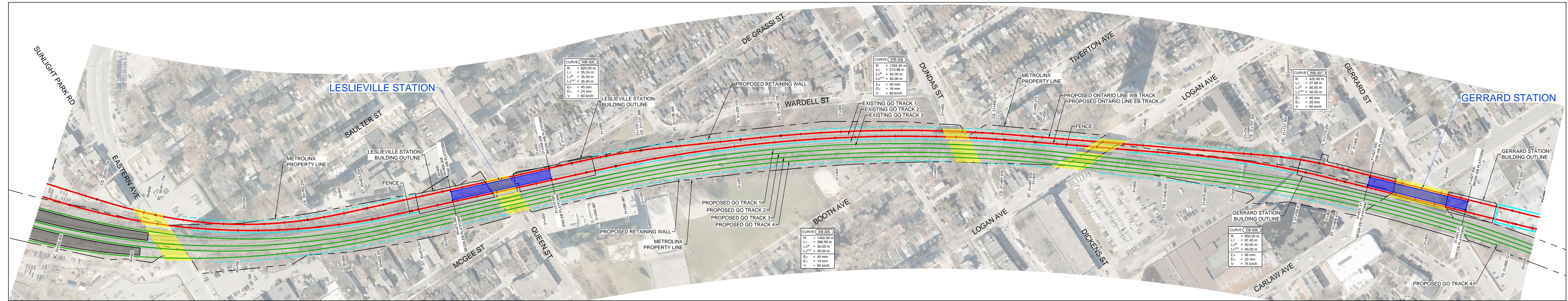
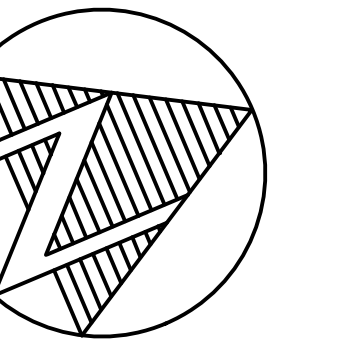
Due to your request, the team has added property lines to the rollplot (see attached).

I checked in with our property team again on that specific retaining wall in Jimmie Simpson Park. They are still figuring it out with City staff and do not have an answer yet. I will update you when I hear something.

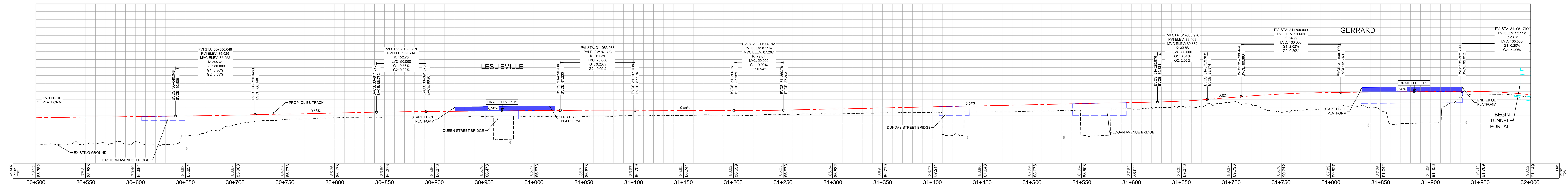
For the trees, if they fall within the existing fence, they are most likely Metrolinx trees. The forthcoming environmental report this fall will provide more details regarding the extent of tree removals.

Daryl

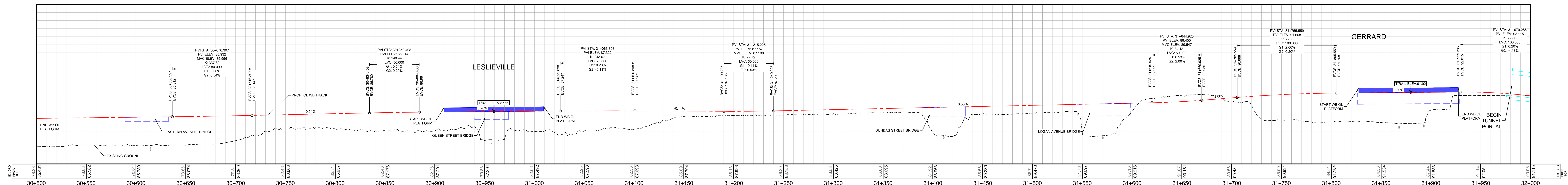




PLAN
ONTARIO LINE TRACK
RP300



PROFILE
ONTARIO LINE EASTBOUND TRACK
RP300



PROFILE
ONTARIO LINE WESTBOUND TRACK
RP300

LEGEND

OL TRACK ALIGNMENT	OL PLATFORMS	GO TRACK ALIGNMENT	PORTALS
TUNNEL	EXISTING GROUND ELEV.	GO PLATFORMS	TBM PORTAL WALL
FENCE	NEW BRIDGE FOOTPRINT	RETAINING WALLS	

CONCEPT ONLY
WORK IN PROGRESS



REVISIONS	REVISIONS



TITLE
LAKESHORE EAST SEGMENT ROLLPLOT
OL STA. 30+500 TO STA. 32+000

DESIGNED	
DRAWN	
CHECKED	
APPROVED	

ONTARIO LINE SUBWAY

[Redacted]

From: [Redacted]
Sent: August 3, 2021 11:26 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Just following up from several weeks back. Has Metrolinx determined where the property lines are and specifically who owns the retaining walls and trees that appear to be in Jimmie Simpson Park? And similarly on the opposite side, who owns the trees in Bruce Mackie Park?

Thanks,

[Redacted]

[Redacted]

[Redacted]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 15, 2021 1:24 PM
To: [Redacted]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Once I hear back, I will share what I hear with you.

The video and additional retaining wall detail is being developed to share alongside the upcoming retaining/noise wall consultation. The current estimate to hold this consultation is sometime in August and I will send you a note once we finalize a date.

Daryl

From: [Redacted]
Sent: July 15, 2021 1:11 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl,

So if the wall is in question, the trees are certainly in parks property yes? When will you know by?

And when would a retaining wall detail be available? Happy to get a drawing prior to a video being made.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 15, 2021 10:38 AM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi [REDACTED]

I inquired internally on your question of ownership of that specific retaining wall. Right now, we are investigating who is responsible for it and I will send you a note when I hear back. There was talk that it might be leftover from the old Grand Trunk Railway.

As part of the upcoming noise/retaining wall consultation, we are working with our construction team to develop a video detailing the construction sequencing for the T-wall retaining system. This will help the community understand the 'look and feel' of this work.

Best,

Daryl

From: [REDACTED]
Sent: July 12, 2021 11:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl.

Is the wall in Jimmie Simpson (cited below) in metrolinx property ownership? And is there a construction detail of the T-Wall retaining system?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 12, 2021 11:13:35 AM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Morning [REDACTED]

I hear you. Invasive trees still provide oxygen and shade despite their impacts to biodiversity and local ecosystems. In the vegetation guideline I linked previously, we have a section on invasive species (page 39).

I know the wall you are talking about. Unfortunately, I cannot provide an answer at this moment until the tree impact analysis is complete and shared with the community in the forthcoming environmental report this fall. We specifically used a T-wall construction method for the retaining wall because it minimizes impacts to trees. The report will provide details on trees that will be protected and those that will be removed/pruned.

Best,

Daryl

From: [REDACTED]
Sent: July 12, 2021 10:24 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl,

1. For the record, "invasive species", from a health standpoint still provide oxygen and much needed shade and (as I am sure you would agree) are far better than no trees when tackling climate change. The birds certainly do not discriminate.

2. More specifically, there is a very old retaining wall along the west boundary of JS Park. I presume this is the property line as you mention below. When the tire factory was converted to a park, trees were planted on the east side of the wall. I believe they are about 50 years old, providing shade, co2 sequestration, noise and visual screening. They run between JS rec centre and Paisley Ave. Will those trees be removed? Have they been identified as "to remain" in any reports?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 2, 2021 9:49:56 AM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi [REDACTED]

It is an interesting question to which I do not have full understanding of the history behind it.

The property line is defined by the existing fence/berm/retaining wall. It is not perfect as these items may have shifted around the many years they existed. For areas where we are exceeding our property lines, conversations are underway with the City and individual property owners.

For the trees, I am not aware of who planted them but I do know Metrolinx is responsible for any vegetation within the rail corridor/property boundary and we have our own [vegetation guideline](#) we follow. I also believe many of the trees in the existing corridor are invasive and the tree survey in the forthcoming environmental report will provide more details.

If you did not get a chance to attend our open house, we [provided more details](#) about how future retaining wall locations will unlock more green space for the community. There is a table on Slide 11 which provides the approx. numbers for your review.

Best,

Daryl

From: [REDACTED]
Sent: July 1, 2021 11:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Mx says it will do the work (mostly) inside the property lines. I am looking at other Mx maps and wondering how the Mx property came to include parkland and many mature trees planted 50-60 years ago as well as things such as the corner of a house at Paisley and Booth.

Did the City plant trees by mistake (Jimmie Simpson, Mcleary Park and Bruce Mackey) in the rail right of way? Was the house built over the R.O.W. 100 years ago? Or is Mx taking that land from parks? I get that houses will be expropriated just don't understand the property line discrepancies.

Thanks, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 30, 2021 2:37 PM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings

No problem.

No, property lines are not included in this file.

Daryl

From: [REDACTED]
Sent: June 30, 2021 2:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings

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Thanks Daryl,

Are property lines part of this drawing file?

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 30, 2021 1:28 PM

To: [REDACTED]
Subject: Follow up - detailed OL drawings

Hi [REDACTED]

I know at the Save Jimmie meeting on May 7, you requested a corridor width measurement and more detailed drawings.

As you may know, we provided detailed measurements for the cross section to Save Jimmie Simpson (I hope you received it). In addition, due to progress with design and property conversations, we have made the roll plot available to the public [here](#).

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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[REDACTED]

From: Ontario Line

Sent: August 26, 2021 11:41 AM

To: [REDACTED] Jackie Czajka
<Jackie.Czajka@metrolinx.com>

Cc: [REDACTED]

Subject: RE: Draft Lower Don Bridge and Don Yard Early Works Report

Hi [REDACTED]

Thanks for reaching out and happy to talk about this.

In accordance with Ontario Regulation 341/20, feedback and comments **are** accepted during the public review period of an Ontario Line Draft Early Works Report or Draft Environmental Impact Assessment Report to the Project email address (ontarioline@metrolinx.com) or via webpage forms available on the Project website during the public review period for a Draft Report.

This final report which was released includes a description of the concerns raised by Indigenous Nations and interested persons and what Metrolinx did in respect of the concerns raised. For the Lower Don Bridge and Don Yard Early Works, the public consultation period was from June 22, 2021 to July 22, 2021.

That being said, is there something I can specifically help with? If your issue is something that spans the 'East Segment', you can save it for the East Harbour Early Works Report or the Lakeshore East Joint Corridor Early Works Report coming out shortly. You also have an opportunity during the Environmental Impact Assessment Report as well.

Happy to chat more about this,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]

Sent: August 25, 2021 6:59 PM

To: Ontario Line <ontarioline@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Draft Lower Don Bridge and Don Yard Early Works Report

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Hi Daryl: Our CAC would like to launch your 'Issue Resolution ' Process, as noted in the Ontario Line Act, for this report. We would like to log an issue that needs to be resolved for this report.

How do we do that?

Thank you,

[REDACTED]
[REDACTED]

On Wed., Aug. 25, 2021, 3:24 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Today Metrolinx took another step in the environmental assessment process for the Ontario Line with the release of the final [Early Works Report for Lower Don Bridge and Don Yard](#). The final report incorporates the feedback received during the consultation period from June 22, 2021 to July 22, 2021.

To recap, the report provides details on the planned early works where the Ontario Line will run alongside GO train operations, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. The scope of work includes:

- building a new bridge north of the existing rail bridge over the Lower Don River that will carry Ontario Line tracks;
- shifting GO tracks in the Don Yard and nearby rail corridor to accommodate Ontario Line infrastructure;
- modifying the existing rail bridge to accommodate GO track shifts and Ontario Line infrastructure; and,
- relocating and protecting utilities and signal infrastructure in the area.

As we move through 2021 and 2022, Metrolinx will release additional Early Works Reports and an Environmental Impact Assessment Report. These reports will be released in draft for public consultation. We look forward to sharing them and receiving your feedback.

Our team is available to discuss plans for early works at Lower Don Bridge and Don Yard or anything related to the Ontario Line project. Please reach out to us at any time.

Thank you.

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

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: Ontario Line
Sent: June 22, 2021 11:59 AM
To: [REDACTED]
Subject: Draft Lower Don Bridge and Don Yard Early Works Report

Hi [REDACTED]

Reaching out to let you know the Draft Lower Don Bridge and Don Yard Early Works Report is now live on Metrolinx Engage and can be accessed [here](#).

The Lower Don Bridge and Don Yard early works will include:

- Construction of a new bridge north of the existing Lakeshore East rail corridor 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.

The public feedback period is open until **July 22, 2021**. We will also raise awareness about this report at our upcoming East virtual open house this Thursday.

Feel free to reach out should you have any questions,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: Ontario Line

Sent: June 18, 2021 9:40 AM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: RE: Follow up to June 11 meeting

Hi [REDACTED]

Rainy Friday but looking forward to our meeting.

Please see attached for the completed Q&A along with an image where the cross section was taken.

Daryl

From: [REDACTED]

Sent: June 15, 2021 1:21 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]
[REDACTED]

[REDACTED] Franca Di Giovanni
<Franca.Digiovanni@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Subject: Re: Follow up to June 11 meeting

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Hi,

[REDACTED] will send an invitation to our Friday 10 am meeting later today.

I have added two other issues to Daryl's chart (attached) that I hope we can discuss when we meet: the land designation letter and what will happen to the bridges on the rail corridor in our section.

Thanks and see you Friday,

[REDACTED]

On Mon, Jun 14, 2021 at 10:22 AM Ontario Line <ontarioline@metrolinx.com> wrote:

|

Happy Monday everyone,

Received. See excel sheet attached. Following up internally to get you that information.

Looking forward to seeing the invite for our meeting this Friday morning.

Daryl

From: [REDACTED]
Sent: June 11, 2021 3:56 PM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>; [REDACTED]; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Re: Follow up to June 11 meeting

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Please add these questions to [REDACTED]

The graphic shows the existing GO tracks as being lower than they will be in future. Does that mean that all of the tracks are going to be raised? If so, by how much? Will this be done at the same time as moving one of the GO tracks?

What is the space/width between the middle of the 4th GO train on the east side and the noise wall? Is that 4 metres? It looks like it, but please confirm.

Looking forward to continuing our conversation. Have a nice weekend.

[REDACTED]

 Virus-free. www.avg.com

On Fri, Jun 11, 2021 at 3:42 PM [REDACTED]
[REDACTED] wrote:

Hi Daryl: Thank you for the measurements - but we are still confused by the JSC building to the right and it being north of the station. Please see this red property line indicated below - Where about is this cross section that shows parkland to the west? Because there will also be a retaining wall and noise wall - so please explain this amount of space on your cross section. Can you please give us lat and long on a map? Is this after Wardell avenue, if so there is no JSC to the east.

Also, can you check that the electric poles are on the inside of the 2 OL tracks, we do not think this is correct, nor the amount of space given to the disembark/embark from each train - it is much too narrow.



Thank you!

We can discuss next week.

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

On Fri, Jun 11, 2021 at 3:14 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thanks for meeting with us today. Please see attached for the graphic.

Some notes:

- This is just north of the station planned at Queen, at Jimmie Simpson Recreational Centre.
- These are average width measurements.
- Included is the width of this particular cross section as well as the range of widths for the Metrolinx property boundary.
 - Our internal teams double checked the property boundary widths provided here. These are the most accurate.

Chat soon and hope you enjoy the reopening weekend,

Daryl

From: [REDACTED]

Sent: June 11, 2021 12:53 PM

To: Ontario Line <ontarioline@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Cc: [REDACTED]

[REDACTED]

Subject: Follow up to June 11 meeting

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Hi Jackie, Franca and Daryl: Thank you for the informative discussion. It was great to meet you Jackie and welcome.

We have agreed there is much more to discuss, so we'll be sending an invite for next Friday 18th, around the same time - which we will confirm shortly.

We will also be sending an updated list of our follow up questions for the project teams to answer, next week.

Daryl, if you'd like to share the map you have with measurements with us now, we can agree to discuss it together next Friday, along with information about Transit Land Designations and the permitting process?

Thank you, and have a nice weekend.

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

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Questions for MX-CAC mtg 2021-06-18		
Topic	LSE CAC Questions	Metrolinx Answers
OL Detailed Cross Section north of Queen Street at JSRC provided June 11, 2021	The June 11, 2021 cross section shows the existing GO tracks as being lower than they will be in future. Does that mean that all of the tracks are going to be raised? If so, by how much? Will this be done at the same time as moving one of the GO tracks?	Yes, they will be raised between 0.9 - 1.6 metres. These measurements depends on several factors, including City requirements, available space, constructibility requirements, etc. All the GO tracks will need to be moved. Moving GO tracks laterally and vertically will be carried out in different stages of construction. That said, the early works construction schedule is still in development.
	What is the space/width between the middle of the 4th GO train on the east side and the noise wall? Is that 4 metres? It looks like it, but please confirm.	Yes. At this stage of design, the measurement from the centreline of the 4th train to the retaining/noise wall is approx. 4 metres. All measurements are subject to change and will be identified by the successful bidder.
	Where about is this cross section that shows parkland to the west? Because there will also be a retaining wall and noise wall - so please explain this amount of space on your cross section. Can you please give us lat and long on a map? Is this after Wardell avenue, if so there is no JSC to the east.	The cross section we shared was taken north of the future station at Queen Street East, in between Bruce Mackey Park and Jimmie Simpson Recreation Centre. See the orange marker in the attachment to this email:
Land Designation Notices	What is the explanation for the large transit corridor land designation outside the LSE rail corridor property lines?	The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing rail corridor where the Ontario Line is planned for. The transit corridor lands were first created by starting with current transit plans. From that, experts from Metrolinx and the Ministry of Transportation used many technical considerations to expand that area, in consultation with the City of Toronto. Technical considerations include activities to plan and build the project, including noise and vibration studies, traffic access planning, underground utilities and utility relocations, to name a few. Once they were confident in that area, a 30 metre buffer was added to define the transit corridor lands you see in blue on the public website we shared with you.
	Do you anticipate further expansions? Where? When?	If you are referring to the transit corridor lands, then I can say there are no plans to change the area at this time. Of course, we are still in the middle of design so as requirements change, the transit land corridor could change as well.
	How long will the permit be required on our property titles? Decades? Post completion of project? What is the process for removing the notice on property titles?	The language going on property titles is for information purposes only and will be removed once the Ontario Line is complete . This is similar to properties in housing subdivisions or near airports.

	What is the permit process for property owners?	
	Where do they apply? Will the city administer the permits?	<p>You will need a permit if you are building, altering or placing a building or structure or utility infrastructure that requires dewatering, grading or excavation and other work as may be prescribed by the Regulation under section 84 of the Act.</p> <p>Other examples include pools, deck, new sheds, or big exterior reno projects. Projects such as these are sent to the above noted address, and MX will administer the permit. A good rule of thumb is that for all things that you might build that would otherwise require a permit from the city, those are the same types of works you come to us for now.</p> <p>For your context, Metrolinx used to review those applications anyways (via the City, as an external commenting agency) but now we are requesting direct access to us for a separate permit. It allows us to be more transparent and have a two way conversation about our work.</p>
	What are the fees involved in permit applications?	There is no fee to acquire the Metrolinx permit.
	How long does it take to get a permit?	<p>Each situation is unique. There are circumstances where work may not require a permit such as renovations to the interior of your home or business or finishing your basement (ie. bathroom renovations, window replacements) will not require a permit from Metrolinx.</p> <p>The length of time to receive a permit will depend on the complexity of the project being considered and it is the goal of the permitting team to ensure this process is as quick as possible. For more complex work, it will take on average 45 days. For less complex work, we expect a fast turn around of 30 days or less.</p>
	What is the permit enforcement process? Will there be inspections?	<p>Failure to comply with the above requirements may endanger public safety, impact Metrolinx rail operations and cause delays for active construction.</p> <p>Metrolinx has enforcement authority under the Act, including the ability to issue non-compliance notices, and stop work orders depending on the severity of the infraction.</p>

	Can property holders request specific details of how their property will impact the transit corridor? For example, property owners who are 100's of metres away from the corridor want to know how their property expansion would impact the OL?	See answer above about how the Transit Corridor Lands were determined. There are a lot of technical considerations and the overall goal is to ensure Metrolinx coordinates transit plans with specific renovations that property owners want to make. In most cases, it will not necessarily mean an impact and in the future if a requirement from Metrolinx was identified, we strive to notify the property owner as soon as possible to start a discussion.
Bridge changes	Status update on what will happen to each of these five bridges: replacements? Widening?	The bridges in the area are very old and require rehabilitation. With Ontario Line plans, we not only plan to refurbish all the existing bridges but also want to ensure they can accommodate the new infrastructure required by Ontario Line and GO Expansion. The project team confirmed we do not have design or estimates to share as we are determining the best and most efficient way to refurbish the bridges which can include potential replacement if that is identified as the best way forward.
	Gerrard and Carlaw	
	Logan north of Dundas	
	Dundas west of Logan	
	Queen at Degrossi	
	Eastern around Saulter	



Little Free Library

Jimmie Simpson Park

Bruce Mackey Park

Brick Street Bakery
Takeout • Delivery

Barrio Cerveceria
Takeout • Delivery

Queen St East at Logan Ave

Queen St East at Logan Ave

A&W Canada
Takeout • Delivery

Queen St East at Empire Ave

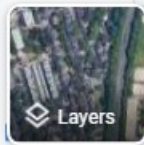
Bonjour Brioche
Takeout

Clinique De Mode

La Carnita
Takeout • Delivery

Queen St East at Boulton Ave

AIC Studios



From: Ontario Line
Sent: June 9, 2021 12:15 PM
To: [REDACTED]
Subject: RE: Metrolinx store on Queen East

Not that the moment given the considerations I provided below

From: [REDACTED]
Sent: June 9, 2021 12:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Metrolinx store on Queen East

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Thanks - Is there a projected opening date??

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

On Wed, Jun 9, 2021 at 11:57 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

There are still major renovations to be done and restrictions need to lift before we open it.
Looking forward to the future when this is complete.

In the meantime, I am happy to meet with residents in-person with social distancing and masks. I had a few meetings so far.

Best,

Daryl

From: [REDACTED]

Sent: June 9, 2021 11:30 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Metrolinx store on Queen East

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Hi Daryl: We are wondering when your storefront office on Queen St East is set to open.. looks like it's almost ready??

Thanks.

[REDACTED]

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From: Ontario Line

Sent: May 18, 2021 2:39 PM

To: [REDACTED]

Subject: RE: Question Re Issues Resolution Process on the Ontario Line

Hi [REDACTED]

Following up your previous questions regarding the issues resolution process.

Where and how to file a complaint?

In accordance with Ontario Regulation 341/20, concerns can be submitted during the public review period of an Ontario Line Draft Early Works Report or Draft Environmental Impact Assessment Report to the Project email address (ontarioline@metrolinx.com) or via webpage forms available on the Project website during the public review period for a Draft Report.

What is the process for resolution of the complaint?

Concerns submitted during the review period are reviewed by the Project team, followed by the development of responses to concerns that are then provided to the party who submitted the concern and included in the Project consultation record.

For example, as part of the Exhibition Station Early Works Report process, an individual requested for consideration of a bridge/tunnel between Atlantic Avenue and Exhibition Place to support population growth. In response, Metrolinx confirmed that the station modifications and improvements planned at Exhibition Station will improve pedestrian connectivity across the rail corridor and at Exhibition Station. Additional information on the issues resolution process undertaken for the Exhibition Station Early Works Report [can be found in Section 8.7 of the Final Exhibition Station Early Works Report](#).

Following the issues resolution process, a Draft Early Works Report or the Draft Environmental Impact Assessment report will be updated to include a description of the issues resolution process employed by Metrolinx in respect of any concerns raised by Indigenous Nations and interested persons, in accordance with Ontario Regulation 341/20. The Final Reports will also include a description of the concerns raised by Indigenous communities and interested persons; what, if anything, Metrolinx did or will do in respect of the concerns raised; and a description of any impacts to the timeline for implementation of the early works or Ontario Line Project as a result of how Metrolinx has addressed concerns.

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: Ontario Line

Sent: May 6, 2021 11:02 AM

To: [REDACTED]

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

Subject: RE: Question Re Issues Resolution Process on the Ontario Line

Hi [REDACTED]

I am looking into this and will get back to you once I find out more.

Best,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: May 5, 2021 11:41 AM

To: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line

<ontarioline@metrolinx.com>

Subject: Question Re Issues Resolution Process on the Ontario Line

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Hi Josh and Daryl:

We are wondering if we can have more information about Metrolinx's **Issue Resolution Process** please?

As outlined in the Ontario Line Act:

(22.7) The proponent shall establish an issues resolution process to attempt to resolve,

(a) any concerns raised by Indigenous communities or interested persons in a way that does not cause unreasonable delay to the implementation of the transit project; and

(b) any adverse impacts to the existing aboriginal or treaty rights of the aboriginal peoples of Canada, as recognized and affirmed in section 35 of the *Constitution Act, 1982*, related to the

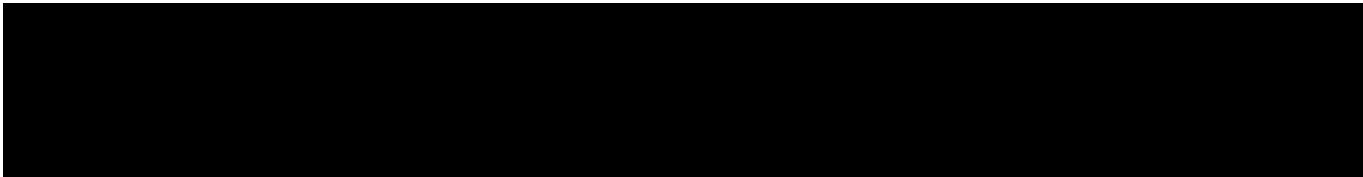
change. O. Reg. 342/20, s. 12 (8).

1. Where to file a complaint?
2. How to file a complaint?
3. What is the process for resolution of the complaint?

Thank you!

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

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From: Ontario Line
Sent: May 4, 2021 12:30 PM
To: [REDACTED]
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: RE: Thorncliffe Park MSF & Timeline Questions

Hi [REDACTED]

Now that the location of the Ontario Line Maintenance and Storage Facility has been identified, environmental impact studies are underway and will be used to inform the draft Environmental Impact Assessment Report which we anticipate releasing for public review in early 2022. This will build on information collected in the Environmental Conditions Report about existing conditions in the area, which is within the Ontario Line North segment of the study area assessed in the [final Environmental Impact Assessment Report](#). Construction of the MSF is included in the Rolling Stock, Operations and Maintenance contract which we expect to finalize in late 2022 with construction to begin in 2023. All of these dates are included in the most recent Ontario Line project timeline which is posted on our website.

Hope this helps,

Daryl

From: [REDACTED]
Sent: Friday, April 30, 2021 3:01 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: Thorncliffe Park MSF & Timeline Questions

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Hi Josh: We are wondering if you can answer some questions about the newly selected MSF in Thorncliffe Park?

1. Will there be an Environmental Condition Assessment done on the newly selected MSF site as it was not specifically included in the ECR, other than as a large red zone area of study?
2. Will there be an Impact Report conducted on the site specifically?
3. When will either of these reports be released to the public for comments and review?

4. What is the projected timeline for construction to begin on the MSF? Is this before or after the EIA is released and finalized?
5. Will a new OL timeline be updated to reflect the MSF project dates?

Many thanks!

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

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[REDACTED]

From: [REDACTED]

Sent: June 2, 2021 5:26 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Response to LSE CAC Questions - April 6

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Hi Daryl : At this meeting we would just like to address your responses to our questions from our March meeting. So we just need to speak with you at the moment. We haven't had a chance to chat with you together before.

Going forward we'd like to set up meetings with the OL project team which we can discuss.

Let me know what works. We just need an hour.

Thank you

[REDACTED]
[REDACTED]

On Wed., Jun. 2, 2021, 5:18 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

[REDACTED]

Thanks for your email and sharing that document.

I am gathering the right people internally to be at this discussion. Do you have any availability next week you can share as well?

Best,

Daryl

From: [REDACTED]

Sent: June 1, 2021 12:18 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Response to LSE CAC Questions - April 6

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Hi Daryl: Thank you for finally returning our CAC questions from our March 25th meeting. We would like to set up a zoom call to discuss them with you, and discuss setting up monthly Metrolinx meetings going forward.

Perhaps this Friday morning around 10 or 11am for an hour?

Would that work for you?

Please let us know.

Additionally, we would like to review our '*LSE CAC Terms of Reference Agreement*' with you, so you understand who we represent in our community, and the agreed expectation of Metrolinx outlined in the section, 'Roles and Responsibilities of Metrolinx.'

I am attaching it here for your reference and our discussion.

Sincerely,

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

On Fri, May 28, 2021 at 5:09 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Apologies it took some time to get back to you about your questions after our meeting in March. Going forward, would you be interested in a biweekly touch base with myself so we can be better connected? If so, please let me know and I can set it up for us.

I followed up with the Ontario Line team for some further information to address the questions the LSE CAC shared following our meeting in March. Great that you could join our recent meeting with the Save Jimmie Simpson group. Some of the information below reiterates elements of that discussion but there is still design work and studies underway and we will in a better position to provide greater detail as we move closer to the release of the early works report for the joint corridor. As previously noted, we are taking extra time to refine our plans and minimize impacts on the community to the greatest extent possible.

You included a request for updates on our response to a number Council motions. We are continuing to work with the city's Transit Expansion Office to provide information to address issues raised at Council. More details regarding construction plans, environmental studies and contract language to protect communities will be shared with the community for feedback once they have been sufficiently advanced and validated, but this information is not yet available given we are more than a year away from starting construction in your community.

At the request of the community, we have already looked at various tunneled approaches, including the most feasible tunneled approach that preserves the most customer benefits. We have found building any underground tunnel east of the Don River would be extremely disruptive to the nearby communities and erase much of the important customer benefits along the way. Constraints in the area include longer and more disruptive construction, additional property requirements, impacts to utilities, large sewer mains and active flood protection areas. Additionally, in order for trains to go underground through here, they would have to exceed the maximum grade possible. Ultimately, we would likely have to permanently close roads and lose access to existing transit that so many in the community rely on.

Addressing your questions about the Eglinton Crosstown and BIA councils for the Ontario Line, it is important to first note how both projects are very different. The Ontario Line will have less road disruptions compared to Crosstown because construction of the Ontario Line will not be built along only one major road in the city. Instead, construction of the Ontario Line will be spread throughout the city from Exhibition/Ontario Place to the Ontario Science Centre at different times. In addition, road and traffic disruptions will be avoided or reduced largely due to the fact that Ontario Line stations are not being built one kilometre apart in a straight line across a major Toronto road, the way the Crosstown was designed and built. We are in regular contact with the Riverside and Leslieville BIAs and we will establish more formal community tables that includes local businesses as we advance the Ontario Line to a point where more communication is needed.

We are still confirming details about the latest refinements that put the Ontario Line tracks side-by-side within the corridor instead of straddling either side of it. This change helps us slim down permanent station infrastructure, reduce impacts to parks and create a better customer experience. The Environmental Conditions Report always anticipated our plans to be refined and created a baseline that is flexible enough to accommodate slight design changes. The forthcoming Lakeshore East Joint Corridor Early Works Report this fall and Environmental Impact Assessment Report in early 2022 will provide the answers you are looking for and the methodology used for the studies. I ask for your patience as we take the time to complete the studies and ensure our results are accurate. To help visualize how it is possible to stay mostly within the existing rail corridor, I have attached a cross section with existing GO tracks. I am working to get the measurements you asked for and will provide them soon.

On the tree canopy and air quality in Riverside and Leslieville, I understand you have many questions along with community members such as Rebecca Wood. For trees within the existing rail corridor, Metrolinx will follow our [Vegetation Guideline 2020](#). For any trees outside the rail

corridor which need to be removed, Metrolinx will work closely with the City of Toronto and follow their compensation requirements. It is important to note our dedication to the mature tree canopy is strong and we will ensure every opportunity is explored to keep removals at a minimum. As you may know, tree removals have begun outside of the joint corridor as part of other projects. For the joint corridor, we do not have any firm timelines at this moment but we do not expect tree removals to begin before the end of this year. All these details and more will be included in the Lakeshore East Joint Corridor Early Works report. With the introduction of the Ontario Line, we hope to improve background air quality levels by allowing people to leave their cars at home and take transit instead. The planned electrification of numerous GO trains that run through the rail corridor in the Leslieville and Riverside area will also have a similarly positive impact.

On noise walls, we are following standards for subways set by the Ministry of Environment, Conservation and Parks (MECP). This includes the Ontario Ministry of the Environment and Energy/GO Transit Protocol for Noise and Vibration Assessment (MOEE/GO Transit, 1994) and the Ontario Ministry of the Environment and Energy/Toronto Transit Commission Protocol for Noise and Vibration Assessment (MOEE/TTC, 1993). We will also have several options for new vegetation, landscaping and streetscaping to keep community spaces beautiful. We look forward to working closely with the community and the City on how to design these walls to enhance the neighbourhood. These conversations will start this summer.

On the natural environment, you asked when the work to assess potential impacts to parks and schools will be completed. As we advance the forthcoming environmental reports, these studies will be completed and shared with the public through the draft and finalized environmental reports. A reminder that the Lakeshore East Joint Corridor Early Works report will be released this fall and the Environmental Impact Assessment Report will be released in early 2022.

As you know, we hold ourselves to the highest standards when it comes to safety. The six-track joint corridor is no exception and is subject to an evaluation conducted with an Independent Safety Assessor to ensure the utmost safety standards are in place for passengers, operating and maintenance staff, and the communities that the Ontario Line will travel through. This evaluation will follow the highly respected, well established and widely adopted European Standard the European Common Safety Method for Risk Evaluation and Assessment. The evaluation will consider numerous safety considerations, including the separation between the Ontario Line and GO tracks; signal systems and operating rules; operations, safety, and security measures; emergency procedures; maintenance of lines/tracks; and traction power spacing requirements. We will share more details about this robust evaluation as it becomes available.

I will be sending a response to Save Jimmie Simpson's questions as per our recent meeting shortly.

Have a good weekend,

Daryl Gonsalves

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



From: Ontario Line

Sent: May 14, 2021 3:09 PM

To: [Redacted]

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; [Redacted]

[Redacted]

[Redacted]

Subject: RE: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

[Redacted]

I want to let you know that AECOM will be at the final location at the corner of Booth Avenue and Paisley Avenue next Wednesday, May 19th to complete the required sound and video information capture. For the 'CAC Questions for Follow up,' I will have a response to you via email next week.

Don't hesitate to let me know if you have any questions.

Best,
Daryl

From: [Redacted]

Sent: May 4, 2021 11:52 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; [Redacted]

[Redacted]

Subject: Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

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Hi Daryl - Thank you for this helpful information. Do you know when you will be returning the 'CAC Questions for Follow up,' that we sent you after our meeting in March? It's been more than a month now.

[Redacted]

[REDACTED]
[REDACTED]

On Tue, May 4, 2021 at 11:14 AM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

The recordings will be taken at an elevation of 1.5 metres from ground level to represent ear height for a standing person.

Thank you,

Daryl

From: [REDACTED]
Sent: May 3, 2021 1:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; [REDACTED]
[REDACTED]
Subject: Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

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Hi Daryl: Thank you - can you also ask what elevations they are recording sound at?

Thanks.

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

On Mon, May 3, 2021 at 1:49 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Thanks for your patience as we looked into your questions.

This upcoming work will supplement the joint corridor noise report included in the Ontario Line Existing Conditions Report and will be a part of the forthcoming Lakeshore East Joint Corridor Early Works Report. The report will be released this fall and we're hoping to be able to share some results before then.

Sound level recordings of existing train pass-bys and existing ambient sound will take place at the locations identified in the notice. The equipment being used include a Zoom Q8 video recorder, Zoom H3 360° Audio recorder and a Bruel and Kjaer Model 2250 Sound Level Meter. In the overall noise model, we will use typical train traffic rather than pandemic levels you hear now. In addition, we take into account future GO service/trains as outlined in the [GO Rail Network Electrification EPR Addendum](#) noise study.

Daryl

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

[Redacted]

From: Ontario Line

Sent: April 30, 2021 1:40 PM

To: [Redacted]

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; [Redacted]

[Redacted]

Subject: RE: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

H [Redacted]

Thank you for reaching out.

We are looking into your questions and will be in touch when we have more details to share.

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: April 30, 2021 11:47 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; [Redacted]

[REDACTED]
[REDACTED]
Subject: Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

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Hi Josh: We've had a look at this coming work order and have some questions about it.

1. What specific sound collection device(s) are you using to record 'ambient' sound levels?
2. What specific use will this ambient sound be part of?
3. Will this sound data collection be part of an official noise and vibration report and released to the public?
4. Why are you taking 'ambient' sound levels during the pandemic, when train volumes are so low - and;
4. Please explain any modeling used in the data collection, specifically at which heights & specific locations you will be collecting noise data along the corridor?

Thank you.

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

On Thu, Apr 29, 2021 at 5:24 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

The Ontario Line Community Relations Team



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[REDACTED]

From: Ontario Line

Sent: April 14, 2021 12:10 PM

To: [REDACTED]

Subject: RE: Ontario Line East Virtual Open House - April 22

[REDACTED]

That image is a generic photo which is displayed across the Metrolinx Engage website in multiple areas related to updating the community. I've seen some great Jimmie Simpson Park images in the materials that are being developed and we'll certainly look into incorporating more photos from the East end as we continue to update our website.

Best,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: April 13, 2021 4:11 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line East Virtual Open House - April 22

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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.

Hi Daryl: You have a picture on the website of the FlatIron building downtown.. shouldn't you/they pick a more appropriate image from Leslieville? How about Jimmie Simpson Park??

Thanks.

[REDACTED]

On Tue, Apr 13, 2021 at 3:29 PM Ontario Line <ontarioline@metrolinx.com> wrote:



We wanted to inform the LSE CAC that the Ontario Line virtual open houses for east end residents have been confirmed. Residents and businesses can register by [visiting this link](#).

The Ontario Line virtual open house will cover the Lower Don Bridges, East Harbour, Leslieville/Riverside and Gerrard. It will take place on Thursday, April 22 starting at 6:30pm.

We ask that you please circulate this engagement opportunity with the community.

Feel free to reach out if you have any questions,

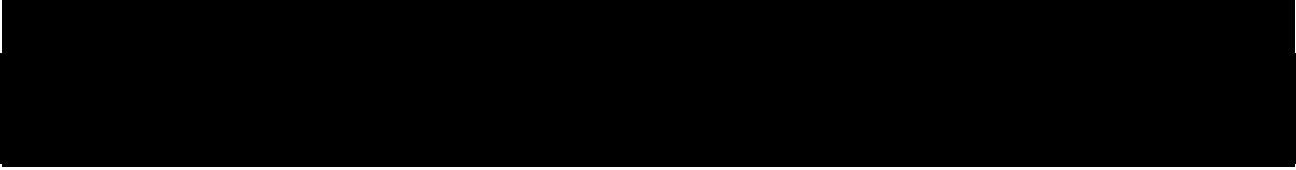
Daryl Gonsalves

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



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From: [Redacted]
Sent: April 20, 2021 10:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]

Subject: Re: Minutes & Questions from March 25th?

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Hi Josh and Daryl: It appears we were at 2 different meetings by the look of these Minutes. We will have a number of additions - including the news that was dropped into the middle of the meeting from C. Fletcher that Metrolinx was realigning the tracks to the west side of the corridor and the exclusion of it from our Agenda.

Thank you.



On Tue, Apr 20, 2021 at 8:44 AM Ontario Line <ontarioline@metrolinx.com> wrote:



Please see attached for the summary of our previous meeting on March 25. Look forward to receiving your comments.

The team is using the LSE CAC's questions to help guide preparations for Thursday's virtual open house and future discussions with you. We will also be updating our website with more written responses to more of the community's frequently asked questions.

Have a good day,

Josh and Daryl

From: [Redacted]
Sent: April 19, 2021 10:57 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]

[REDACTED]
Subject: Minutes & Questions from March 25th?

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Morning Josh: I hope you are well and had a good weekend?

I am following up the Minutes from our last meeting on March 25th and the questions we had submitted for answers.

We'd like to get these around the community soon.

Please let know when they will be ready?

Thank you.

[REDACTED]
[REDACTED]

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From: [Redacted]
Sent: April 7, 2021 10:52 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [Redacted]
[Redacted]
[Redacted]
[Redacted] Ontario Line
<ontarioline@metrolinx.com>

Subject: Re: Questions and Follow Up from our March 25th meeting with the LSE CAC

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Okay - but where did these boundaries come from to begin with? They are clearly not the property line for the corridor.



On Wed, Apr 7, 2021 at 9:55 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

If you recall from December 2020, the Lakeshore East Early Works information that was released included some maps to show where along the corridor work would be happening. The maps showed areas where new infrastructure would be added but the locations were representative, not exact, and the maps were labelled “for illustrative purposes only.” As we continue with design work and environmental studies for the joint corridor, we will be sharing more detailed drawings so the community can see the recommended locations of tracks and retaining and noise walls.

Hope this helps.

Josh

From: [Redacted]
Sent: Tuesday, April 06, 2021 5:14 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>

Cc: [Redacted]
[Redacted]
[Redacted] Ontario Line

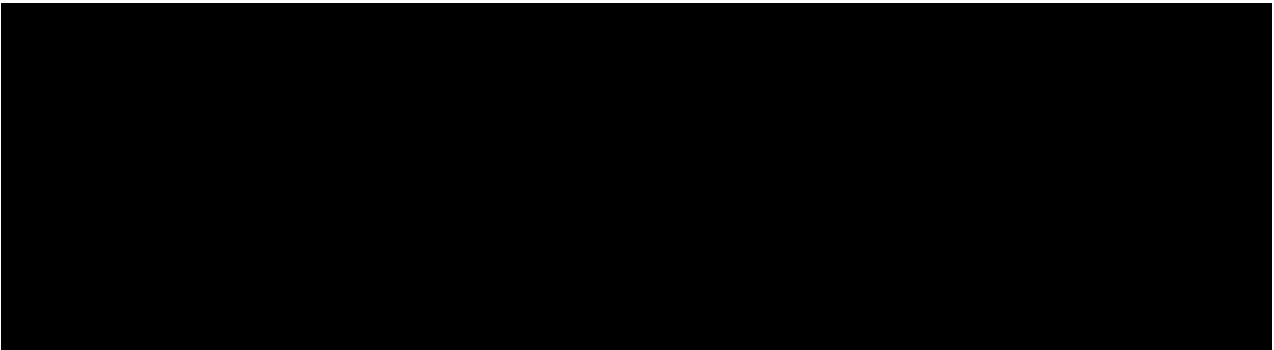
<ontarioline@metrolinx.com>

Subject: Re: Questions and Follow Up from our March 25th meeting with the LSE CAC

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Thanks for clarification.

Can you find out why these pink boundaries were listed on the GO Expansion maps in December as 'Ontario Line Noise walls'?



On Tue., Apr. 6, 2021, 4:04 p.m. Josh Vandezande, <Josh.Vandezande@metrolinx.com> wrote:

No problem. Those are the Metrolinx property boundaries. What the team is looking at now is how to safely construct the necessary infrastructure, including the retaining/noise walls, within those boundaries while minimizing impacts to the parks and trees.

From: [Redacted]
Sent: Tuesday, April 06, 2021 2:38 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [Redacted]
[Redacted]
[Redacted] Ontario

Line <ontarioline@metrolinx.com>

Subject: Re: Questions and Follow Up from our March 25th meeting with the LSE CAC

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Hi Josh: Thanks for the information and for the heads up on the new map - can you clarify what the black dotted lines are that border the corridor? Is this the placement of the noise wall

boundaries?

[REDACTED]

On Tue, Apr 6, 2021 at 2:02 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

[REDACTED]

Thank you for the email. We will work with our project teams to provide information to respond to these questions and use them to help guide our future discussions.

Continuing to refine plans for the Ontario Line is an important part of the initial project design phase that we are currently in. The Environmental Conditions Report looked at existing conditions. The early works reports and Environmental Impact Assessment Report will set out the detail of anticipated impacts but those reports require a detailed level of design that has not yet been reached. As I mentioned prior to our last meeting, Metrolinx is 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.

We know the community wants to be part of this process and we will continue to share updated graphics and information as soon as it is available, following a thorough discussion with city staff. We are working on updated maps for the East segment and just released a [new blog](#) that includes a graphic showing the six track corridor fitting mostly within the Metrolinx property lines. We are looking forward to a virtual open house where we can share updates with the community, answer questions and receive public feedback. As soon as we have a date, I will let you know.

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

From: [REDACTED]

Sent: April 6, 2021 11:57 AM

To: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Questions and Follow Up from our March 25th meeting with the LSE CAC

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Hi Josh: I hope you had a relaxing long weekend?

Our CAC has put together questions from our March 25th meeting for the OL Project Team members, in the same format as we had asked questions from the draft ECR.

We were completely taken aback by the news that the Ontario Line tracks are being realigned to the west side of the corridor, especially after the ECR was finalized, and we don't understand why we were not told that this was on the Agenda for discussion.

We have now included questions about the realignment and we would like to request a meeting together as soon as you have more details and drawings to share with our community about this major shift.

Along with the City of Toronto, our community is asking Metrolinx to undertake a serious costing of an underground alternative away from the corridor.

Thank you.

[REDACTED]

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Feedback & Questions from our March 25th meeting with our Lakeshore East Community Advisory Committee.

We kindly request that wherever possible answers be given by Project Management Teams.

Conditions:	Issues:	Responses from Metrolinx re ECR:	CAC Questions for Follow up from March 25 th meeting:	Metrolinx Responses March 25th meeting:
<p>City of Toronto Motion MM28.17</p>	<p>City Council Decision City Council on February 2, 3 and 5, 2021, adopted the following: 1. City Council reiterate its support for a below ground subway in the segment of the former Relief Line from Pape to the Don Yards, the elevated segment of the proposed Ontario Line that runs through the Thorncliffe Park neighbourhood and the length of the Ontario line from Eglinton East through the Flemingdon Community and that Metrolinx, the Ontario Provincial Government and the Federal Government be formally advised of City Council's decision.</p>	<p>n/a</p>	<p>Along with the City of Toronto, our community is directing Metrolinx undertake a serious investigation of an underground alternative that would lessen the impact on our community <u>away from the rail corridor</u> as any EA or TPAP would require. When will this be completed?</p>	



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Conditions:	Issues:	Responses from Metrolinx re ECR:	CAC Questions for Follow up from March 25 th meeting:	Metrolinx Responses March 25th meeting:
<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>a. the analysis to arrive at the economic business case and the impacts that the Ontario Line will have on individuals, businesses, and communities in proximity to the rail corridor that will be disrupted while construction is occurring as well as the disruption during the ongoing Ontario Line operations;</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	
<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>b. the analysis and supporting information used to develop the Preliminary Design Business Case and how far the mitigation measures for the impacts have been advanced;</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>c. the detailed studies that have been done to address the impacts to residences and businesses directly adjacent to and within 60 metres on either side of the GO rail corridor in the Riverside and Leslieville areas to assess noise and vibration, including a map of where monitoring devices have been placed and the current readings and their comparison and whether readings were assessed using standards such as the Ministry of the Environment and Climate Change's "Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning" and how the readings exceed the requirements noted in the Canadian Transportation Agency's "Rail noise and vibration: Requirements for railway companies"; and</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>d. the Rail Corridor Risk Assessment and Management Study for the above grade portion of the Ontario Line, with a focus on areas where residences are in close proximity to the proposed rail corridor.</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	
<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>5. City Council direct the Executive Director, Transit Expansion Office to report to the January 27, 2021 meeting of the Executive Committee to: a. provide estimated capital construction costs for the Ontario Line to run below grade from East Harbour Station to the point where it is proposed to run below ground north of Gerrard Street East;</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>b. provide Metrolinx's response to City Council's request that Metrolinx consider alternatives for the technology and station locations and alignment, including placing underground the section of the Ontario Line from East Harbour Station to Gerrard Street East, in the environmental assessment process for the Ontario Line;</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	
<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>c. recommend language that would help protect business operations that could be included in all Metrolinx tendering documents and contracts as well as in all City of Toronto issued permits;</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>d. provide Metrolinx’s response to City Council’s request calling on Metrolinx and the Province to Compensate Small Business owners for 9 years of construction obstruction to the operation of their businesses on the Eglinton Crosstown LRT Route; and</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	
<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>e. report on the problems encountered by Metrolinx in connecting the Eglinton Station with the new Eglinton Crosstown Line and the delays this may cause in opening the New Crosstown Line.</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>6. City Council direct the Executive Director, Transit Expansion Office, in consultation with the General Manager, Parks, Forestry and Recreation, to secure consultant services necessary to create, inventory and assess the impacts on City-owned trees and recreational facilities adjacent to the Metrolinx right-of-way for the proposed above ground section of the Ontario Line as well as the GO expansion fourth rail from Gerrard Street East to Main Station.</p>	<p>n/a</p>	<p>When will Metrolinx be securing consultant services and providing this report?</p>	<p>d</p>
<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>7. City Council direct the Deputy City Manager, Infrastructure and Development Services, and the Executive Director, Transit Expansion Office, to request from Metrolinx a detailed Consultation and Engagement Plan, that outlines how Metrolinx will engage with communities and businesses located in the vicinity of the Ontario Line.</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>8. City Council request Metrolinx to consult with the Mayor’s Office and local Toronto City Councillors prior to alterations of roadways, issuance of notices to local residents, or commencement of negotiations with private developers for transit oriented developments.</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the City and the public?</p>	



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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>9. City Council direct the General Manager, Economic Development and Culture, in consultation with the Executive Director, Transit Expansion Office, to convene all interested local Business Improvement Areas and local Councillors who will be most affected by the Ontario Line construction to review the Eglinton Way Business Improvement Area's Business Improvement Area Construction Tool Kit: Lessons Learned From the Eglinton Crosstown to develop the components of local construction mitigation plans, related but not limited to, the effects of tunneling/works yards, surface excavation, utility relocation, dewatering, heavy equipment, station construction on business operations, and report to the Economic and Community Development Committee in the first quarter of 2021.</p>	<p>n/a</p>	<p>When will Metrolinx be convening this BIA council?</p>	

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<p>City of Toronto Motion: EX 18.3 City Council direct the Executive Director, Transit Expansion Office to request the following from Metrolinx, and to report to the January 27, 2021 meeting of the Executive Committee on:</p>	<p>10. City Council forward the Item to the Toronto Transit Commission Board for its information.</p>	<p>n/a</p>	<p>When will Metrolinx be providing this information to the TTC & Board?</p>	
<p>Route New Alignment</p>	<p>Realignment of tracks to west side of the corridor</p>		<p>When will Mx be releasing drawings and elevations, or animations of the OL Joint Corridor? Will this happen prior to community engagement?</p>	
<p>Route New Alignment</p>	<p>Realignment of tracks to west side of the corridor</p>		<p>Why is the decision being made to realign the tracks to the west after the ECR has been finalized?</p>	
<p>Route New Alignment</p>	<p>Realignment of tracks to west side of the corridor</p>		<p>Explain what further assessments steps will be taken to study the impacts of their realignment on both east and west sides of the corridor.</p>	
<p>Route New Alignment</p>	<p>Realignment of tracks to west side of the corridor</p>		<p>Explain the benefits to the community from the realignment?</p>	

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Route New Alignment	Realignment of tracks to west side of the corridor		Confirm the amount of space on the Joint Corridor needed to accommodate the realignment with specific maps and measurements.	
Route Alignment	Realignment of tracks to west side of the corridor		Will the ECR's 'Area of Study' be expanded to encompass a larger neighbourhood zones especially to the west to assess the new realignment?	
Safety	Crash Wall		Confirm if a 'crash wall' is being considered to divide LRT from freight/heavy trains, such as are required by US Standards on the Joint Corridor?	
Safety	Magnetic Fields Assessment		What is being done to assess the impacts on the community of the magnetic and electric fields and when will this information be released to the public?	
Safety	Accidents and Malfunction Assessment		What is being done to assess accidents and malfunctions for the combined 6 tracks? Will this be part of the EIAR?	
Noise & Vibration	Noise Wall		Confirm the height and width of the retaining wall.	
Noise & Vibration	Noise Wall		Confirm the height and width of noise wall.	
Noise & Vibration	Noise Wall		Provide information about noise modeling that includes data and receptors used for buildings that are taller than the projected height of the noise wall. Buildings such as Fontbonne Ministry, McCleary Towers, Condos at Carlaw&Dundas, Frances Beavis Manor	
Noise & Vibration	Noise Wall		Confirmation that they will adhere to the current MOEE/Go Protocol decibel standards of 55 db during the day & 50 db night which includes buildings taller than the noise wall.	

Feedback & Questions from our March 25th meeting with our Lakeshore East Community Advisory Committee.

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Noise & Vibration	Noise Wall		Clarification of statements made by Mx that they are looking for the 'best locations' of noise walls, when it is our understanding that Mx will be providing a seamless noise wall for the entire 2km section between EH and Gerrard/Pape areas. Confirm seamless noise wall for 2km Joint Corridor.	
Air Quality & Tree Canopy			When will applications for tree removals be submitted to the City for the fall tree removals?	
Air Quality & Tree Canopy		Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements. Following construction completion, areas will be restored and plantings will be undertaken in accordance with Metrolinx's Vegetation Guideline.	Are trees being considered for relocation as opposed to removal?	
Air Quality & Tree Canopy		Details about construction timelines and anticipated impacts will be shared before the end of December 2020.	What is the timeline for removing trees from the parks on either side of the rail corridor between Dundas and Queen?	
Air Quality & Tree Canopy		Further details about required vegetation removals in the Lakeshore East joint corridor will be shared as planning and design advance. In addition to the well-designed sound barriers that we will be adding, landscaping new trees and greenery will significantly reduce the visibility of the corridor and the trains that will operate within it.	Confirm when trees will be replanted along JC in project timeline.	

Feedback & Questions from our March 25th meeting with our Lakeshore East Community Advisory Committee.

We kindly request that wherever possible answers be given by Project Management Teams.

Conditions:	Issues:	Responses from Metrolinx re ECR:	CAC Questions for Follow up from March 25 th meeting:	Metrolinx Responses March 25th meeting:
Noise & Vibration:		Vibration measurements were undertaken at locations which accommodate activities and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential or commercial buildings. As project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the draft Environmental Conditions Report.	As noted in your comments from the ECR, what additional Noise and Vibration studies are being undertaken and on what locations?	
Noise & Vibration:		Residential receptors on Booth Avenue are represented conservatively by the assessment of 2 Paisley Ave and 14 Wardell St assessment locations, which are considered to be potentially exposed to the worst-case noise and vibration within this segment of the study area.	As noted in your comments from the ECR, when were these measurements done to Paisley and Wardell? They are not listed in the either the draft or final ECR. Can we get copies?	
Natural Environment:	The area of study is so narrow along the route, that it allows Metrolinx to skew the conditions and impacts (Noise, Vibration, Air Quality, Demographics, Community Resources, etc.) in/on our surrounding residential areas, particularly demographics and community resources.	Metrolinx will be examining potential impacts to parks that may be affected by the Project as part of the Environmental Impact Assessment Report.	When will this work be completed and in which parks?	

Feedback & Questions from our March 25th meeting with our Lakeshore East Community Advisory Committee.

We kindly request that wherever possible answers be given by Project Management Teams.

Conditions:	Issues:	Responses from Metrolinx re ECR:	CAC Questions for Follow up from March 25 th meeting:	Metrolinx Responses March 25th meeting:
Natural Environment:		Metrolinx will be examining potential impacts to schools that may be affected by the Project as part of the Environmental Impact Assessment Report.	Which schools are you studying and when will this be completed?	





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

Sent: March 24, 2021 10:16 AM

To: 

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: materials for Thursday's LSE CAC meeting re: Ontario Line

Hi,

Here are the materials and link.



From: 

Sent: Wednesday, March 24, 2021 10:04 AM

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

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: materials for Thursday's LSE CAC meeting re: Ontario Line

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Hi Josh: I must get the meeting link asap. We have booked our elected officials and I need to get this into their calendars. If the materials are still not ready, please just send the link asap.

Thank you.



On Tue, Mar 23, 2021 at 5:09 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

[REDACTED]
Waiting on one more person to get back to me tonight so might be tomorrow morning before I send you the materials but if I can send them later tonight I will.

Thanks for your patience,
Josh

From: Josh Vandezande
Sent: Monday, March 22, 2021 4:39 PM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: materials for Thursday's LSE CAC meeting re: Ontario Line

[REDACTED],
We're working on getting materials ready for you. Aiming to have them sent out tomorrow so you have time to review. I will also include the meeting link in the same email.

Hope you're enjoying the sun!

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

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From: Ontario Line

Sent: August 13, 2021 5:07 PM

To: [REDACTED]

Cc: [REDACTED]

TorontoEast <TorontoEast@metrolinx.com>

Subject: RE: Ontario Line update

Hi everyone,

Thank you for following up. This work will no longer be taking place this weekend, and will instead be postponed to the fall.

The planned tree and vegetation clearing in the rail corridor was approved and covered by a separate Environmental Assessment that was conducted as part of the GO Expansion project. To protect birds and wildlife, qualified avian biologists always conduct nest searches in advance of any tree removals. Metrolinx also has a voluntary program to compensate for trees that are removed – more information [here](#). This weekend, tree removals were being planned by the GO Expansion team for the area between Gerrard and Pape in order to take advantage of the upcoming closure of Lakeshore GO line, which would allow several weeks of off-hours work to be conducted in two days.

Though this GO Expansion tree removal work is separate from Ontario Line work and had its own approvals, the Ontario Line team also recognizes that we committed to the community that no work would take place in the rail corridor until after the Ontario Line Joint Corridor Early Works report is released in the fall. In light of this commitment, we have reached out to our partners on the GO Expansion team and worked with them to postpone this weekend's work to begin after the Early Works report is released.

Thank you again for reaching out to us, and have a good weekend.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]

Sent: Friday, August 13, 2021 12:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
TorontoEast <TorontoEast@metrolinx.com>
Subject: Re: Ontario Line update

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Hello: Please see attached images of the study zone for the Ontario Line Environmental Conditions Report/Assessment. This is the Joint Corridor and falls under the OL's EA legislation. As you can see the Gerrard /Pape intersection falls within Ontario Line Assessment area.

[REDACTED]
[REDACTED]

On Fri., Aug. 13, 2021, 9:34 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your email.

The work you're referencing in the rail corridor is not related to Ontario Line Early Works. It is being conducted as part of GO Transit maintenance and safety work.

I am cc-ing the GO Transit Toronto East team to share more information about the work and answer any questions you may have.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Thursday, August 12, 2021 5:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Fwd: Ontario Line update

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Hi there,

I have in writing below that "Early works construction for the joint corridor is expected to begin in summer 2022."

I'm shocked to receive a notification that early works construction such as tree and vegetation removal is now scheduled to begin as early as August 14. This is before any public consultation has been carried out and before we have been informed of environmental impact.

Believe this is totally out of line. Please confirm the notice about tree removal was sent out in error.

■

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

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

Date: Tue., Mar. 9, 2021, 4:52 p.m.

Subject: Ontario Line update

To: ■

Hi ■

Hope you are enjoying the warmer weather today. I wanted to reach out and provide you with an update on a couple things and find out if you were interested in setting up a meeting between Save Jimmie Simpson and the Ontario Line team. We would welcome a chance to discuss your questions about the project and provide a bit of an update on our plans.

In terms of timelines to be aware of, I wanted to let you know that we recently updated [our website](#) to include the latest timelines for early works in the joint corridor. 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 each respective environmental assessment is completed. Early works construction for the joint corridor is expected to begin in summer 2022. These schedule adjustments do not impact the overall timeline for early works completion or the larger P3 construction packages.

■ I appreciate your patience while we continued our initial design and environmental studies. This will help us respond to more of the concerns the community has raised and we hope that there will be many opportunities for us to connect this year.

Sincerely,

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 <Josh.Vandezande@metrolinx.com>

Sent: March 15, 2021 12:02 PM

To: [REDACTED]

Cc: [REDACTED]; Ontario Line <ontarioline@metrolinx.com>; [REDACTED]

Subject: RE: Follow UP - LSE CAC meeting with Metrolinx?

Thanks, sounds good. I'll be in touch with materials and the link to the Teams meeting.

From: [REDACTED]

Sent: Monday, March 15, 2021 8:54 AM

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

Cc: [REDACTED] Ontario Line <ontarioline@metrolinx.com>; [REDACTED]

[REDACTED] meeting with Metrolinx?

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Morning Josh:

The CAC would be available for a meeting on Thursday March 25th from 6:30pm. We hope this works for Metrolinx?

Re Agenda: In addition to the items you have listed below, our community would like the details of the 800 Million dollar figure that was released in January to the media for an underground route through our community, and we would like to know how Metrolinx arrived at this cost and the details of the route in depth.

Thank you.

[REDACTED]

On Fri, Mar 12, 2021 at 10:18 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

[REDACTED]
Thanks, we were just double confirming details with a couple of different teams.

While Metrolinx is continuing to look at the sequencing of the different pieces of work to ensure good coordination and minimal community disruption, no vegetation removals are planned in the shared rail corridor between Eastern Ave and Pape Ave before the release of the Joint Corridor Early Works Report in Fall 2021.

We will provide more information as details are available, including the updated Arborist's report that includes anticipated impacts from both the Ontario Line and GO Expansion work.

Thanks
Josh

From: [REDACTED]

Sent: Friday, March 12, 2021 9:11 AM

To: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Fwd: Follow UP - LSE CAC meeting with Metrolinx?

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Hi Josh: I'm just following up on this question as I'm hoping to send out an update to our community this weekend and want to be able to give more details.

Can I confirm that there will be no tree removals this year on the Joint Corridor?

Thank you!

[REDACTED]

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

[REDACTED]
Date: Wed., Mar. 10, 2021, 10:36 a.m.

Subject: Re: Follow UP - LSE CAC meeting with Metrolinx?

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

Cc: [REDACTED]

Morning Josh:

We are smiling this morning, as this delay is good news for all of us along the Joint Corridor. The community is buzzing with relief, as we are well at the CAC.

Taking time to do a thorough Impact Assessment before beginning the Early Works is reassuring to our community that you are taking the time to evaluate the impacts of your plans carefully, and hopefully consider more alternatives to them. We commend Metrolinx for taking this step back.

Can I confirm this means no trees or vegetation will be removed until next summer on the Joint Corridor?

I'm going to poll CAC with best dates to meet, earlier in March is better for us, but I hope to confirm by the end of the week.

We are excited to share this bit of good news with our community.

Sincerely,

On Tue, Mar 9, 2021 at 4:52 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

you're enjoying the sunshine today.

Would March 25, 29 or 30 work? The extra couple weeks will help ensure we have meaningful content to review with you. Is 6:30pm too early a start time?

In terms of agenda, I would propose we discuss the following, but am open to your suggestions:

- Early works and environmental assessment timelines (some details below)
- Alignment update
- Noise wall design concepts and early noise modelling results
- Engagement plans
- Discussion

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 each respective environmental assessment is completed. Early works construction for the joint corridor is expected to begin in summer 2022.

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. We have also shared this update with MPP Tabuns, Councillor Fletcher and the Riverside BIA today.

Thanks let me know which of those meeting dates work best for the group.

Josh

From: ██████████
Sent: Monday, March 08, 2021 2:50 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: ██████████ Ontario Line <ontarioline@metrolinx.com>; ██████████
Subject: Re: Follow UP - LSE CAC meeting with Metrolinx?

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Hi Josh: Hope you are doing well. I'm following up your suggestion we meet early March with updates. Where are we at with this? I'd like to give everyone as much notice as possible with upcoming meetings.

Many thanks!

On Fri, Feb 12, 2021 at 12:39 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Wanted to send along a couple more answers to your questions on a cold, snowy Friday before a long weekend.

First off, I'd like to suggest that we plan a next meeting with the LSE CAC in the first half of March. This would be an opportunity to discuss noise and vibration mitigation, including noise wall options, and cross sections of the joint corridor as well as a general project update. We are also hoping to setup some virtual community meetings to share noise wall concepts, receive feedback and answer questions about the project.

Simon or I will send you a few options for dates as soon as we can but I did want to get back to you about your questions today.

Take care,
Josh

From: Josh Vandezande
Sent: Wednesday, February 10, 2021 4:07 PM
To: ██████████
Cc: ██████████ Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Follow UP - & Draft Early Works Report and Minutes approved and Link to our Minutes with Metrolinx?

Thanks again for your patience as we wrestled with getting the website up-to-date.

The ██████████ is being updated with the missing documents and they should be "live" by tonight. I've copied Simon on this message so he can confirm once it's done -- he worked with David to get this sorted. We'll be setting up similar pages for the Ontario Line later this year.

Our team is continuing environmental studies for the early works reports for the Lower Don Bridges and Lakeshore East Joint Corridor, allowing additional time for the technical team's design and coordination that is required with GO Expansion plans. Within a week, we should be able to provide you with an updated timeline, including proposed dates for an advance meeting on noise & vibration / noise walls.

Take care,
Josh

From: Josh Vandezande
Sent: Tuesday, February 02, 2021 8:01 PM
To: ██████████
Cc: ██████████
Subject: RE: Follow UP - & Draft Early Works Report and Minutes approved and Link to our Minutes with Metrolinx?

Hi ██████████

Simon and I are checking on this and will get back to you before the end of the week.

Thanks
Josh

From: [REDACTED]
Sent: Tuesday, February 02, 2021 11:35 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [REDACTED]
Subject: Follow UP - & Draft Early Works Report and Minutes approved and Link to our Minutes with Metrolinx?

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Hi Josh,
I'm emailing to follow up on a number of items and find out current timelines for their public release.

Firstly, following up the list of our CAC Minutes I sent you for a link to the Mx website posting. Is this ready yet for us to link our webpage to?

Secondly, according to the Ontario Line Timeline you gave us in Oct. the *draft Early Works Report* was to be released last fall, and then in our discussion before the holidays, you thought it would be released by the end of January. Can we have an update on when this report is coming please? We will need to review it but would like to meet with Mx and go through it with our questions.

Thirdly, we spoke about having a Noise & Vibration meeting with the OL Team specifically to address our concerns and to find out what is being planned for the noise wall and further N&V studies in our community. We'd like this to happen asap. in order to help us understand the mitigations that will be offered around the Early Works construction this year. Is that possible?

Lastly, we had also spoken about more detailed design renderings being released on the section of track from East Harbour to Gerrard Stn. When will this happen?

[REDACTED]

On Fri, Jan 8, 2021 at 12:09 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Received and downloaded, thanks again. Will get back to you next week once I've reviewed with the team and we have a posting plan.

Have a good weekend.

Josh

From: [REDACTED]
Sent: Friday, January 08, 2021 12:05 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: Minutes approved and Link to our Minutes with Metrolinx?

Hi Josh: Here is the link in case it gets filtered into your spam.

[REDACTED]

On Fri, Jan 8, 2021 at 11:55 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Dropbox works!

From: [REDACTED]
Sent: Friday, January 08, 2021 11:54 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: Minutes approved and Link to our Minutes with Metrolinx?

Hi Josh: I have 12 files to send you for posting - some are Minutes and some are Q&A documents we passed back and forth with Mx and one letter we sent to the Mx Board, that should also go on our community records as well.

How best to transfer these files to you? I can put them in a dropbox files and send you a link, but don't know if you can get that through your firewall?

Let me know.

[REDACTED]

On Thu, Jan 7, 2021 at 2:30 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

[REDACTED] Happy New Year to you too. I'll admit it took me until today to get fully back up to speed but I guess that means I actually slowed down over the break. It was really nice, thank you for asking. We went sledding on Christmas Day which was probably the most fun I had for all of 2020! Hope you had some rest and relaxation time as well.

Materials from the two LSE CAC meetings that I have supported are on the relevant GO Expansion page which is located here: <http://www.metrolinx.com/en/greaterregion/projects/lakeshoreeast-go-expansion.aspx>. Scroll down to Community Meetings. We'll add the Ontario Line portions to the relevant community pages, once those get setup this spring.

I've tracked down a couple copies of material from OnCorr meetings that happened before my time with Metrolinx and am waiting for a couple more people to come back from vacation before I will know whether we have it all. I'll take you up on your offer of sending what you have – that way I can cross reference to make sure everything get posted.

Thanks for following up. Talk soon.

Josh

From: [REDACTED]
Sent: Wednesday, January 06, 2021 12:32 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: Minutes approved and Link to our Minutes with Metrolinx?

Hi Josh: Happy New Year - such as it is. I hope you had time to relax over the holidays?

I'm just following up this email from before Christmas - I'm looking for a link to where our CAC Minutes are posted on your website.

If they have been removed for whatever reason - I can send them all to you - they begin in 2018.

Please let me know.

[REDACTED]

On Tue, Dec 15, 2020 at 2:00 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Those are the only two meetings that have happened since I started with Metrolinx but let me do some follow up to find out about anything previous.

Thanks for flagging this!

Josh

From: [REDACTED]
Sent: Tuesday, December 15, 2020 1:54 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: Minutes approved and Link to our Minutes with Metrolinx?

Hi Josh - Okay, so that means none of our other Minutes are online at the moment? Just the May 13th ones?

I thought all our minutes of meetings were supposed to be referenced online as per our Terms with Metrolinx?

[REDACTED]

On Tue, Dec 15, 2020 at 1:46 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

[REDACTED]

I'm glad you and David connected. I don't know him well yet but great to have a new manager on board finally given the amount of work underway on those projects. We'll stay connected and do our best to present integrated updates, even if we ultimately decide to have separate meetings to discuss specific topics.

Carmen made sure the May 13 CAC summary and materials got posted on the relevant GO Expansion page which is located here: <http://www.metrolinx.com/en/greaterregion/projects/lakeshoreeast-go-expansion.aspx>. Scroll down to Community Meetings.

I'll let her know to go ahead and post the October ones now that the CAC has approved. We will be setting up new pages for the Ontario Line community tables once those get going in 2021 and will add the 2020 LSE CAC material to show the history.

Hope that helps. Let me know if you need anything else.

Stay warm
Josh

From: [REDACTED]
Sent: Tuesday, December 15, 2020 11:40 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Minutes approved and Link to our Minutes with Metrolinx?

Hey Josh! Hope you are doing well. Thanks for your forward to David Phalp last week, we had a good conversation and look to a coming meeting with him and C. Bradford for updates.

Can I ask where the Metrolinx webpage link is to our CAC Minutes please? I can't find it and we are revamping our website and I'd like to include our history of meetings with you.

Also the Minutes from Oct. 13 meeting are approved (finally) by our CAC - please feel free to finalize and post.

Many thanks!!

--

[REDACTED]

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[REDACTED]

From: Ontario Line
Sent: March 5, 2021 10:05 AM
To: [REDACTED]
Cc: TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: Diesel Service Projections?

[REDACTED]

Thank you for your email. I'm doing well and looking forward to some sunny weather. Hope you're well, too.

I have shared your question with our colleagues in the Toronto East team, and they will reach out to you with a response.

Have a great weekend,

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



From: [REDACTED]
Sent: March 4, 2021 12:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Diesel Service Projections?

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Hi Simon: Hope all is well? I'm hoping you can point me in the right direction? We are looking for Go Diesel service projections numbers for the LSE corridor? Would you know where I find this info? I've been looking all over and can't see anything that shows the next 10 or 20 years.

Many thanks!



From: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Sent: January 21, 2021 4:56 PM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: FW: Small's Creek - Technical Materials - (1 of 4)

[REDACTED]
We couldn't agree more! I found the report a bit tough to figure out myself, so I'll do my best to explain it and you should feel free to give me a call to discuss. The inventory portion of the entire Lakeshore East (West) corridor from the Don Valley to Midland is included in this report. However, only impacts from Pape eastward have been confirmed. Impacts west of that will be determined later this year, once Ontario Line/joint corridor designs are further along.

<http://www.metrolinx.com/en/greaterregion/projects/docs/lakeshoreeast//LSE-W-Arborist-Report.pdf> is where the report is posted on the website.

As you know, Appendix A (starting on page 19) lists each tree, by number. Unfortunately the list isn't divided up by the segments shown in the map on page 6. However, if you scroll to Figure 2 (starting on page 54) you can see each tree, with its number, in an aerial photograph.

I hope this helps.

You may have noticed some media reports regarding expropriations for the Ontario Line. While it's true that we do plan to use the parking lots and land south of Front Street between Parliament Street and Berkeley Street for the project, no expropriation has been initiated there or anywhere else along the alignment. We're working to correct this misinformation but I thought I'd mention it.

Talk soon,
Josh

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

From: [REDACTED] >
Sent: Wednesday, January 20, 2021 4:11 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: FW: Small's Creek - Technical Materials - (1 of 4)

Hi Josh: I think it would be in Metrolinx's best interest to release the information they have now to the community - Small's Creek ravine is a perfect example of why the community needs to understand these assessment reports. Also, the Environmental Conditions Report was released without showing impacts - and I don't see why this report is any different. It will give us the knowledge that what is being further assessed because of the coming impacts, like a noise wall, is required. Mostly it will give us an understanding of what trees we have, types etc., and how they are viewed by an Arborist.

I think it should have been released along with the ECR information.

Please can you push for this?? Please?!

[REDACTED]
On Wed, Jan 20, 2021 at 3:55 PM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

[REDACTED]
I'm doing well, thank you. The Arborist's report includes the summer 2020 tree inventory for the entire Lakeshore East - West portion of the corridor but only anticipated impacts/removals east of Pape Avenue. A subsequent report regarding impacts from Ontario Line and GO Expansion work west of Pape will be completed once Ontario Line plans are sufficiently advanced. As you can imagine, determining a tree-by-tree impact requires a certain level of design detail. This information will be shared with the community as part of Ontario Line / joint corridor environmental reporting later this year. I'll get you an updated timeline as soon as I can.

Hope you stay warm, well and safe too!

Josh

From: [REDACTED]
Sent: Wednesday, January 20, 2021 2:05 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Fwd: FW: Small's Creek - Technical Materials - (1 of 4)

Hi Josh: Hope you are staying safe.
David Phalp has given us parts of the Arborist Report for the Small's Creek Ravine work.
See below.
Can we please get the other sections of it that pertains to our Ontario Line section- Particularly the section from the Don River to Leslie Street? [Sections A to H on main map view.](#)

We can see the report is completed and we were previously told we could have access to it from Metrolinx.

Is it possible to have this info now please???

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

From: **David Phalp** <David.Phalp@metrolinx.com>

Date: Mon, Jan 18, 2021 at 5:04 PM

Subject: FW: Small's Creek - Technical Materials - (1 of 4)

To: [REDACTED]

As promised, please find attached the hydrology report as well as the arborists report for the Lakeshore East rail corridor. I've had to break the documents up into smaller parts – sorry for the trouble. We will post of the copies online shortly – but wanted to share them with you at this time.

The hydrology report outlines drainage and stormwater management for the Lakeshore East corridor, including the applicable guidelines that must be met (section 3.1), as well as the specific design criteria from those guidelines that must be met in this corridor (section 3.2). Detailed design for the Small's Creek Culvert is documented in the Culvert Design Report within Appendix C (page 78). The new culvert will meet current design standards for stormwater management and allow free passage of water during a 25-year storm event and allow the passage of water during a 100-year storm event with a headwater no deeper than 1.5 meters. The culvert will also reduce flood elevations on the north side of the corridor.

Also attached, is an approximate footprint of the slope if it were a geoengineered slope rather than contained within a retaining wall. This is a best guess approximation from the engineers at Hatch, and should help our discussion with the communities technical experts tomorrow.

The arborist report documents a tree inventory for the entire Lakeshore East corridor (Don Valley to Kennedy), as well as a tree impact assessment for the Lakshore East-West project (Pape to Kennedy only). The impact assessment provides recommendations for tree protection, removals and mitigation measures. Only trees that are determined to be impacted by the project may be removed. Final tree removals will be determined once the contractor is on board and will fall within what is outlined in the report. We can discuss this as well as the restoration plan at our second technical meeting, which should give you some time to review the report. Once the contractor is on board, we can review once again.

Finally, please see below a link that contains all the EPR studies including Natural Environment, Socio-Economic and Traffic.

http://www.metrolinx.com/en/aboutus/publications/environmental_assessment.aspx#lse-donriver

I look forward to our meeting tomorrow.

DAVID PHALP

Senior Manager (A), Community Relations – Toronto East/Durham

Metrolinx

10 Bay Street | Toronto, ON | M5J 2R8

(o) 416.202.5993 | (m) 416.659-9470



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

Hi Josh:

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

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

To come:

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

Thanks so much.

[REDACTED]

From: [Josh Vandezande](#)
To: [Redacted]
Cc: [Redacted] [orontoEast](#)
Subject: RE: statement

Hi [Redacted],

We were glad for the opportunity to meet with the LSE CAC again and appreciated the feedback on both projects. The conversation continues!

Thank you for the statement and we look forward to receiving the updated OL questions document. We are working on the minutes but it might make sense to include the updated questions document as well. We'll wait to hear from you. There were also some follow-up items that Carmen and my team are working on pulling together.

Virtual sessions with the community are planned for November. As soon as we have firm dates, we will let you know.

Have a good week,
Josh

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

From: [Redacted]
Sent: Wednesday, October 14, 2020 11:17 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
Subject: Fwd: statement

Morning Josh: Our CAC wanted to thank everyone at Metrolinx again for staying later than planned to answer our questions.

I think, going forward, we learned that during this busy period when there is much activity

on both OnCorr and OL projects - we should hold 2 separate meetings. We were trying to save everyone's time, especially around the Thanksgiving weekend, but we barely touched on many of the important issues on each major rail project on the LSE. Lesson learned.

I'm forwarding our *CAC Community Statement on the Ontario Line* below to be included in the Minutes and eventually the ECR Correspondence when we finalize the Minutes.

We are going to review our document "*LSE_ECR_Questions*," and will send you an updated version from last night, to send around to the Teams to answer. Wherever possible, we would like the Teams to address our questions, as we are looking to understand the underlying data/methodologies that are behind the Conditions.

I'm hoping to get this document updated and to you before the end of the week.

One follow up question for you - when are you coming to do community consultations here? This was supposed to happen in August - what is the timing on this now, our community wants to know. Can you confirm the plan for our neighbourhood?

Thank you again for putting in the extra time for our community.

[REDACTED]

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

From: [REDACTED]
Date: Tue, Oct 13, 2020 at 8:30 PM
Subject: statement
To: [REDACTED]

CAC Community Statement on the Ontario Line - Oct. 13, 2020

Our elected representatives and other members of the CAC are going to ask specific questions about the plan you have put forward for the Ontario Line between the Don River and Gerrard Street this evening.

Before we get into these specifics, we want to be on the record that we object to the entire premise of the Ontario Line plan for our community. You have been told many times by our CAC and feedback from our community, that we do not want this section of the Ontario Line to go above ground along the rail corridor, because of the devastating impacts it will have on us, our families and our community. We don't believe that your consultation process has had any impact since you have not done the due diligence necessary with detailed comparisons of alternative alignments on this section in your draft 'Env. Conditions Report.' Without this information the entire ECR is biased in favour of the one plan outlined in the Business Case, nor have you convinced us that this is the best plan for our neighbourhood. We continue to believe that this 2 km section should be built underground and we are extremely disappointed that you have not complied with the Toronto City Council Executive motion Ex 9.1 - 20 from October 2019 that asked Metrolinx to consider options for constructing "portions of the Ontario Line underground where local impacts cannot be reasonably managed."

We say again, that Metrolinx needs to do an unbiased, comprehensive comparison of the costs and implications to the community of putting this two kilometer section underground. Without that comparison, we will never be convinced that the plan to run the Ontario Line along the rail corridor is what is best for our neighbourhood. We are a transit community, we believe in transit, we are

your ridership, and we support an Ontario Line built right.

So, given that preamble, note that the comments and questions from our CAC members are made under this protest, we can now proceed with the ECR as it is currently drafted.



Re: Ontario Line update

1 message

Fri, Sep 18, 2020 at 10:04 AM

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

Cc: [Redacted]

[Redacted]

[Redacted]

[Redacted] TorontoEast

<TorontoEast@metrolinx.com>, Ontario Line <ontarioline@metrolinx.com>

Morning Josh: Thank you for further clarification. Understood.

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

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

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

Thank you.

[Redacted]

[Redacted]

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

Hi [Redacted]

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

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

Thanks

Josh

From: [Redacted]

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

To: Josh Vandezande

Cc: [REDACTED]

TorontoEast; Ontario Line

Subject: Re: Ontario Line update

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

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

[REDACTED]

On Thu, Sep 17, 2020, 5:19 PM Josh Vandezande, <Josh.Vandezande@metrolinx.com> wrote:

Hi [REDACTED]

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

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

Hope this helps.

Sincerely,

Josh

From: [REDACTED]

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

To: Josh Vandezande

Cc: [REDACTED]

TorontoEast;

Ontario Line

Subject: Re: Ontario Line update

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

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

Thanks.

[REDACTED]

LSE CAC

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

Hi [REDACTED]

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

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

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

Talk soon,

Josh

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

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

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

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

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

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

Many thanks.

██████████

LSE CAC

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

Hi ██████████,

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

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

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

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

We look forward to connecting with you soon.

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



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Re: 3rd night of Construction on line in Jimmie Simpson park

1 message

Fri, Sep 4, 2020 at 12:03 PM

To: TorontoEast <TorontoEast@metrolinx.com>

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>, Ontario Line <ontarioline@metrolinx.com>, [REDACTED]

Hi Carmen. We understand that repairs need to happen. However, this work happened over 4 nights along a stretch of track next to homes, not one spot, and no one bothered to alert our community? I don't understand how this happens? This not being the first time.

What if there is some kind of gas leak or emergency procedure that the neighbourhood must know about? What happens then, is there a procedure to follow? Our neighbourhood is deeply frustrated by the lack of communication on this overnight work.

Thank you.

On Fri, Sep 4, 2020, 11:53 AM TorontoEast, <TorontoEast@metrolinx.com> wrote:

Hi [REDACTED],

Emergency unplanned maintenance work was done to correct a series of defects. This work was done immediately after the defects were discovered in order to uphold our stringent safety standards for train operations. The work needed to be completed overnight when it is safe to access the corridor. Shelley, the work is now complete.

Nicole is now on maternity leave. Please continue to use me and the Ontario Line team, as your contacts for any questions/concerns.

Regards,

Carmen Rapati

Community Relations & Issues Specialist

Toronto East

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6

torontoeast@metrolinx.com

To sign up and receive our Toronto East enewsletter, [click here](#).

From: [REDACTED]

Sent: Thursday, September 03, 2020 7:41 AM

To: Josh Vandezande; Nicole Panchal

Subject: 3rd night of Construction on line in Jimmie Simpson park

Morning Josh: Rail work is happening on our section of track in the middle of the night, 3rd night awake at 3am onward on Jimmie Simpson park across from Colgate.. getting emails from neighbourhood.

What's going on and no notice?

[REDACTED]

Less CAC

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From: [Josh Vandezande](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line engagement update

Hi [REDACTED],
Unfortunately I don't have much of an update yet. We're still working on finalizing things and I should be able to share timelines soon.

Apologies for the extended delay.

Josh

From: [REDACTED]
Sent: Wednesday, August 12, 2020 10:44 AM
To: Josh Vandezande
Cc: [REDACTED]
Subject: Re: Ontario Line engagement update

Hi Josh: I'm checking in to see if you have a firmer timeline for OL community engagement, Enviro Impact Assessment Report release and upcoming meetings with our CAC?

Hope you have managed to have a bit of break this summer?

Sincerely,

[REDACTED]
LSE CAC



Re: Ontario Line engagement update

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

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

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

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

There will be a range of ways to provide feedback:

- **online public comment forums** on Metrolinx Engage, where Metrolinx staff post responses to all questions (responses within 3-5 business days)
- **direct email** to ontarioline@metrolinx.com (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



Dear Nicole:

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

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

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

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

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

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

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

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

- Q12: Please confirm that this 2km corridor is considered separate from the rest of the On Corridor project.

- Q13: Please confirm that the vegetation removal and track bed preparations, identified as beginning in spring of 2021 in the timeline on page 18, does not pertain to the 2km corridor from Eastern to Gerrard.

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

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

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

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

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

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

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

Community Stakeholder and Groups

- **Lakeshore East Community
Advisory Committee
Meeting Materials**

Lakeshore East Community Advisory Committee - Community Partner Meeting Summary Report

Meeting Details

- Date: September 15, 2021
- Time: 6pm – 7pm
- Location: Zoom
- CAC Participants: 5

Meeting Participants

LURA Consulting: Ciaran Thompson, Liz McHardy, Sayan Sivanesan

[REDACTED]

[REDACTED]

Meeting Overview

The purpose of this meeting was to provide an opportunity for the Lakeshore East Community Advisory Committee (CAC) to discuss feedback on the community discussion process, and to share details on upcoming engagement opportunities for the East Segment of the Ontario Line. The meeting began with introductions and a review of LURA's role as an independent third-party facilitator, followed by an opening statement by the CAC that outlined its positions regarding the Ontario Line project. The remainder of the meeting was an open discussion to gather CAC member feedback.

Summary of Feedback Received

The following summary documents the feedback received from the CAC and is organized by key themes. This summary includes feedback received from the CAC at the September 15th community partner meeting, as well as feedback received through email.

Opening statement from CAC

The following opening statement was read by the CAC:

"Before we move on with the agenda you have proposed, the CAC wants to be on the record as continuing to object to building the Ontario Line along the elevated rail corridor through Leslieville/Riverside. On more than one occasion, Metrolinx senior staff member Malcolm Mackay promised to provide the cost of the alternative underground route proposed by Steve Munro and endorsed by the CAC. Metrolinx has not fulfilled this promise to our community or multiple requests from Toronto City Council to consider this option.* We were shocked to learn that Metrolinx sent a letter on June 8, 2021 to the Toronto Transit Expansion office stating that they would not be considering an underground alignment in this area. This is unacceptable. The CAC has filed a complaint with the Ontario Ombudsman regarding this blatant disregard of the community consultation process.

According to the Terms of Reference agreed to by Metrolinx, our CAC is supposed to provide input on elements along the rail corridor that will affect our community. As well as violating our Terms of Reference and ignoring requests from Toronto City Council, this arrogant refusal to investigate this option violates these conditions that must be met in order to receive federal government funding:

- Engagement processes that enable early community involvement inclusive of local communities and diverse voices and stakeholders, and opportunities to access decision-makers and influence decisions;
- Inclusive community consultation processes that address neighbourhood and community.

The community is not satisfied with the glib statement that “the hybrid option has many of the same disbenefits as the alternative options already studied and will not perform better than the reference alignment.” We do not agree.

The Ontario Line will have an enormous impact on our community’s health, safety and well-being. Our CAC is ready, willing and very able to provide meaningful input about the Ontario Line design. We ask Metrolinx to fulfill the promise made to cost out the underground route that we endorse. We are sure that, once given serious consideration, the benefits of this route will be obvious and well worth any minimal additional upfront expense.

*Toronto City Council Executive motion Ex 9.1 - 20 from October 2019 that asked Metrolinx to consider options for constructing “portions of the Ontario Line underground where local impacts cannot be reasonably managed.” Also, per directive 2b in MM31.12, City Council requested Metrolinx to review the feasibility of the proposed hybrid Ontario Line developed by the local community.”

Outstanding questions on project rationale and costing

- CAC stated that on more than one occasion, Metrolinx staff including Program Sponsor promised to provide costing of the community proposed hybrid option that is endorsed by the CAC.
- CAC stated that they were shocked to learn that in June 2021 Metrolinx announced that they would not be considering the community proposed hybrid option.
- CAC does not agree with the presented rationale that the hybrid option has many of the same issues/problems as underground options that have previously been studied by Metrolinx.
- Unwillingness to look at community proposed option makes CAC suspicious that commercial development interests for East Harbour station, as well as the entire Ontario Line project, are driving alignment decision-making.
- CAC wonders if protecting commercial development interests are not the reason, then why won’t Metrolinx consider the community proposed option?
- CAC has lost trust in Metrolinx due to lack of communication and sharing of rationale on this question.

Timing of release of materials

- CAC stated that Metrolinx had promised to release the Early Works Report a week before the next Virtual Open House (September 23, 2021), but now it’s being released on the same day. As the community has only 30 days from release of the report, timing, review and addressing priority issues are critical to the community. This will be the last time they have any chance to engage on plans before construction will begin. The CAC feels that the Virtual Open House should be solely focused on a review of the Early Works Report and gathering feedback and issues from the community about it.
- CAC stated that the same thing happened at the last Virtual Open House (June 24, 2021), where key information was released on the same day.

- This leads to CAC, and larger community, not having enough time to review new information so that they can meaningfully engage in consultation with Metrolinx.
- CAC has concerns about the lack of consideration in timing of release of materials and how it limits the scope of input the community can provide.
- CAC is also concerned about a lack of notification of work on the corridor. Work has taken place in the middle of the night along the corridor with no notice to neighbours. This lack of respect makes the community worried about what it will be like during construction.

Meaningful engagement and adherence to CAC Terms of Reference

- CAC feels that communications from Metrolinx do not reflect the information that CAC is asking for nor does it follow what was agreed to within the Terms of Reference; CAC wants to engage with technical and environmental details, such as noise and vibration data and tree removal plans.
- CAC is disappointed that they learn key information through other parties and not directly through Metrolinx:
 - Noted that letter announcing decision to not consider hybrid option was shared with Toronto Transit Expansion office and not with CAC.
 - At the CAC-Metrolinx update meeting on March 25, 2021, Metrolinx did not disclose the new plan to build both Ontario Line tracks on the west side rather than straddling the GO tracks as previously announced. The meeting was well underway when Councillor Fletcher revealed this information to the CAC that Metrolinx had not shared with the CAC.
- CAC expressed that the Metrolinx pamphlet 'Facts vs. Fiction' and Metrolinx social media communication referring to 'community myth making' was not helpful to facilitating dialogue when they have not provided the information necessary to dispel 'myths.'
- Actions to date has led CAC to conclude that Metrolinx is not meaningfully engaging CAC in the consultation process and that this is not consistent with the CAC Terms of Reference which states in the *Roles and Responsibilities of Metrolinx*:
- *"Metrolinx is a partner with the CAC and will endeavour to maximize the community building opportunities that are available as part of the project. Metrolinx will to the best of its ability:*
 - *Support the CAC with the expertise it needs to provide strong advice to Metrolinx.*
 - *Ensure that CAC is kept up to date on design and planning work to ensure the work of the CAC is integrated with the Metrolinx project team. Among other things, Metrolinx will ensure that members of the Metrolinx Design Team are available to provide information to, and receive information from, the CAC, to assist the CAC and Metrolinx in fulfilling their roles and responsibilities under these Terms of Reference.*
 - *Give careful consideration to all advice provided by the CAC in a timely fashion.*
 - *Incorporate wherever possible the advice received from the CAC.*
 - *Communicate with the CAC with clarity, timeliness and transparency."*
- Furthermore, the CAC is looking to maintain a dialogue with Metrolinx as one of its key stakeholders. This requires questions being answered by the right people: senior project team members.
- CAC asks that a side-by-side costing and analysis of the hybrid underground plan next to the existing plan be undertaken and shared, and states that this is now a requisite for rebuilding community trust.

CAC remains pro-transit

- CAC remains pro-transit and is open to discussing project elements such as noise/retaining walls that they recognize will be built along the rail corridor, and is looking for a more meaningful engagement and communication process. The CAC wants the ability to have meaningful input regarding the design of the project, not just details regarding aesthetics.
- CAC understands the need to build transit. There is a right way to build transit and the current process needs to change to ensure the impacts on communities are minimized.
- CAC is not advocating for a tunnel under the Don River; they support East Harbour Station above-grade plans; the community is asking for the Ontario Line alignment to cross the Don River to the south side of the Lower Don Bridge, not the north side; this will allow the trains to then move to the east from the station, cross a short path through East Harbour development, where the trains will descend into a portal south of Eastern Avenue where the current “XYZ Storage” building is located and where it will then meet up underground with the original Relief Line plan with underground stations at Queen/Carlaw and Gerrard/Pape.

Next Steps

LURA shared this summary report with CAC for review in advance of sharing it with Metrolinx. The next opportunities for CAC to provide feedback include a Virtual Open House on September 23, 2021, an online digital feedback tool available for three weeks starting September 23, 2021, the Public Comment Period on the Early Works Report from September 23 – October 23, 2021, and in-person engagements with the Riverside Community Office including Information Pop-ups.

Meeting Notes: Save Jimmie Simpson & LSE CAC – May 7, 2021

Presentation deck attached.

Save Jimmie Simpson (SJS):

█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]

Lakeshore East CAC:

█ [REDACTED]
█ [REDACTED]
█ [REDACTED]

Metrolinx:

- Kelly Hagan, Vice President, Community Relations
- Jennifer Van Der Valk, Chief Communications Officer
- Malcolm MacKay, Program Sponsor of Ontario Line
- Richard Tucker, Project Director
- Carrie Sheaffer, Senior Manager, Environmental Programs and Assessment
- Duncan Law, Head Sponsor of Subways Program
- Amal Mustafa, Senior Advisor, Subway Program
- Franca Di Giovanni, Director of Community Relations
- Josh Vandezande, Senior Manager, Community Relations Ontario Line
- Daryl Gonsalves, Specialist, Community Relations Ontario Line

Meeting Purpose: Save Jimmie Simpson agreed to meet the Ontario Line project team to share their concerns of the project and get answers to their questions.

Summary:

█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]
█ [REDACTED]

Opening Statement by Save Jimmie Simpson

We started this community group because we were concerned about the Ontario Line and we are determined to have an impact on current plans. Since the LSE CAC was already in place, we decided to take on a role of advocacy and education. We support public transit expansion but this current plan is not workable for us or our neighbourhood.

Opening Statement from Metrolinx

We are here to listen and address the misinformation. First, we are not expanding into neighbourhood spaces and in many areas we will not extend beyond the existing property lines. Second, noise and vibration levels will actually be lower at many parts of the community due to the mitigations we have planned. Third, we recognize how important park space is and our current plan allows us to protect park space in the long term. Jimmie Simpson Recreation Centre and the basketball court and hockey rink will continue to remain open.

Discussion

- SJS: In other environmental assessments, there are criteria and weighting used to evaluate different designs. Ontario Line seems to be influenced by land development interests, cost and construction duration. Impacts to parks and adjacent lands do not seem to factor into your decisions or choices. Can you please provide a chart with weighted numbers so we can understand how you are making decisions?
 - MX: We don't have a weighted model in the evaluation, we have a business case model. For the strategic part, we look at community impacts, natural environment impacts, network performance, operations, passenger comfort, constructability, cost, and schedule. For the economics part, we look at the financial business case and the constructability part. We look at how many people can be served by transit, how much travel time can be saved, how many connections can be made to existing transit and how it all can be mitigated.
 - We started with the Relief Line and building upon that with multiple alignments looked at. Critical points are the interchanges at Exhibition and East Harbour which provide relief to Union station, Line 1 and 2.
- SJS: Was there any elevation criteria that was used to put the Eglinton Crosstown extension underground when there is a lot more space compared to the Ontario Line plans in our neighbourhood?
 - MX: We don't own the right of way in Eglinton and we have an existing rail corridor that we will be using because we are confident we can mitigate impacts.
 - The comparison graphic you circulate shows De Grassi street and we are not going to be in that street as we are in our rail corridor.
- SJS: Who makes the final decision on alignment and design? The Relief Line had an advisory committee that consulted with six different route options with various criteria which included health.
 - MX: We have technical experts from around the world study various alignments through this area and the best one was approved in 2019. Sponsor team can make

recommendations to management and government. We are confident that the perceived negative impacts can be dealt with effectively via mitigation.

- SJS: You have not defined what is meant by the Metrolinx right of way. The drawings you have shown leaves out any measurements. The City of Toronto report identified the Metrolinx rail corridor to be 25 metres in width at the narrowest section.
 - MX: As you can see from the cross section, we can fit in the rail corridor and we are happy to share technical drawings once we get into more detailed design. The rail corridor varies in width between 34 and 41 metres.
- SJS: Why will you be twinning the bridge at Logan and Dundas?
 - MX: Under the straddle approach, we were going to add separate Ontario Line bridges on either side. With the refined plans, we are now replacing the bridges because it is the right thing to do.
- SJS: As a mother, how you justify putting a portal so close to Pape Elementary School? I am concerned about construction, over safety and impacts during operations.
 - MX: Work in this area is very similar to the work proposed in the Relief Line. There were conversations with the principal and parent council. With the mitigations we have, the quality of the kid's education will not be impacted and in fact, some of them will be able to get to school faster.
 - We have constructed close to schools before and we will have more to share how this can be done successfully once we reach a specific level of design. We look forward to feedback as those plans get developed and shared.
- SJS: You claim that Leslieville will be quieter once the Ontario Line is completed. Can you provide current and future noise and vibration numbers so our experts can vet this data? According to our research, Metrolinx noise walls can reduce noise by 5-10 decibels at best.
 - MX: This study will be shared in the forthcoming Lakeshore East Joint Corridor Early Works Report. There is no mitigation currently in place and preliminary results show the planned mitigations will be effective.
- SJS: Metrolinx has confirmed to us in writing that vibration will exceed industry standards in a past letter Malcolm sent.
 - MX: We are working towards the industry standard of 0.1 millimetres per second for subways which is the level of perceptibility provided by the Ministry of the Environment.
 - If we had included that in a letter, it might have been during certain parts of the construction and we will be working with the City to mitigate that as much as possible.
- SJS: we are concerned with increase in diesel trains service in our rail corridor. There are vulnerable residents nearby and diesel trains have carcinogenic properties. Our estimate shows a 200% increase in diesel train service. What is the increase in the next five years?
 - MX: We need to evaluate that question because we have service levels impacted by COVID. We will check in with our service planning department to come up with the best answer with the available information and estimates we have at the moment. The overall goal is to transition from diesel to electric and not have as much diesel as you experience today.
- SJS [REDACTED]: I want to be on record saying that the mature tree line is our current barrier and mitigate the audio and visual impacts from the rail corridor.
- SJS: Will Metrolinx answer all of our factual questions in writing?

- MX: Yes.
- SJS: We are mindful of the staging needed for Eglinton Crosstown. What are the staging requirements for the current Ontario Line plans? How long will the construction take?
 - MX: Crosstown is different than Ontario Line because we have access to our own right of way – the existing rail corridor. We have been working to arranging construction traffic so it will be only accessed through main streets. Most of the construction will take place right within the rail corridor itself.
 - Right now, we are still working out how long construction would take.
- SJS: Will you be using the parks for staging or laydown? What about the Gerrard Dog park?
 - MX: No, we will not. In a few places, we will need to use small slivers to do bridge work but it will be temporary.
 - For the Gerrard dog park, at the end of the day there will be a net gain but for the interim, there will be a temporary loss.
 - We are identifying parameters for the future bidders which include reducing park impact as much as possible.
- SJS: Where does this \$800 million figure come from to go underground? If it does cost \$300 million to go under the Don, that should be removed as our plan does not call for that. City council has asked a number of times for costs to tunnel this portion of the Ontario Line. We think the amount is much less and we want Metrolinx to release a detailed costing so we can analyze the numbers.
 - MX: In response to the community and City council, we looked at a number of underground options, in addition to the Relief line. We looked at putting a portal south of Leslieville station. We looked at putting a portal just south of Eastern avenue as an option. We looked at undergrounding the entire alignment compared to the base case. The result was an additional \$805 million which is mostly two deep stations at Leslieville and Gerrard.
 - We have shared the detailed costing with the City of Toronto. We have not yet shared the numbers for this new Munro option yet.
 - We looked at the Munro alignment and full credit to the East Harbour above ground transfer. As the plan goes east, there is the large Enbridge facility to get over. The alignment is about 300 metres longer than the current plans and we price it at \$870 million more expensive.
- SJS: You committed to no impacts to Jimmie Simpson recreation centre. Can you also make that same commitment to Bruce Mackey and Jimmie Simpson Park as well?
 - MX: Our dedication to the parks and trees are very strong and we look forward to showing you how we will have very minimal impacts to the parks.
- SJS: We think the LSE CAC is already meeting with you regularly so we think they are best suited to continue sharing information with us. We think it is very important we have monthly meetings in order to stay connected. Our community is clear: we don't care if it costs \$800 million, we want the Ontario Line underground.

Action Items for Metrolinx:

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]

Tone of meeting: █

Ontario Line

Update for Lakeshore East CAC

March 25, 2021

Agenda - March 25, 2021

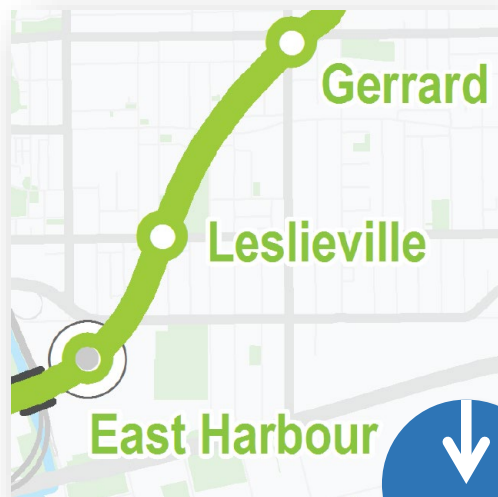
- Safety Moment and Introductions
- Lakeshore East Joint Corridor alignment update, alternative considerations and costing estimate
- Ontario Line Early Works and EA Update
- Noise mitigation
- Engagement timeline
- Discussion

Alignment Considerations

- By running the Ontario Line above-ground in Riverside and Leslieville will ensure a seamless customer experience while reducing impacts to our communities. This means faster journey times and limiting property and construction impacts while ensuring frequent, safe and reliable service.

 ✓ Eliminate 3 to 5 escalators needed to get from the surface to Ontario Line platforms

 ✓ Cut 4.5 minutes of added connection time between surface transit and platforms



- Tunnels/stations would need to be nearly 40 metres deep to avoid the Don River.
 - Longer connections between Ontario Line and GO trains at East Harbour would mean fewer transfers and less crowding relief at Union Station.
- Similar depths would be needed until the station at Gerrard to avoid major sewer mains (midtown interceptor sewer).

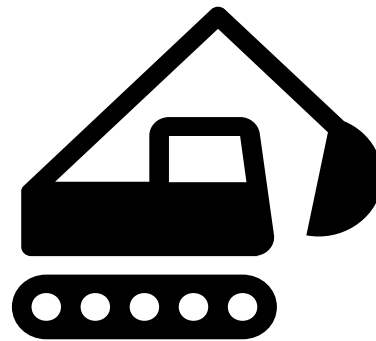


Ontario Line 
Streamlined construction

Coordinating Ontario Line and GO expansion work in the same joint rail corridor streamlines construction that would have been spread out into separate areas under previous plans. This minimize impacts to local traffic and streetcar services during construction.

Alignment Considerations - Tunneled Option

- Under the previous proposal, tunneling plans in Riverside and Leslieville would have resulted in major excavation sites and adjoining construction laydown areas in the community, which would have impacted multiple businesses and residential properties.
- Using a sequential excavation method (SEM) would have taken longer and meant more of an impact to Queen Street.



+ 15 to 24 months of additional construction schedule required

+ Construction laydown areas and impacts to residential/business properties

Alignment considerations, continued

- The Ontario Line needs to be above-ground at East Harbour to give GO customers a new quick and easy transfer to the local transit network, helping to relieve congestion at Union Station by up to 14%.
- Metrolinx considered whether it would be possible to bring the Ontario Line underground just east of the surface station at East Harbour and identified numerous challenges, including additional disruptions it would cause in the community:
 - Would need to rise above-ground through a portal at Queen Street, leaving no room for a station.
 - Would result in permanent street closure, major impacts to neighbouring properties, and increased construction traffic on local streets.
 - Would extend construction by 15 to 24 months.
- A tunneled approach in this area is estimated to increase costs by \$805M to \$1B.
 - Tunneling ~ \$330M+
 - Underground stations ~ \$700M



Lakeshore East Joint Corridor Early Works & Environmental Assessment

Early works timelines and details, opportunities for input

- Field Studies, geotechnical and surveying work – Spring/Summer 2021
- Draft Early Works Report released for public consultation – **early Fall 2021**
 - Anticipated impacts of and recommended mitigations for early works construction.
 - Noise assessment results to inform noise wall construction will be included.
 - **Engagement:** Future CAC meeting planned to include report overview with OL Environmental Team & discussion; 30 day public consultation on draft report.
- Some in-corridor vegetation removals may occur next fall/winter in advance of early works construction. Full details of trees to be removed or pruned to be shared publicly in advance.

Lakeshore East Joint Corridor Early Works & Environmental Assessment

Early works timelines and details, opportunities for input, cont'd

- Draft Environmental Impact Assessment Report (EIAR) released for public consultation – **January 2022**
 - Anticipated impacts of and recommended mitigations for construction and operation (full project).
 - **Engagement:** Future meeting planned to include report overview with OL Environmental Team & discussion; 30 day public consultation on the draft report.
- Early Works main construction start – **Summer 2022**
 - **Engagement:** regular dialogue to review construction schedules and locations, discuss mitigations to reduce disruption.

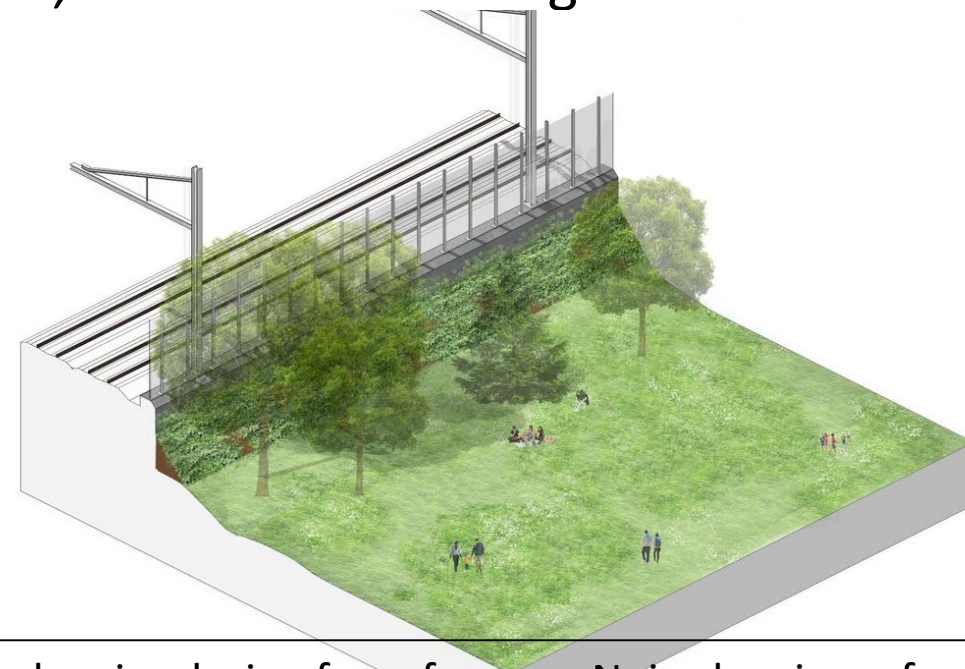
Noise and Vibration

- Metrolinx is pursuing an array of solutions including, but not limited to, well-designed sound barriers from approximately Eastern Ave to Gerrard Ave which will significantly reduce the sound. Landscaping, new trees and greenery will reduce the visibility of the corridor and the trains that will operate within it.
- Metrolinx is awaiting results of environmental studies that will determine the recommended heights and locations of barriers – **expected Summer 2021**. Initial modelling results indicate seamless noise walls will be effective at reducing average daytime and nighttime noise at nearby residences by at least four decibels (approximately 25%) below current levels, and single train passbys by approximately 50%.
- Metrolinx was already planning a wide array of other proven solutions for reducing noise and vibration at the source such as continuously welded rail, rail isolation systems and more.

Noise Barrier Design

- As the alignment and bridge layout options advance, Metrolinx will work collaboratively with City of Toronto staff on noise wall design concepts that integrate with area parks.
- In addition, Metrolinx is gathering input from City in order to advance design of the retaining wall structure that will support the wider corridor.
- **Engagement:**
 - East segment virtual Q & A, including noise barrier design concepts – week of April 12
 - Public engagement on noise barrier heights, locations and design – Summer 2021

Design drivers

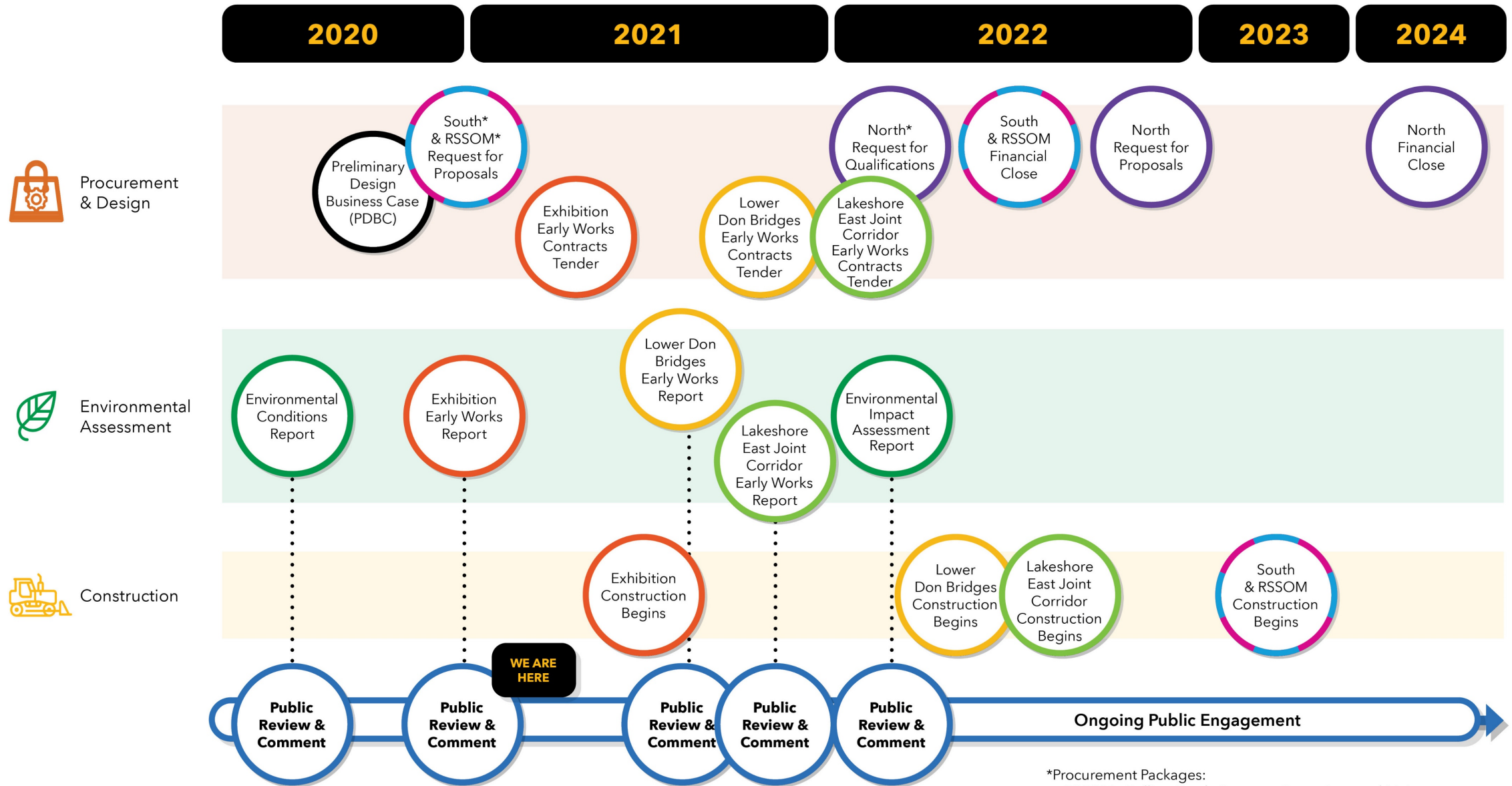


Conceptual noise barrier design for reference. Noise barriers of up to 4-5 metres may be required in some areas but a variety of techniques can be employed to minimize the visual impacts.

Summary Timeline



The Ontario Line



Timelines are subject to change

*Procurement Packages:
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance
 • South - Southern Civil, Stations and Tunnel
 • North - Northern Civil, Stations and Tunnel

MEETING SUMMARY

Topic: Ontario Line Update to LSE CAC

Date: March 25, 2021, 6:30pm

[REDACTED]

Summary

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

Participants

MPP Tabuns' office

- MPP Peter Tabuns
- Rob Kaufman

Councillor Fletcher's office

- Councillor Paula Fletcher
- Nicolas Valverde
- Daryl Finlayson

City of Toronto

- Khatija Sahib

TTC

- Scott Haskill

LSE CAC

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

Metrolinx

- Malcolm Mackay, Sponsor team
- Daniel Cicero, Sponsor team
- Franca Di Giovanni, Community Relations
- Carrie Sheaffer, EPA
- Josh Vandezande, Community Relations
- Maria Zintchenko, EPA
- John Potter, Design Division
- James Francis, EPA
- Shane Brennan
- Andre Marois, Corridor Infrastructure
- Nima Nouri, Capital Projects
- Vanessa Cheng, Community Relations
- Daryl Gonsalves, Community Relations

AECOM

- Alan Oldfield

Meeting Purpose

[REDACTED]

Agenda

[REDACTED]

LSE CAC Statement

- The CAC wants to be on the record as objecting to the premise of the current plan to run this two kilometers section above ground along the rail corridor. Members of the Leslieville/Riverside Community have presented many reasons to support our position that this two kilometers section should go underground, and we're extremely disappointed with what we see is a minimal effort by Metrolinx that you put into complying with the Toronto City Council's motions requesting that you consider alternatives for the station locations and alignment, including placing the section from East Harbour station to Gerrard street underground. So again, we asked Metrolinx to conduct an unbiased study of putting this section underground. If your analysis shows that running directly under the rail corridor isn't feasible, that doesn't mean that you should give up. It is still your responsibility to dedicate a sincere effort to finding the

best underground routing option for this section, and then cost that option for serious consideration. We just don't believe that Metrolinx has done this sort of due diligence, or conducted a meaningful consultation with the community. We sincerely hope that the situation will improve in the future.

Noise Mitigation

- Metrolinx presented that modelling results to date indicate that implementation of noise walls will result in future noise levels that are noticeably lower than current noise levels in the community.

Discussion

- MPP Tabuns asked why LSE Joint Corridor Early Works got pushed from 2021 to 2022.
 - MX: No construction will begin until after the EA process is complete.
- Regarding noise walls, we know technology has not been chosen for the Ontario Line, what are you modelling and are you considering GO Expansion as well?
 - MX: Our model uses train noise levels corresponding to that of trains currently running elsewhere that we expect future Ontario Line trains to be similar to. Canada Line in Vancouver is one example. We are also including sound limits in the specifications of the new vehicles to limit the noise levels at source. We have factored in GO Expansion as well – in other words, we are studying the combined noise levels of Ontario Line and GO Expansion.
- What is the current decibel level in the corridor? Will the 25% reduction (four decibels) be noticeable in real world conditions, especially with the future increases planned for diesel traffic?
 - MX: Information on the current sound levels is provided in the Existing Conditions Report and the modeled data for current and future conditions at additional receptor locations will be provided in a future impact assessment report. **The reduction in sound levels is anticipated to be noticeable. The modelling has factored in future planned diesel train traffic.**
- Our community is very skeptical about the noise walls being effective. We are doubling our corridor and even if there is good sound walls, it is effectively pointless if there is more trains passing by, particularly diesel trains. The Agincourt community was promised 4 metre high noise walls but only got 3.5 metres.
 - MX: We are aware of experiences in Agincourt. Every project is different and our project team will use different mitigation measures as warranted for different communities.
- Why didn't the final ECR have more noise and vibration receptors in Leslieville/Riverside? How do you know what measurements you took were actually accurate?
 - MX: The ECR documented baseline noise and vibration measurement data which provides a record of existing conditions. For the assessment of operational noise and vibration, we place receptors within a computer-based model in many more noise and

vibration-sensitive locations, including those closest to the corridor, and our models use data from every receptor to establish a baseline of conditions. A conservative baseline is modelled and will be revised if needed. The future conditions are then modelled at the same receptor locations considering future grading, corridor configuration and mix of trains, to enable impacts to be predicted and mitigation options to be reviewed. During the mitigation review, more receptors are typically modelled to evaluate the effectiveness and extents of mitigation required.

- Councillor Fletcher raised that Fontbonne Ministries views noise and vibration to be a great concern to them and did not appreciate the mitigations Metrolinx has proposed.
 - MX: We presented a suite of mitigations used in other projects and we are working closely with them to navigate impacts caused by the Ontario Line.
- We have not seen effects of Ontario Line and RER together, we have only seen bits and pieces.
 - MX: Our project team is taking time to advance modeling and detailed design through this area that respects the community's concerns.
- When are you building the noise walls? Will they be seamless and in the MX ROW? Will the community have input?
 - MX: Yes, we will be building the retaining and noise walls as part of the Early Works in the MX ROW. The noise walls will be seamless and we do plan to present some options to the community for public feedback.
- Why was the \$800 Million cost released to the media before it was shared with our community? What does that even capture?
 - MX: The \$800 million to \$1 billion capital cost is associated with a variety of underground options we looked at. The more we tunnel, the higher the cost. More important to us was the increased community impacts and longer construction time.
- Why did you tunnel a portion of the Crosstown and currently have downtown Ontario Line stations below 40 metres. Our community doesn't trust you and this presentation is just spin. We want to see an underground alignment that avoids all of our parks and community centres.
 - MX: We have promised to not impact Jimmie Simpson Recreation Centre. In addition, it is our goal is to not cut down trees in the parks which are close to the corridor and to minimize impacts as much as possible.
- How can you guarantee our safety if there is no standard created yet?
 - MX: We have completely eliminated train to train risk. In terms of risk to the community, safety is not something that will be compromised as it is built into the design of the Ontario Line.
- MPP Tabuns asked about transit in Washington DC since they have station depths of 60 metres. They have high speed elevators that takes 20 seconds from surface to platform and escalators which take two minutes.

- MX: Travel time is not the ultimate deciding factor as we look at a matrix of considerations when choosing alignment. The fact is there is a viable solution in the shared corridor which allows the Ontario Line to deliver the transit Toronto needs.
- Why is Metrolinx shifting the tracks north/west of the corridor? Does this even benefit the community?
 - MX: Yes, it does. We found there is community benefit, a customer experience benefit, construction improvements, sound improvements and operational benefits.
- Will there be any impacts to surface transit as part of the bridge work required in the LSE EW? What about expropriation?
 - MX: No, we do not expect anything except for maybe lane restrictions as we can stay within the rail corridor.
- Where will the staging areas be and when we can learn how long we will lose portions of our parks?
 - MX: The Early Works Report will provide those details.
- When will the community see the look and feel of the corridor after Metrolinx projects are complete?
 - MX: We will showcase a cross section in mid April through a virtual open house. Between April and June, we will do some more engagement on noise barrier design as well.
- Are you considering an underground option?
 - MX: The plan our teams are advancing is an aboveground option for a range of compelling reasons.

Tone:



**LAKESHORE EAST
COMMUNITY ADVISORY COMMITTEE
MEETING**

Via Microsoft Teams
Tuesday, October 13, 2020 - 7:00 p.m. to 9:00 p.m.

Committee Members Present

Metrolinx

- Malcolm MacKay, Project Sponsor, Ontario Line
- Franca Di Giovanni, Director, Community Relations
- Carrie Sheaffer, Senior Manager, Environmental Programs and Assessments
- Vanessa Cheng, Team Lead, Community Relations, Ontario Line
- Susan Lin, Manager Property Acquisition
- Nima Nouri, Manager Corridor Infrastructure
- Michael Tham, Deputy Technical Director, Ontario Line
- Georgina Collymore, Manager Community Relations
- Andre Marois, Director Corridor Infrastructure
- Siricius Augustin, Senior Manager, GO Expansion, Early Works
- Houtan Moravej, Project Manager, GO Expansion
- Shelley Persaud, GO Extension Sponsor
- James Francis, Manager, EPA
- Rebecca MacDonald, Manager Environmental Programs Assessment
- Leila Sotoudeh, Environmental Project Manager
- Maria Zintechenko, Project Manager, EPA
- Daniel Cicero, Project Sponsor, Ontario Line
- Catherine Curak, Sponsor's Office)
- Josh Vandezande, Senior Manager Community Relations, Ontario Line
- Carmen Rapati, Community Relations and Issues Specialist, Lakeshore East
- Simon Granat, Community Relations and Issues Specialist, Ontario Line

Community Representatives



█

City of Toronto

- Richard Borbridge, Program Director, City of Toronto Transit Expansion Office
- Julia Murnaghan, Senior Project Manager, City of Toronto Transit Expansion Office

Elected Officials & Staff

- Rishab Mehan, Councillor Bradford's Office
 - Councillor Paula Fletcher
 - Nicolas Valverde, Councillor Fletcher's Office
 - Daryl Finlayson, Councillor Fletcher's Office
 - MPP Tabuns
 - Rob Kaufman, MPP Tabuns' Office
-

1.0 SAFETY MOMENT

█

2.0 WELCOME AND INTRODUCTIONS

Josh Vandezande thanked all for coming and gave a safety moment and a land acknowledgement. Carmen Rapati introduced the GO Expansion Team.

3.0 GO EXPANSION

Siricius Augustin presented the slide deck for the GO expansion.

Councillor Fletcher inquired about timeline for the GO Expansion procurement process, contracts and electrification. Metrolinx provided information on the three early works contracts and clarified that electrification will happen at a later date.

Rishab Mehan (Councillor Bradford's Office) asked what road closures to expect during bridge work. Additionally, a member of the LSE CAC asked what residents can expect from bridge work. Metrolinx advised that there will be lane reductions, but road closures would be minimal and may occur on a one-time basis during the weekend. Metrolinx also added that high level overview of bridge construction, noted that pile driving at night will be avoided as much as possible, and some will be augured to minimize the disruption. The first package to begin, Central Section (Woodbine to Wolcott), confirmed mobilization to start is in January and February 2021 and construction of the bridges (Woodbine Avenue, Warden Avenue and Danforth Avenue bridges) is likely to begin in the spring. Residents and CAC will be given further notice. Grading will be both day and night work, and Metrolinx will look at ways to minimize disruptions.

A member of the LSE CAC asked Metrolinx to clarify planned work at Small's Creek and the impact on trees. Metrolinx provided information about retaining wall construction and work on North and South sides of Creek. Metrolinx agreed to follow up with further information.

Councillor Fletcher asked for specific retaining wall information. Metrolinx clarified distinction between noise walls and retaining walls. Metrolinx will send specific retaining wall location information to Councillor Fletcher's Office later this week.

Councillor Fletcher inquired about community communications plan. Metrolinx provided an overview of various tactics to keep people informed. Metrolinx to add item for next discussion to present overview of communications plan including outreach, and tactics.

A member of the LSE CAC asked about standards used for environmental mitigation efforts. Metrolinx responded that they will bring relevant staff to advise on standards for next meeting.

Councillor Fletcher and the LSE CAC asked about tree removal process and permitting. Councillor Fletcher asked for specific tree locations and plans. Metrolinx provided tree removal process overview, committed to follow up with additional information on tree impacts at Small's Creek, and provide advance notice before tree removal begins. Metrolinx clarified that the arborist report is submitted to the City of Toronto in draft and is pending their comment.

LSE CAC asked what to expect for work at Wildwood Cres. Rishab Mehan (Councillor Bradford's Office) asked about access points. Metrolinx provided an overview of mitigation measures, and community notice process.

4.0 ONTARIO LINE

Josh Vandezande provided introductions and gave an overview of the community relations plan including changes to community relations as a result of COVID-19. Josh Vandezande noted that majority of construction along the joint corridor will occur within Metrolinx property lines, and there will be few permanent property impacts. He also provided an overview of , noise mitigation plans which include sound walls and landscaping to help the new infrastructure blend into the area parks.

Councillor Fletcher and MPP Tabuns asked for cost comparison information for having the line below grade. Metrolinx explained that an underground alignment would be several times more costly, result in more negative impacts for customers and the community.

LSE CAC read community statement and requested it be recorded:

"CAC Community Statement on the Ontario Line - Oct. 13, 2020

Our elected representatives and other members of the CAC are going to ask specific questions about the plan you have put forward for the Ontario Line between the Don River and Gerrard Street this evening.

Before we get into these specifics, we want to be on the record that we object to the entire premise of the Ontario Line plan for our community. You have been told many times by our CAC and feedback from our community, that we do not want this section of the Ontario Line to go above ground along the rail corridor, because of the devastating impacts it will have on us, our families and our community. We don't believe that your consultation process has had any impact since you have not done the due diligence necessary with detailed comparisons of alternative alignments on this section in your draft 'Env. Conditions Report.' Without this information the entire ECR is biased in favour of the one plan outlined in the Business Case, nor have you convinced us that this is the best plan for our neighbourhood. We continue to believe that this 2 km section should be built underground and we are extremely disappointed that you have not complied with the Toronto City Council Executive motion Ex 9.1 - 20 from October 2019 that asked Metrolinx to consider options for constructing "portions of the Ontario Line underground where local impacts cannot be reasonably managed."

We say again, that Metrolinx needs to do an unbiased, comprehensive comparison of the costs and implications to the community of putting this two-kilometre section underground. Without that comparison, we will never be convinced that the plan to run the Ontario Line along the rail corridor is what is best for our neighbourhood. We are a transit community, we believe in transit, we are your ridership, and we support an Ontario Line built right.

So, given that preamble, note that the comments and questions from our CAC members are made under this protest, we can now proceed with the ECR as it is currently drafted."

A member of the LSE CAC asked about benefits of the Ontario Line for the community. Metrolinx responded that further community benefits will be addressed through the business case process.

A member of the LSE CAC asked about air quality analysis and methodology given reduced traffic during COVID-19 and how reduction of tree canopy will affect air quality. Metrolinx provided clarification that existing air quality measurements are based on a historical average with data from different government sources, and air quality data does not include measurements from during the COVID-19 pandemic. Future environmental studies will examine potential impacts to air quality and Metrolinx will look to mitigate contractor construction emissions.

Metrolinx also noted that a tree inventory would be part of future environmental reports, and cited tree replacement metrics included in its updated [Vegetation Guideline](#).

LSE CAC asked about why there were only two noise receptors and no vibration receptors in the Riverside neighbourhood. Metrolinx responded that monitoring locations are to aid in calibration of modelling. Metrolinx added that vibration modelling is a mathematical calculation but some sites with highly sensitive equipment (i.e. MRI machine in a hospital) have specific consideration. GO and TTC protocols are used and there is Ministerial approval on methodology before monitoring begins. Metrolinx is committed to vibration mitigation using practical and proven technology during operation and construction

LSE CAC asked how parkland will be compensated and noted the impact on the green spaces at Gerrard Station. Metrolinx advised that further information will come from the environmental impact assessment report. Amenities will be addressed in socio-economic reports. Metrolinx will look at alternatives to compensate other spaces.

Further detail provided in the attached draft ECR feedback table.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ACTION LIST

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**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]

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

1.0 SAFETY MOMENT

2.0 WELCOME AND INTRODUCTIONS

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

█ noted that there have been two construction activities occurring and there was no notice of construction received from Metrolinx.

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. A member sincerely thanked the elected officials for their generous support.

█ shared details about two construction activities, one was during the overnight period, there was construction noise, the areas included Aldergrove Avenue, Dundas Street and Logan Avenue. The street was blocked by the contractor. Members also noted construction in December in the area of Queen Street and McGee Street. Members indicated that no construction notice was shared and there was only online information. 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. █ asked about the possibility of a 24 hour community hotline to be able to respond to middle of the night concerns.

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. A member asked if LSE West includes Woodbine Bridge and Smalls Creek culvert work. Houtan Moravej, confirmed this.

█ asked for clarification regarding phases 1, 2, 3 and electrification. Mirjana Osojnicky 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 Osojnicky 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. A member explained that she was informed there was no RFP for LSE West, the four bidders were not moving forward and LSE West will be broken into smaller projects. Nicole clarified that LSE West is moving ahead with the Joint Corridor scope of work removed from LSE West project.

█ stated that LSE West will take 3 years. So OnCorr cannot start until after the 3 years of work is completed? 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. Metrolinx committed to a future discussion regarding the terms of reference.

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?

Malcom McKay explained that ██████████ 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.

██████████ stated that Jimmy Simpson Centre is very close to the corridor. Will the corridor impact the Centre? Malcom 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.

██████████ asked what is going to happen to the bridges? How much work will be done on the bridges along the Joint Corridor? Malcom 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.

Josh Vandezande explained that getting public feedback on our projects is important. This feedback is balanced against other factors. Our next round of public meetings may be an online experience due to the ongoing public health situation. We are looking at online formats to make our teams and their expertise available for community members to ask questions. The Riverside Community Office opening is delayed.

Councillor Paula Fletcher asked about the need for a Leslieville Station. Malcom McKay explained that this station is the interchange for the TTC street car. There is a benefit to have a stop at this location.

█ explained that the community does not want the subway above ground and asked why Metrolinx is not considering this at all, suggesting that Metrolinx does not value input received. In response, Malcolm McKay explained that all feedback is taken into consideration and we weigh this against the overall program and satisfy as many stakeholders as possible.

█ asked what will happen to Pape Avenue School? The school is very close to the tracks. Have you gotten in touch with the school? Malcom McKay explained that we are assessing the impacts on the school and we are speaking with the school board.

5.0 ENVIRONMENTAL PROGRAMS: JOINT CORRIDOR

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

6.0 WRAP UP AND NEXT MEETING

█

█

Action:

█

ACTION LIST

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Community Stakeholders and Groups

- **Leadership of Downtown
Toronto Business
Improvement Areas**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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



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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

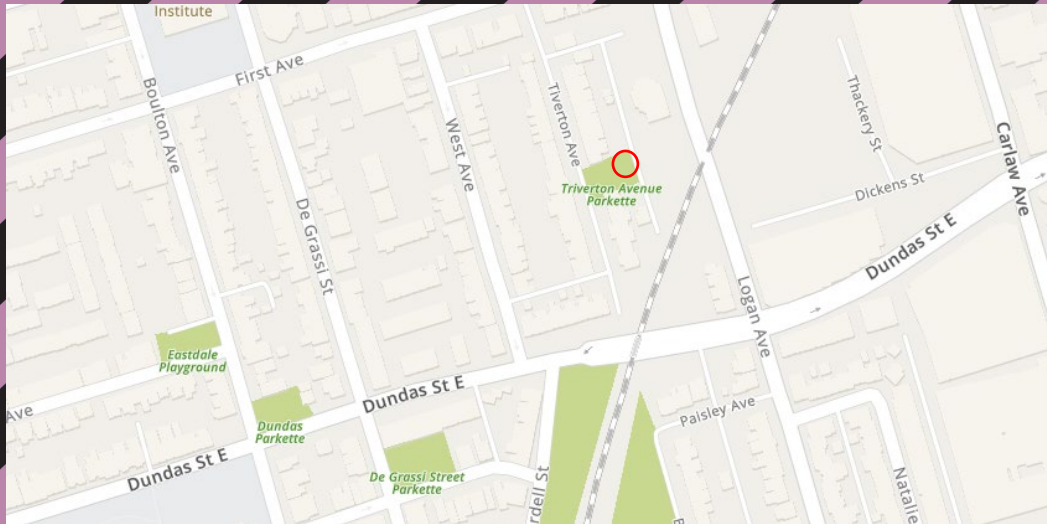
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

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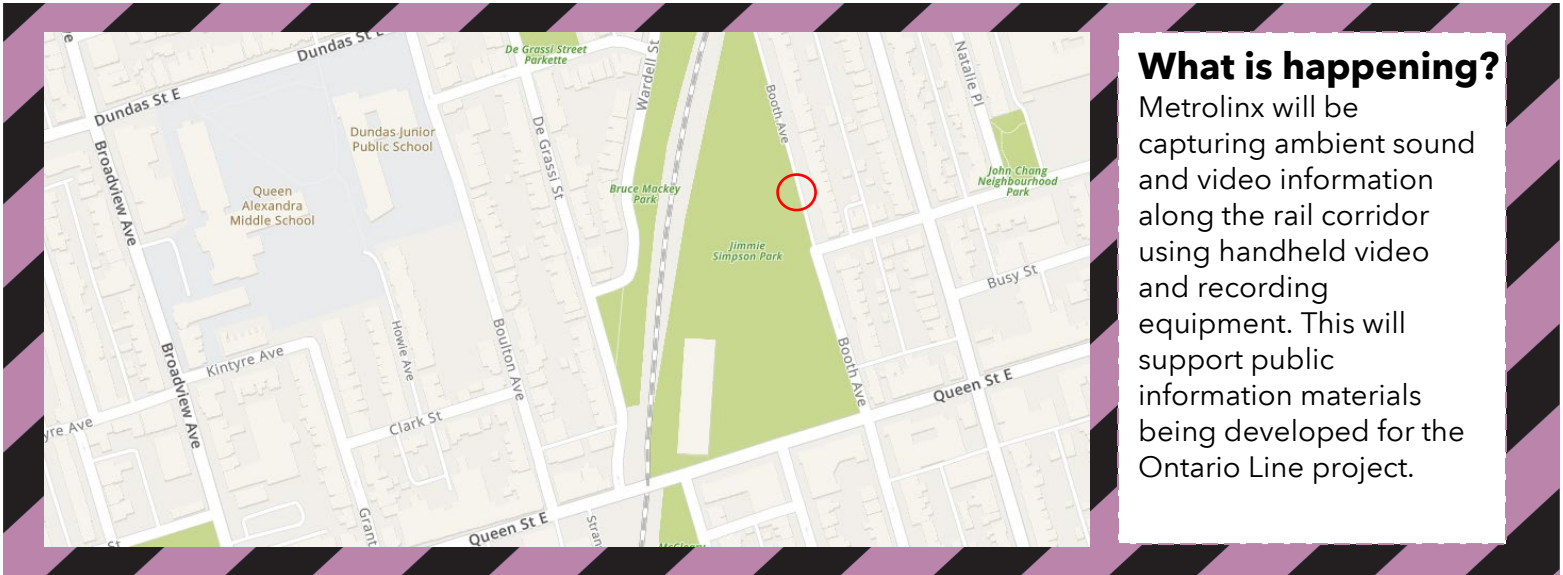
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Community Stakeholders and Groups

- **Leaside Green and
Leaside Park Terrace
Condos**

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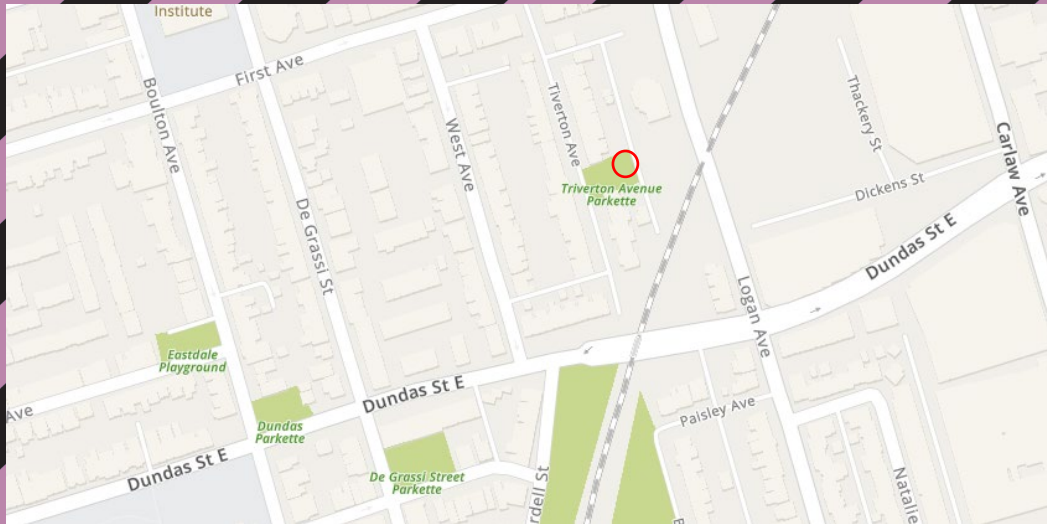
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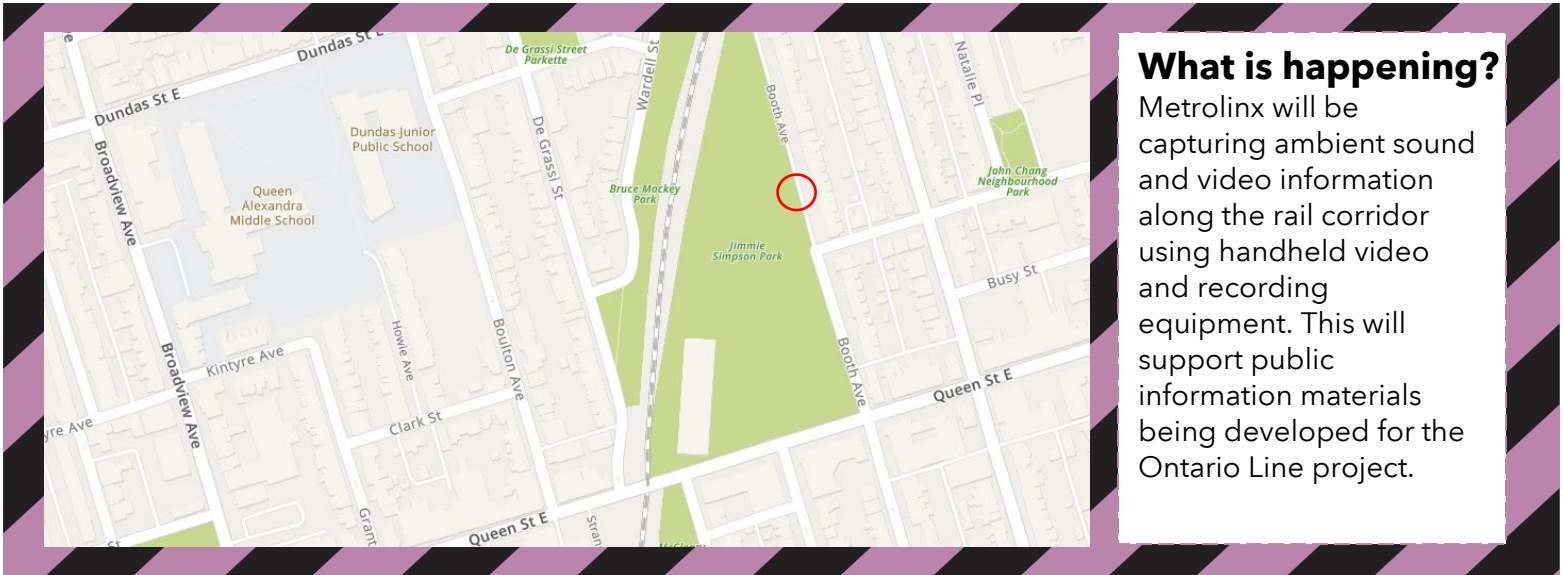
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Community Stakeholders and Groups

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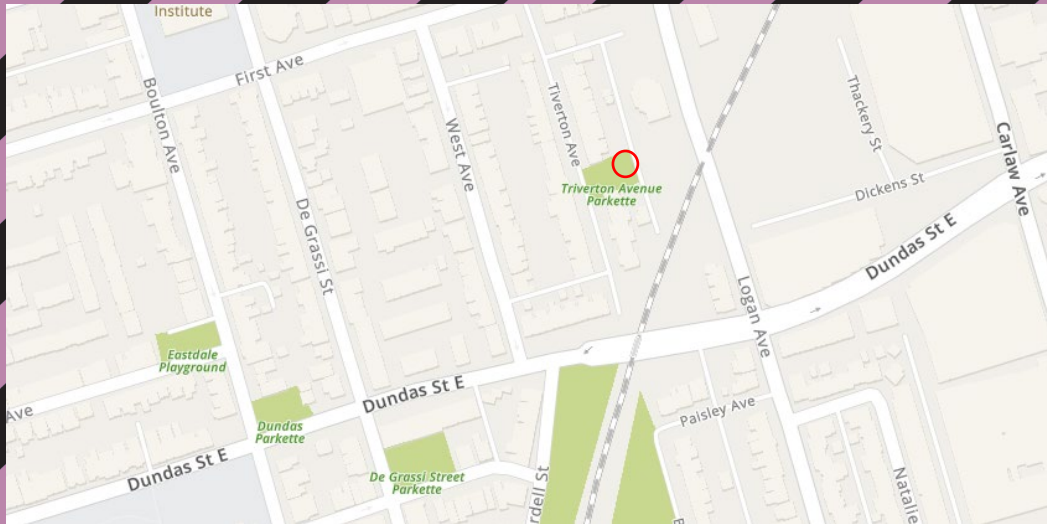
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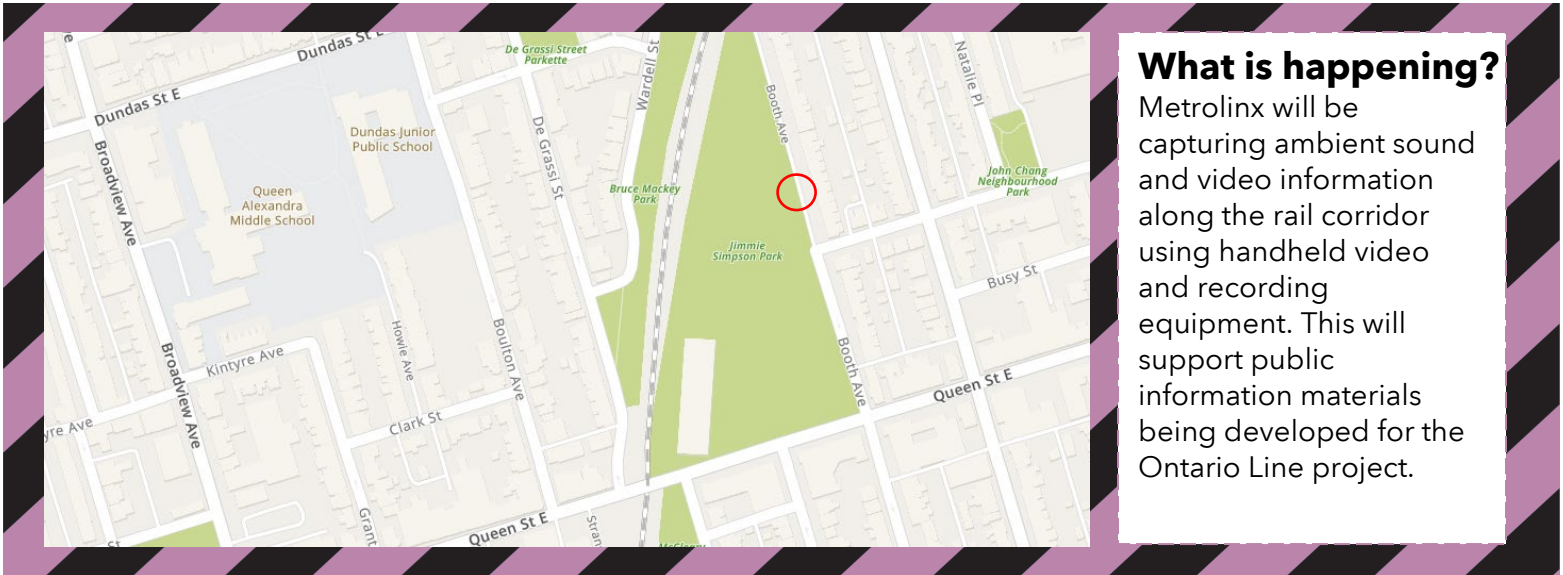
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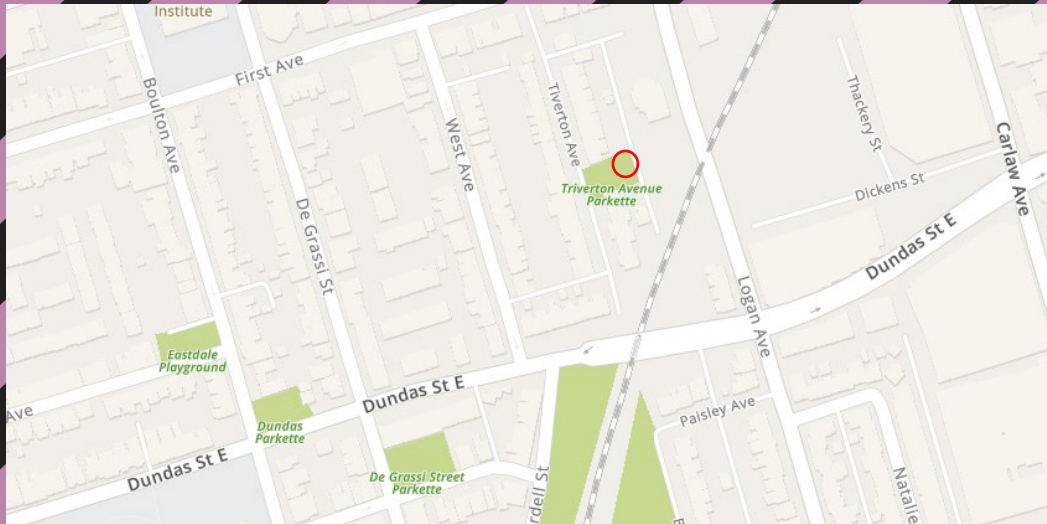
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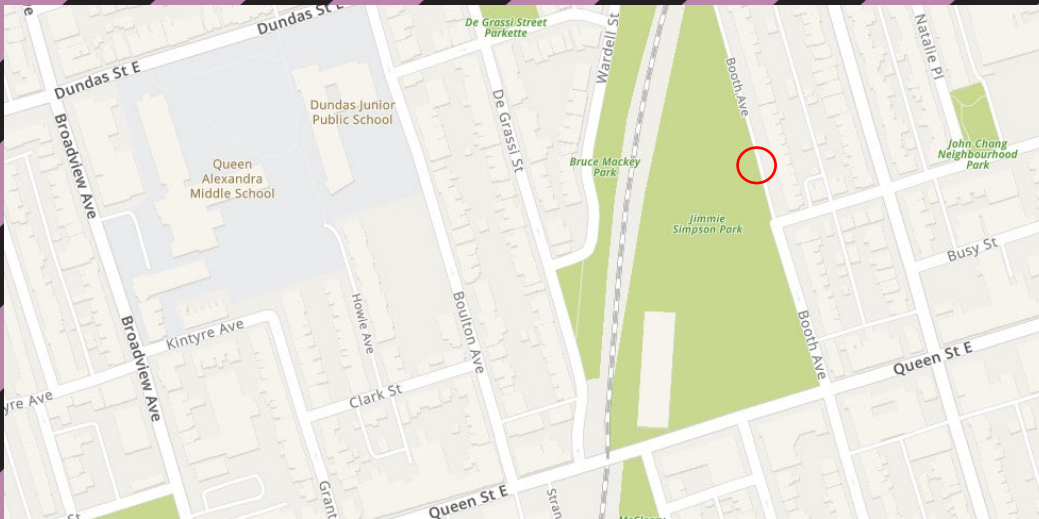
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From: Ontario Line

Sent: March 10, 2021 9:25 AM

To: [REDACTED]

Subject: Thank you and slide deck

H [REDACTED]

Thank you for taking the time to meet with us today. It was great to connect with you, and have the opportunity to provide updates about the Ontario Line. I've attached the slide deck from today's meeting. As the project advances, we look forward to continuing the conversation with you, and the Leslieville BIA. If it's ok with you, we'd like to setup a follow-up meeting with you and Jennifer regarding the concerns about the advance notices of work.

Thank you and please don't hesitate to contact us if we may be of service,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

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Community Stakeholder and Groups

- **Leslieville Business Improvement Area Meeting Materials**

Riverside & Leslieville Business Improvement Areas - Community Partner Meeting Summary Report

Meeting Details

- Date: September 16, 2021
- Time: 2pm – 3pm
- Location: Zoom
- BIA Participants: 5

Meeting Participants

LURA Consulting: Ciaran Thompson, Liz McHardy, Sayan Sivanesan

[REDACTED]

[REDACTED]

Councillor Fletcher's Office: Laura Anonen

Meeting Overview

The purpose of this meeting was to provide an opportunity for the Riverside BIA and Leslieville BIA to discuss their feedback on the community discussion process, and to share details on upcoming engagement opportunities for the East segment of the Ontario Line. Laura Anonen, Constituency Assistant for Councillor Paula Fletcher, also attended the meeting as an observer. The meeting began with introductions and a review of LURA's role as an independent third-party facilitator, followed by an overview of project details and design features that Metrolinx is seeking community feedback on. The remainder of the meeting was an open discussion to gather BIA member feedback.

Summary of Feedback Received

The following summary documents the feedback received from the Riverside BIA and Leslieville BIA and is organized by key themes. This summary includes feedback received from the BIAs at the September 16th community partner meeting, as well as feedback received through email.

Uncertainty on local business impacts

- The BIAs are concerned that they do not have information on how local businesses in Riverside and Leslieville will be impacted by construction.
- In particular, the BIAs are asking for details on:
 - What are the construction area boundaries and timelines?
 - Where will construction vehicles be parked? Where are the laydown areas?
 - What will the impact on foot traffic be for local businesses?
- Hearing about the experience and concerns of other BIAs that are being impacted by Metrolinx construction work, the Riverside and Leslieville BIAs are concerned that Queen Street will be closed for several years. They are asking for specific clarity on what sections of Queen Street will be closed and for how long.
- Many local business owners are speculating, due to lack of detailed information, that their business will be forced to shut down or relocate for an indefinite amount of time and are unsure if their business can survive this.
- The BIAs do not know how to respond to these concerns being raised by local businesses.

Collaborating on mitigating concerns

- The BIAs are asking that Metrolinx collaborates with them on addressing and responding to local business concerns.
- As an example, the BIAs can flag frequent questions asked by business owners that should be addressed in Metrolinx communications.
- The BIAs stated that there has been a breakdown in trust in the Metrolinx community engagement process. There is a feeling that the BIAs are being engaged with after decisions have already been made, and that they are not updated with relevant information.
- The BIAs are asking that Metrolinx involves them in discussions before decisions are made, and that Metrolinx be more proactive in having discussions with the BIAs so that trust in the Metrolinx community engagement process can be repaired.

Unclear on the community office and liaison role

- The BIAs are concerned that the Metrolinx community office in Riverside will be unable to provide answers with sufficient details and are seeking clarity on the scope of concerns that can be brought to the office or to the community liaison. Furthermore, the BIAs are looking for clarity regarding the role of the community liaison.
- The BIAs expressed being hesitant to promote updates from the community office because they are unsure on how to frame the office's mandate and ability to respond to specific questions.

Feedback on community discussion process

- The BIAs are concerned that Metrolinx is jumping ahead to discussing end finishes, noting that the community will have difficulty discussing the proposed design features when basic questions about local impacts have not been sufficiently addressed.
- The BIAs stated that many people they know who live on properties near the development, are unclear on what the impact to them will be, and that the inability to anticipate the future is leading to community anxiety regarding the project.
- The BIAs stated that it shouldn't be individuals' responsibility to try and find answers from Metrolinx, rather Metrolinx should be more transparent and proactive about sharing the information the community is seeking.
- The BIAs recommend that Metrolinx focuses its narrative on the community's values, such as protecting parks and neighbourhood assets, rather than celebrating transit improvements.

Next Steps

LURA shared this summary report with the BIA members in attendance in advance of sharing with Metrolinx. The next opportunities for the BIAs to provide feedback include a Virtual Open House on September 23, 2021, an online digital feedback tool available for three weeks starting September 23, 2021, the Public Comment Period on the Early Works Report from September 23 – October 23, 2021, and in-person engagements with the Riverside Community Office including Information Pop-ups.

Ontario Line

Update for Riverside BIA

March 2021

Agenda - March 9, 2021

- Safety Moment and Introductions
- Ontario Line Early Works and EA Update
- CaféTO 2021
- Discussion

Lakeshore East Joint Corridor Early Works & Environmental Assessment

Early works timelines and details, opportunities for input

- CaféTO 2021 – Summer/Fall 2021
 - Limited investigation work along rail corridor, continuing
- Draft Early Works Report released for public consultation - **September 2021**
 - Anticipated impacts of and recommended mitigations for early works only. Additional monitoring and modelling results will be included.
- **Engagement with BIA:** Report overview with OL Environmental Team & discussion; 30 day public consultation

Lakeshore East Joint Corridor Early Works & Environmental Assessment

Early works timelines and details, opportunities for input, cont'd

- Draft Environmental Impact Assessment Report (EIAR) released for public consultation – **January 2022**
 - Anticipated impacts of and recommended mitigations for construction and operation (full project). Additional monitoring and modelling results included.
 - **Engagement with BIA:** Report overview with OL Environmental Team & discussion; 30 day public consultation
- Early Works main construction start – **Summer 2022**
 - **Engagement with BIA:** regular dialogue through Community Liaison Committee to review construction schedules and locations, discuss mitigations to reduce disruption

Station serving Riverside and Leslieville

- Station Name
 - Metrolinx has been referring to Riverside in all recent communications relating to the station and neighbourhood
 - Station names are working titles only. There will be a community engagement process to select final names.
- Station location, entrances and design
 - Metrolinx will be sharing reference concepts designs and property impacts – **Spring/Summer 2021, starting with elected officials**
 - **Engagement with BIA:** presentation and discussion of initial design concepts
 - Previous BIA request to be engaged on any impacts to commercial properties, elements of the public realm, and streetscape elements within the Riverside BIA boundaries.

Noise and Vibration

- Noise barriers
 - Public commitment to add effective, well-designed sound barriers, landscaping, and new trees and greenery from Eastern Ave to Gerrard Ave which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it.
 - Metrolinx is awaiting results of environmental studies that will determine the recommended heights and locations of barriers – **expected late 2021**
 - Metrolinx will also be pursuing a wide array of other proven solutions for reducing noise and vibration at the source such as continuously welded rail, ballast mats, rail isolation systems and more.
 - **Engagement with BIA:** presentation and discussion of design concepts – Spring 2021; in advance of virtual public engagement
 - Previous BIA request to partner on art program (not currently in scope)

Summary Timeline

Spring 2021

OL x RBIA and virtual engagement with public and BIA on on station design concepts

OL x RBIA and virtual engagement with public and BIA on noise barrier design concepts

Summer 2021

Café TO

Community Office Opens TBC

Lower Don Bridges Early Works Report

Fall 2021

Joint Corridor Early Works Report

OL x RBIA: report overview & discussion

Winter 2021/22

Environmental Impact Assessment Report

OL x RBIA: report overview & discussion

Spring 2022

OL x RBIA: regular dialogue through Community Liaison Committee

Summer 2022

Joint Corridor Early Works Construction Begins

Community Stakeholders and Groups

- **Leslieville Historical Society**

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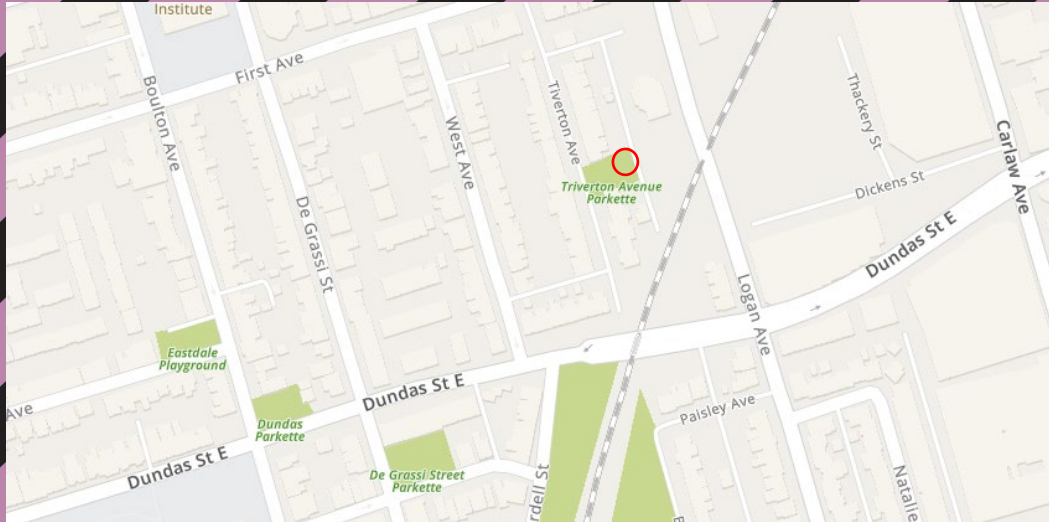
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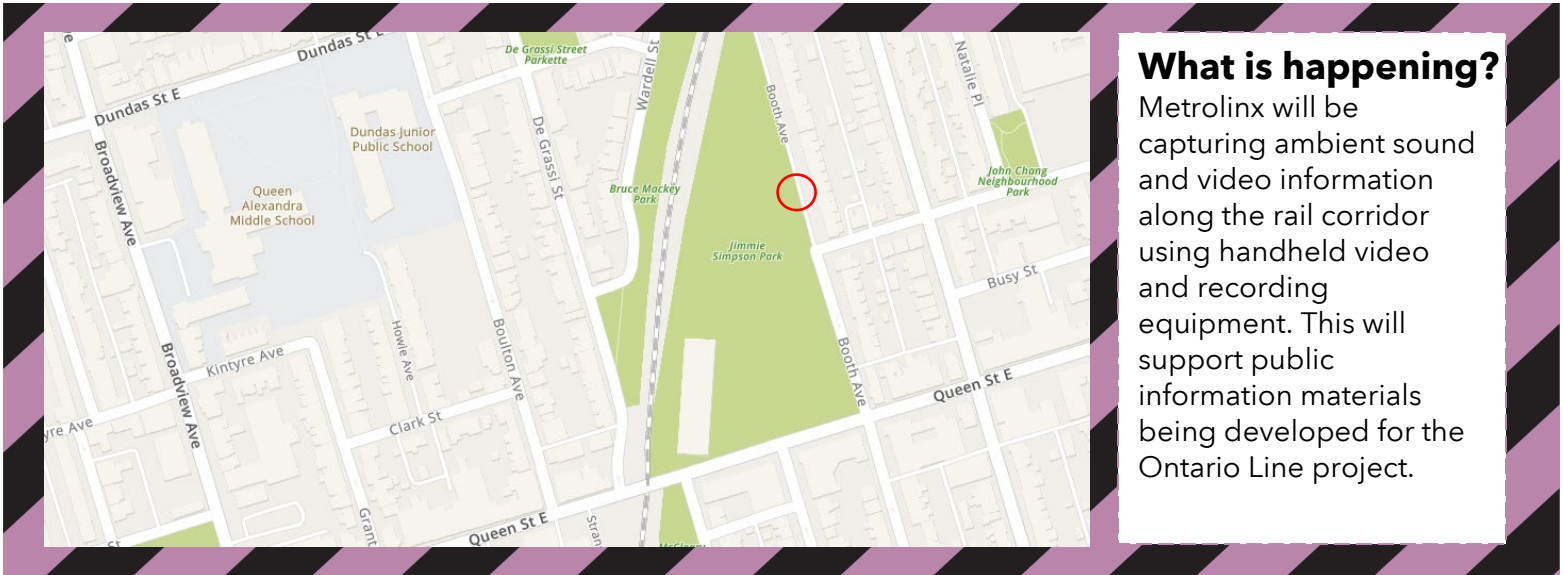
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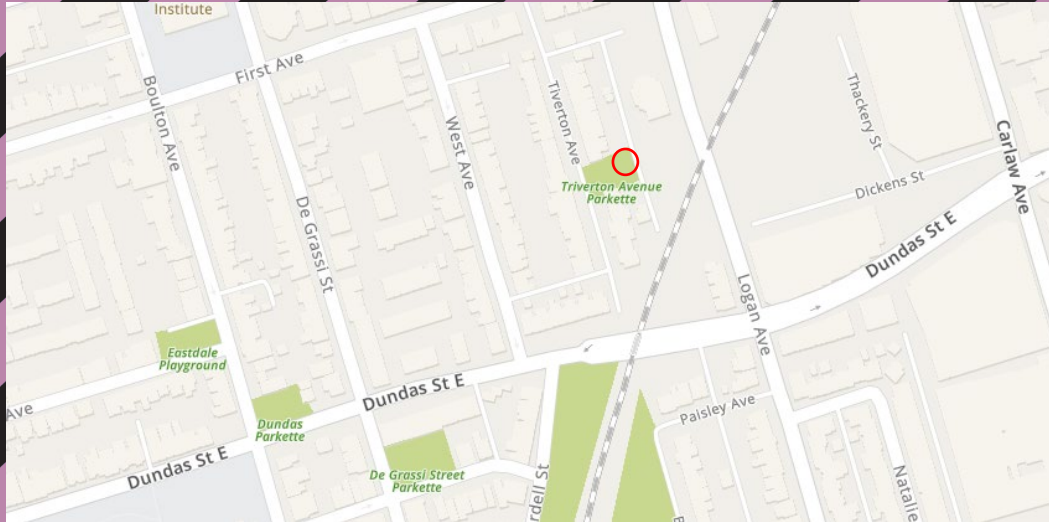
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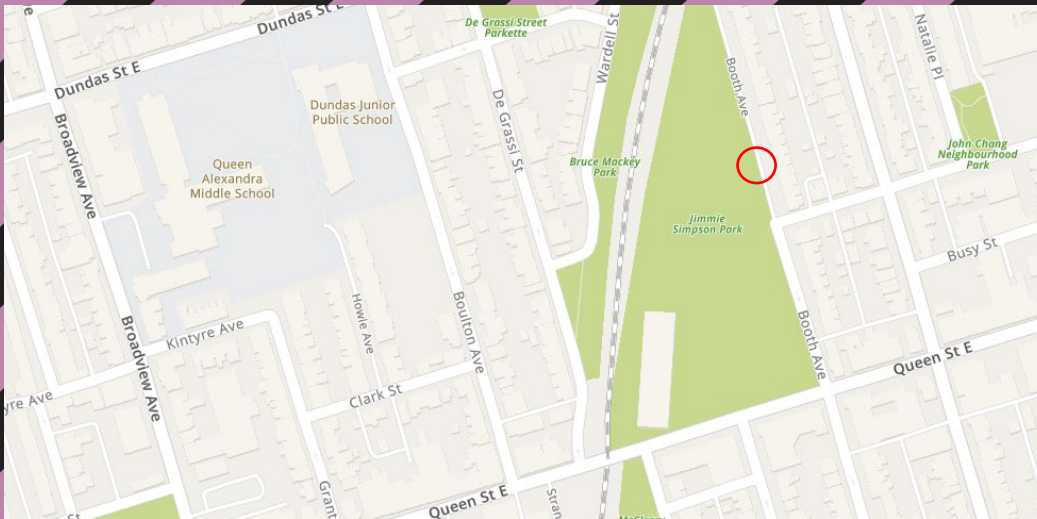
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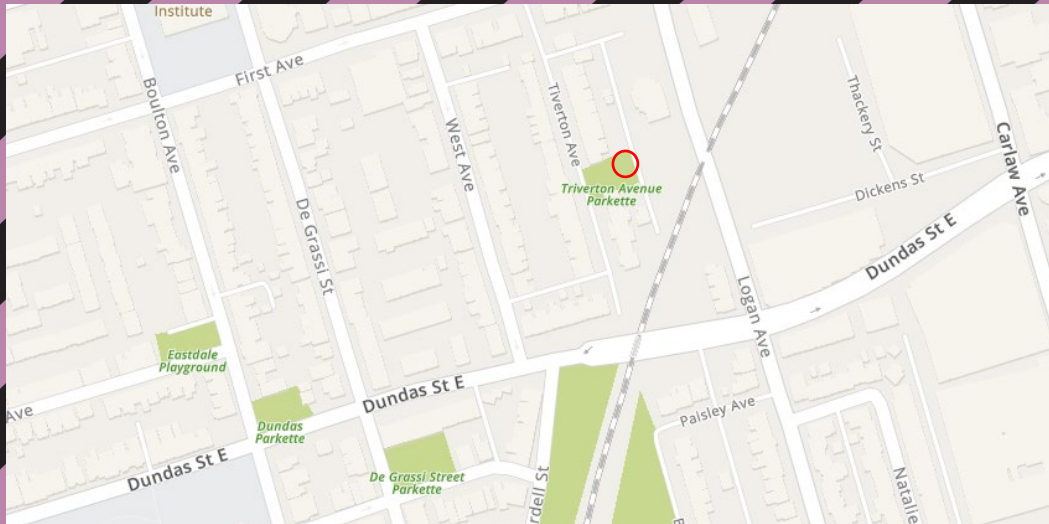
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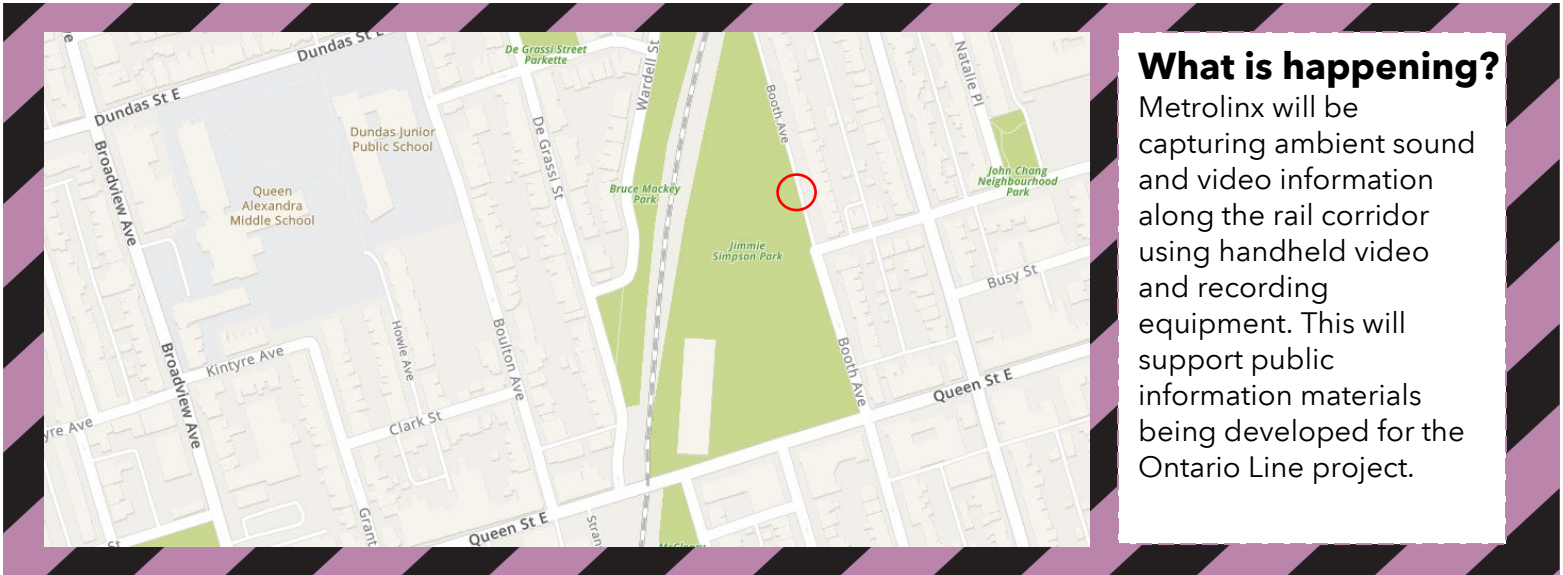
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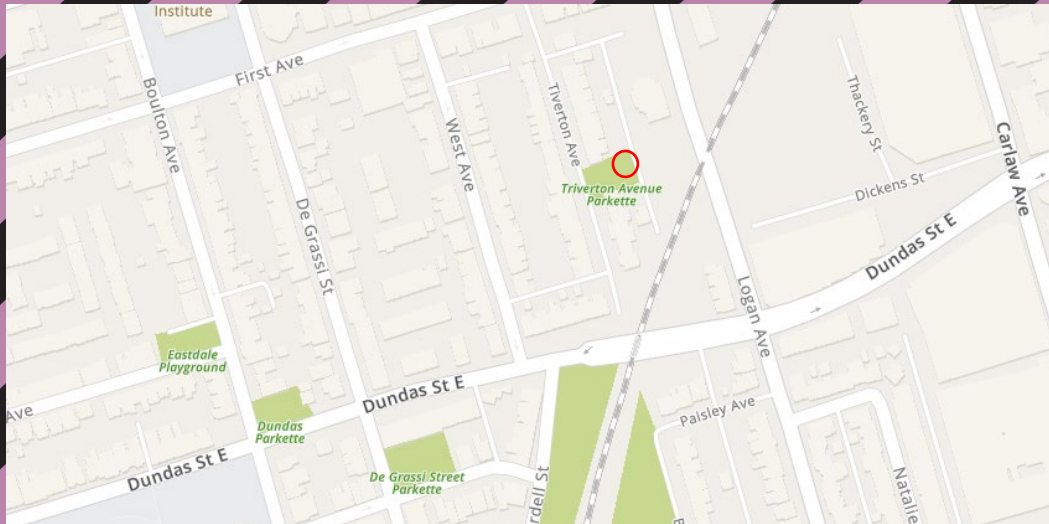
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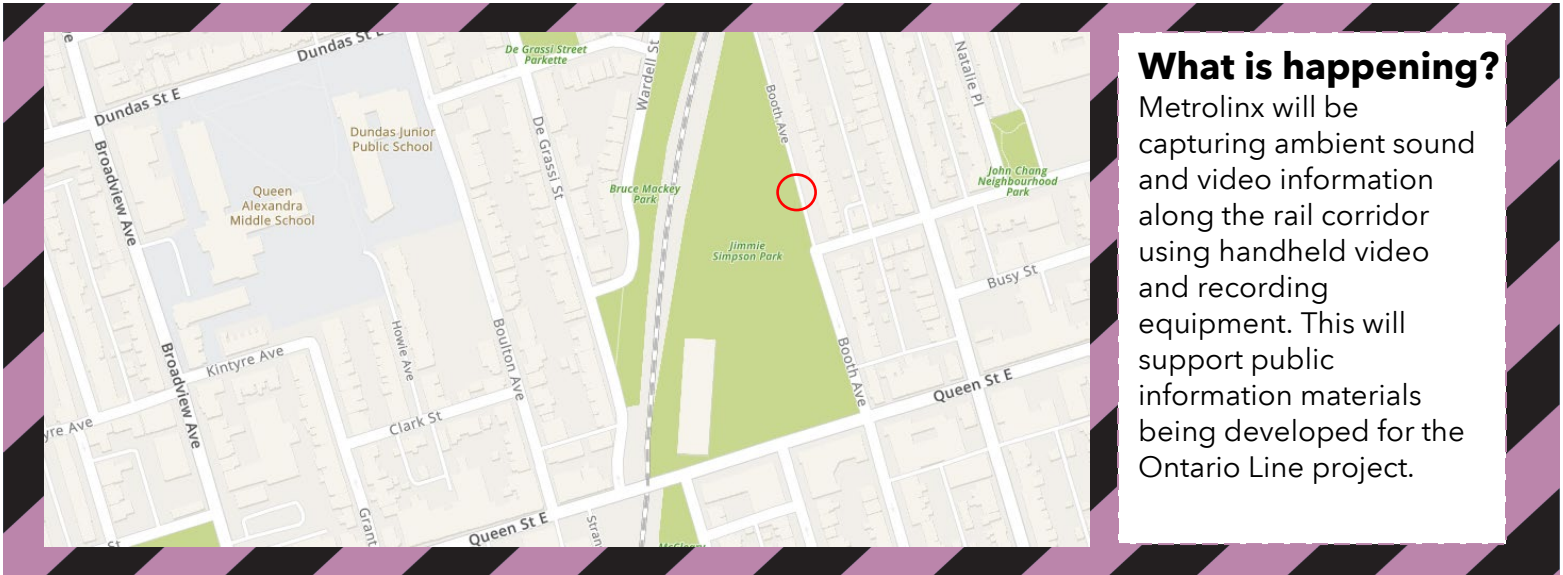
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Information as of: August 3, 2021



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From: Ontario Line

Sent: July 13, 2021 5:25 PM

To: [REDACTED]

Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Subject: RE: Quick Question - Riverside Corridor

Hi [REDACTED]

The weather has been terrible but it has been exciting to have interactions and stores opening again.

We are onboarding a facilitator to carry out the noise/retaining wall consultation. Like you identified, it will follow a charrette process where we will socialize what feasible materials can be considered and look to the community to identify the design priorities we should follow based on what is important to the local neighbourhood. I will keep the EETA closely informed on the tentative date and hope we can leverage your community group to raise awareness of this consultation opportunity.

On working groups, there are no plans to begin them right at this moment. Working with Elected Officials in other parts of the line, we have established the foundation for working groups in the future once we are in the construction phase. When Early Works begins in mid-2022, we will establish working groups to ensure better coordination between the community, Metrolinx and our constructor.

On park redesign, the short answer is yes. As noted in the June 24 open house, we are working closely with the City of Toronto's Park and Forestry department to identify opportunities to refurbish or revitalize the existing parks. Once we understand what is possible based on consultation with the City, we will reach out to the community to understand what the local priorities are. This is another opportunity for the EETA to play a role in providing input and raising awareness.

On construction, the sequencing is still being determined. [This presentation](#) lays out the access requirements and timing. As you can see from the slides, the tentative plan is to access the east or south side of the corridor first before accessing the west or north side of the corridor. As part of the noise/retaining wall consultation, we are developing a video to help the community understand how the retaining/noise walls will be constructed along with the sequencing of activities.

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

Daryl Gonsalves

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



From: [REDACTED]
Sent: July 12, 2021 5:38 PM
To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Re: Quick Question - Riverside Corridor

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Thanks Daryl and Jackie,
Can you tell that re-opening has brought a new level of busy-ness to our collective lives.
What should we expect when looking at the consultation process regarding designing the walls. Are you looking to host charrettes? Will there be working groups on this?
Also, is there an element of park redesign that will be brought into the process?
Onto construction: Construction for 'early works' will begin mid-2022, after the EA report and feedback period
What is the sequencing for early works, can you define that.

Thanks,

[REDACTED]
[REDACTED]
[REDACTED]

On Tue, Jul 6, 2021 at 3:13 PM Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com> wrote:

Hi [REDACTED]

Just following up on the email below. I had a great chat with [REDACTED] a while ago.

I wanted to [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go. There was a lot of new information which came out of our open

house on June 24 and happy to walk you through it all. A link with the replay and presentation can be found [here](#).

Best,

Daryl Gonsalves

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



From: Daryl Gonsalves

Sent: June 15, 2021 4:51 PM

To: [REDACTED] Jackie Czajka <Jackie.Czajka@metrolinx.com>

Subject: RE: Quick Question - Riverside Corridor

Hi [REDACTED]

Absolutely.

Some timelines:

- We expect to start consultation on retaining/noise wall design this summer.
- The Environmental Report for the Riverside and Leslieville Corridor will be shared this fall (currently on track for September). This report will have a 30 day feedback period and assess the cumulative impacts of Ontario Line and GO expansion in the joint corridor.
- In early 2022, we will release the full Environmental report for the entire project as a whole.
- Construction for 'early works' will begin mid-2022, after the EA report and feedback period
- 'North package' construction will begin in 2024

Happy to provide any outstanding timelines. Here is a [graphic](#) which shows all of this.

Daryl

From: [REDACTED]

Sent: June 15, 2021 3:18 PM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Subject: Quick Question - Riverside Corridor

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Hi Daryl and Jackie,

I am trying to get the team on for a call this week, so thanks for your patience.

In the interim are you able to give me the latest timeline for Ontario Line - if not can you provide me with dates targeting early works for our corridor.

Thanks!

[Redacted signature]

[Redacted contact information]

[Redacted contact information]

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Community Stakeholders and Groups

- **March of Dimes
Canada**

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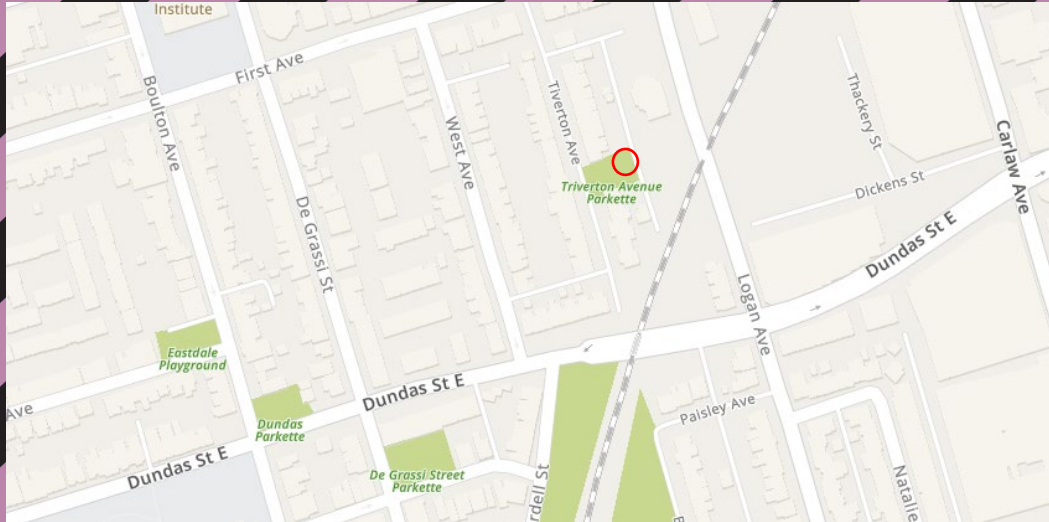
The Ontario Line Community Relations team



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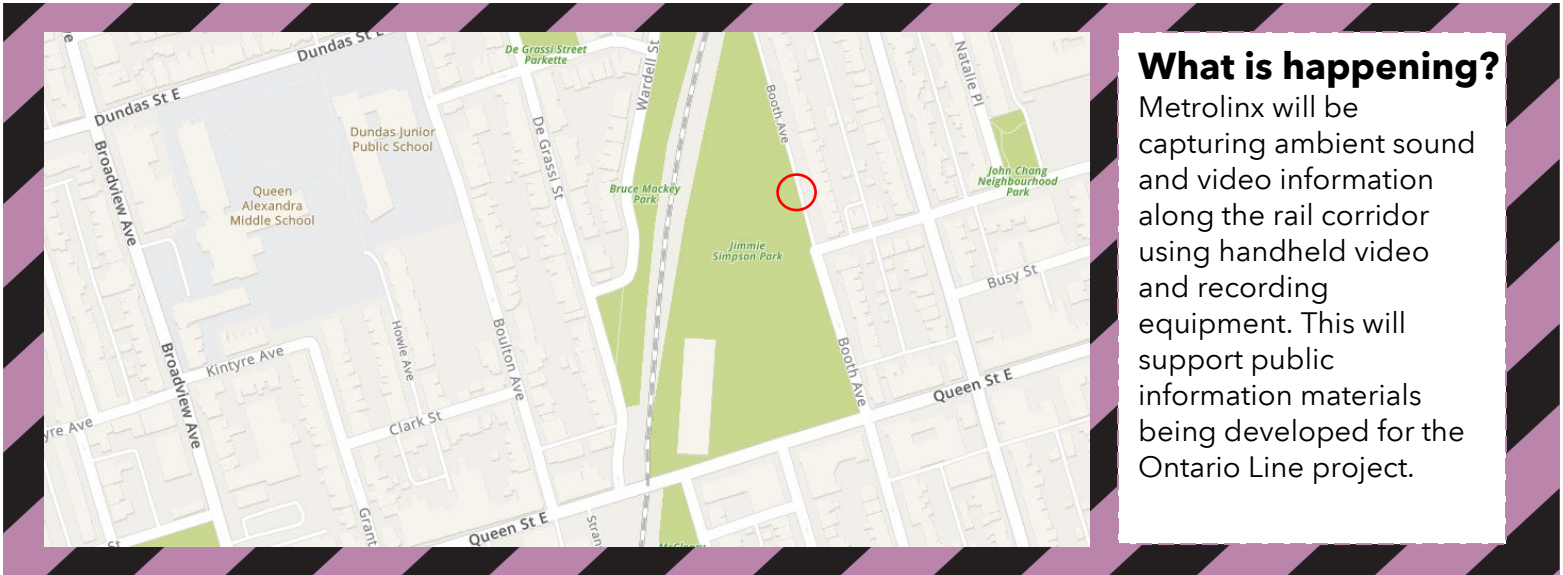
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Employment and
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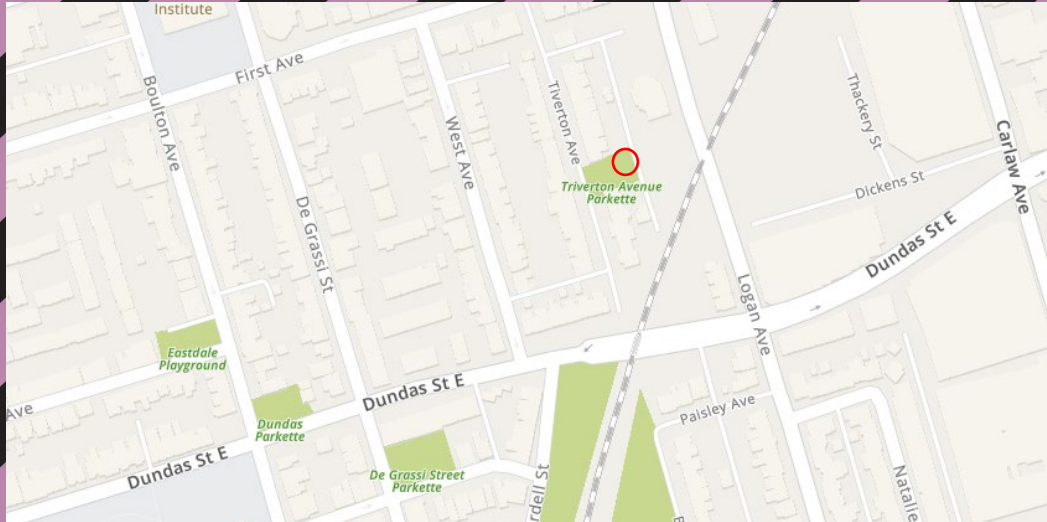
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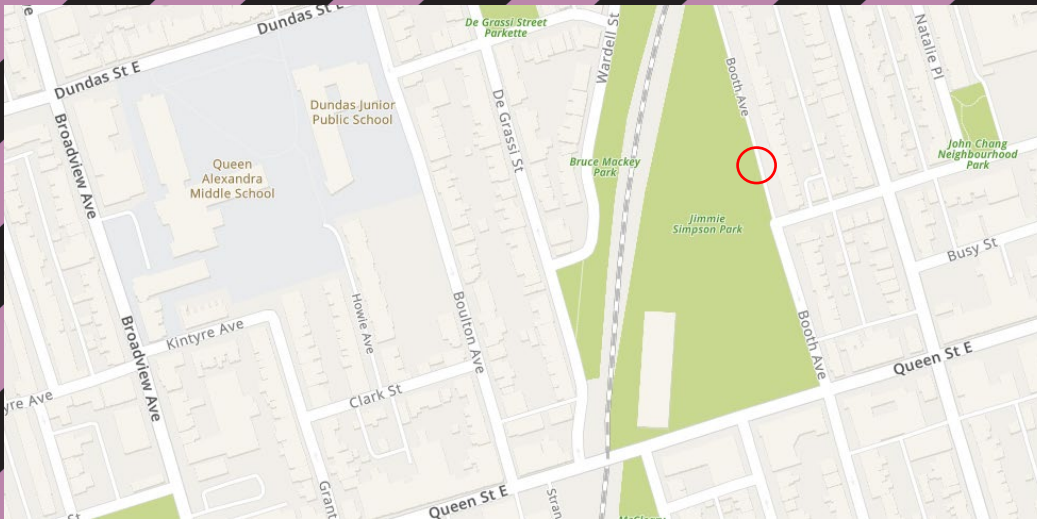
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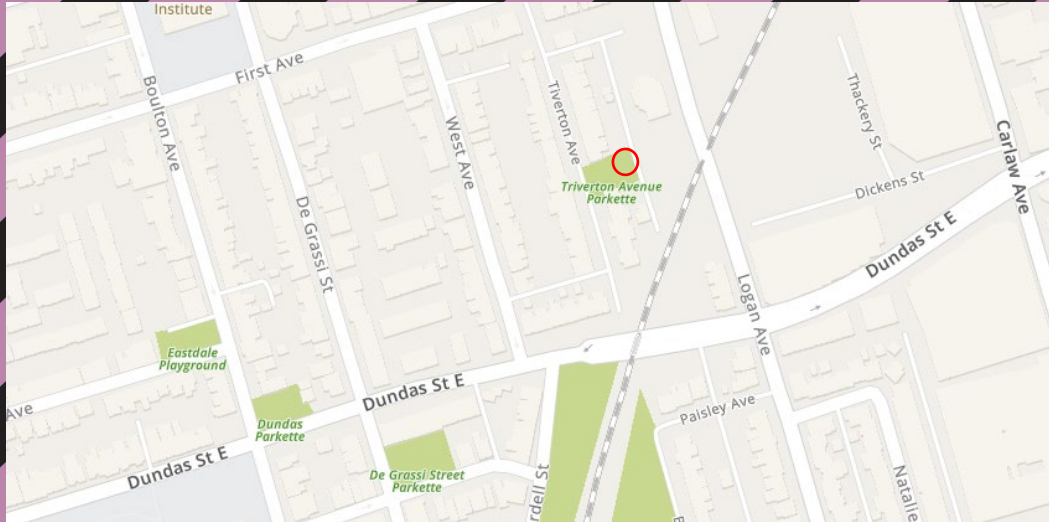
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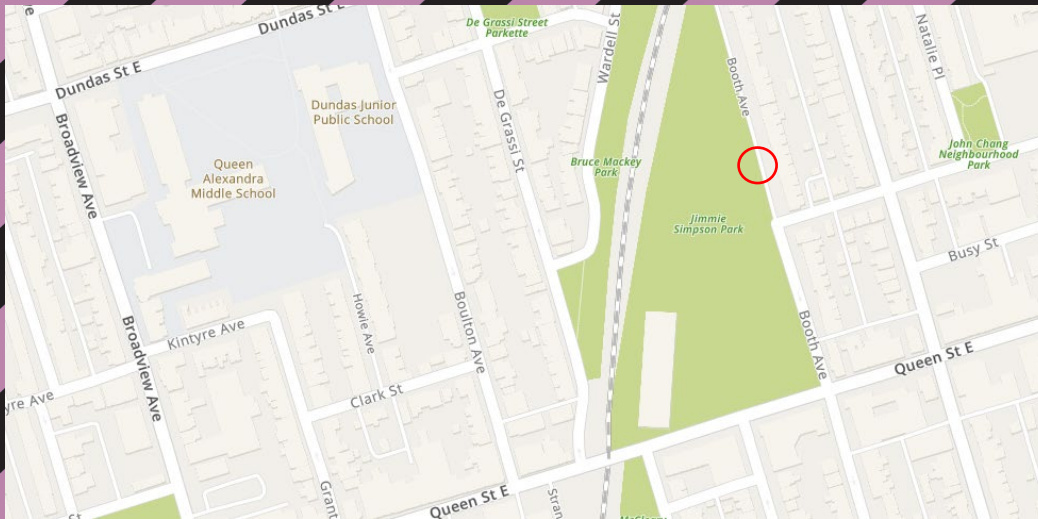
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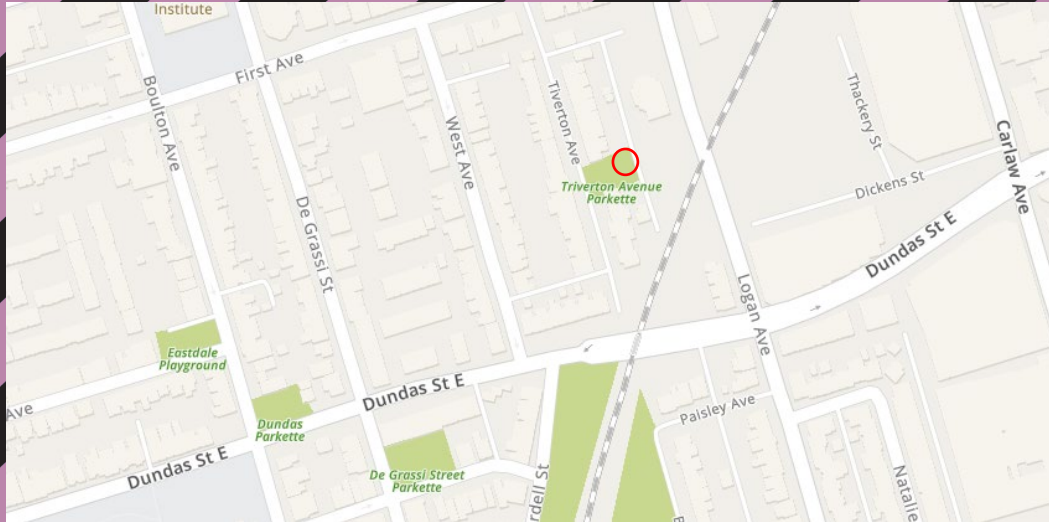
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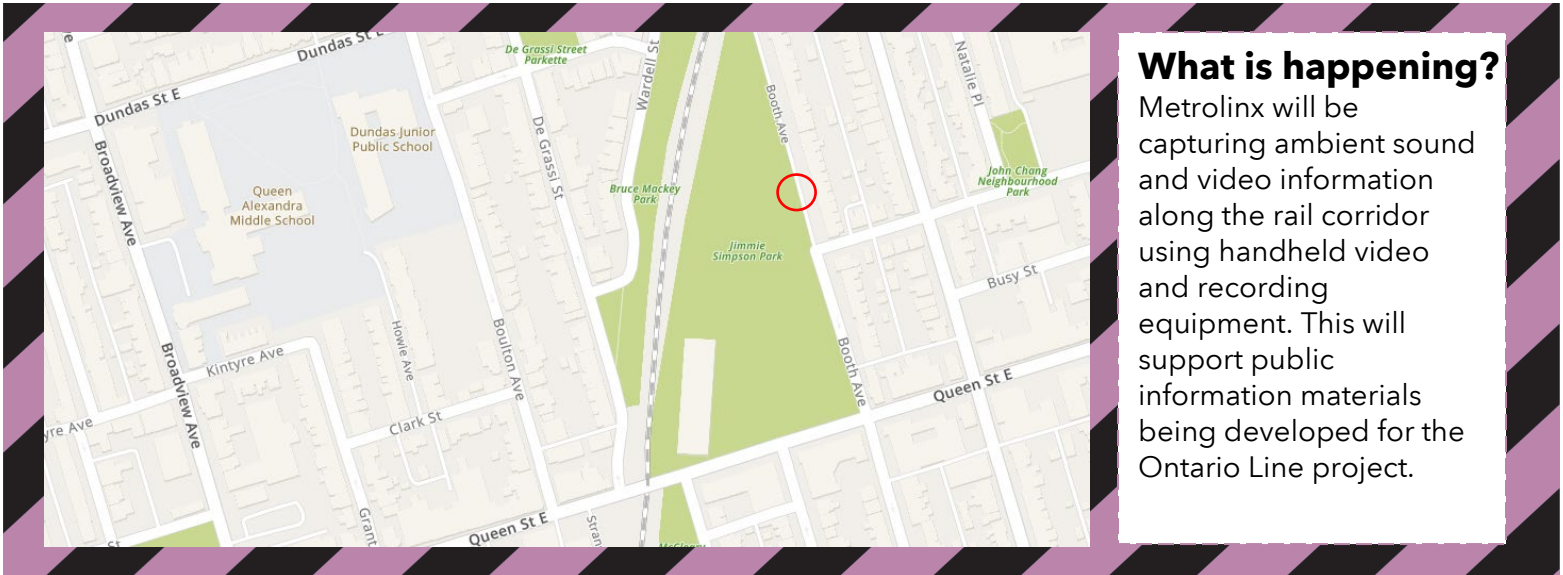
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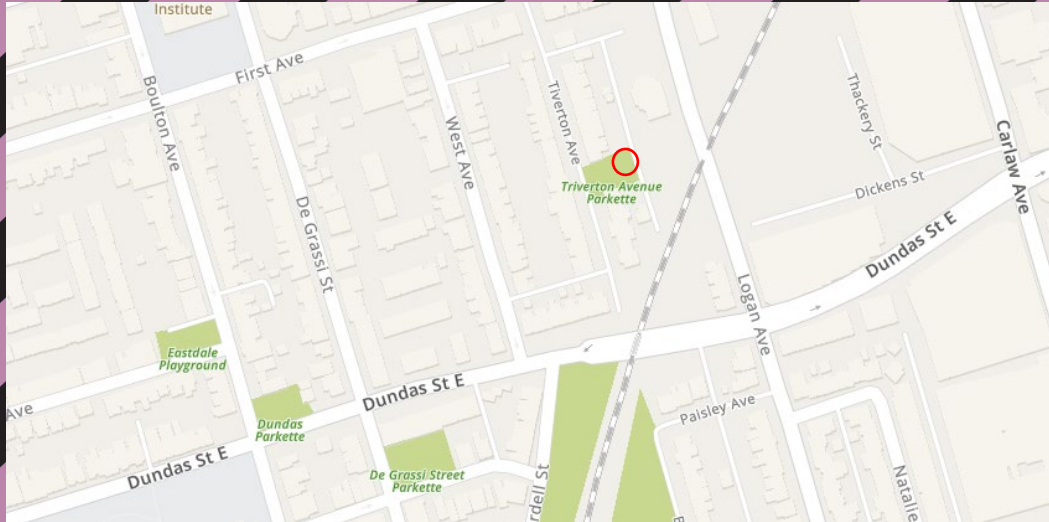
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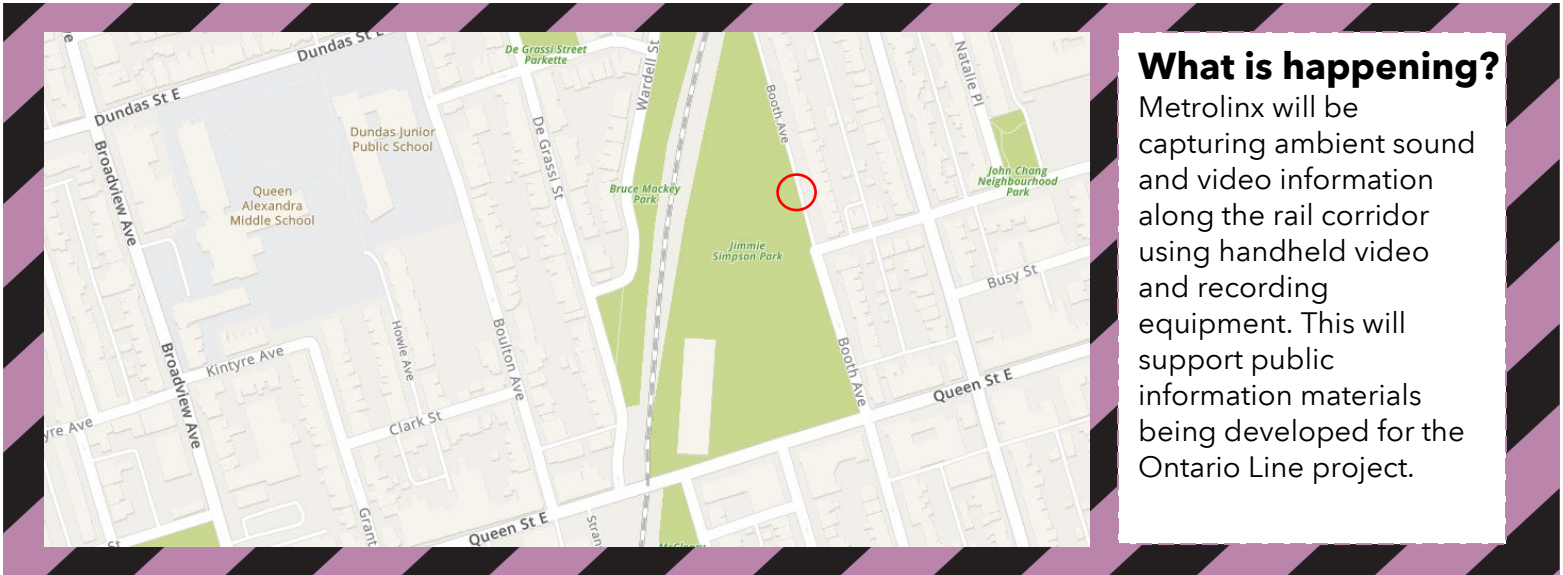
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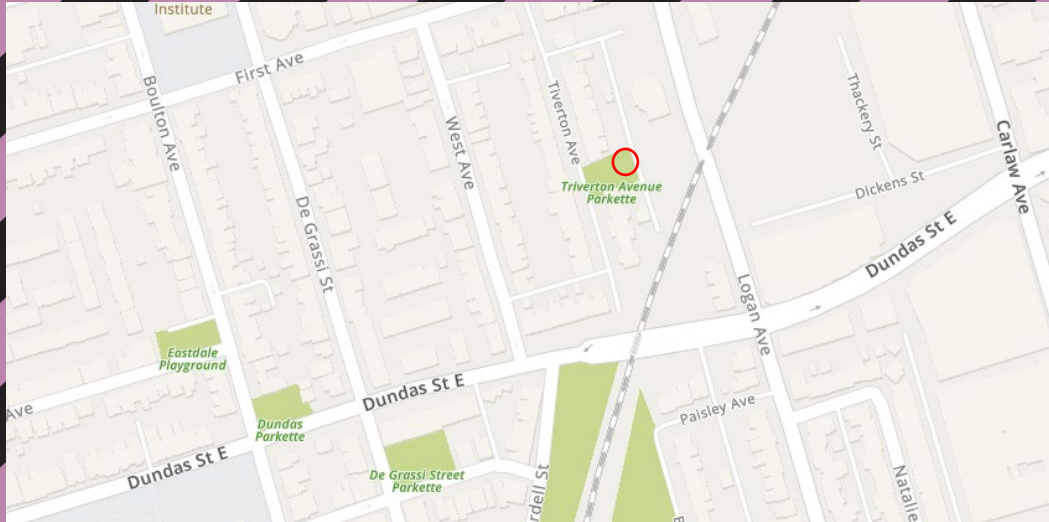
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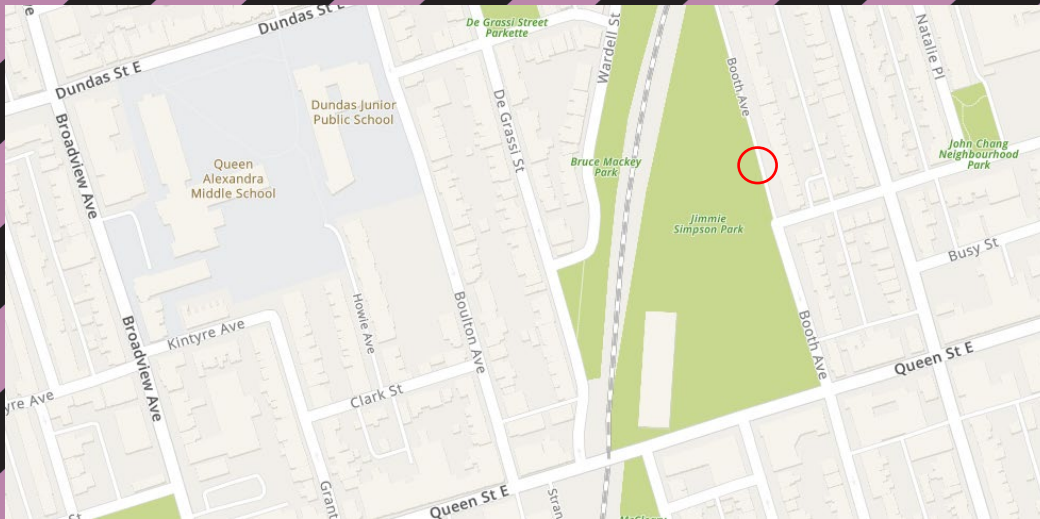
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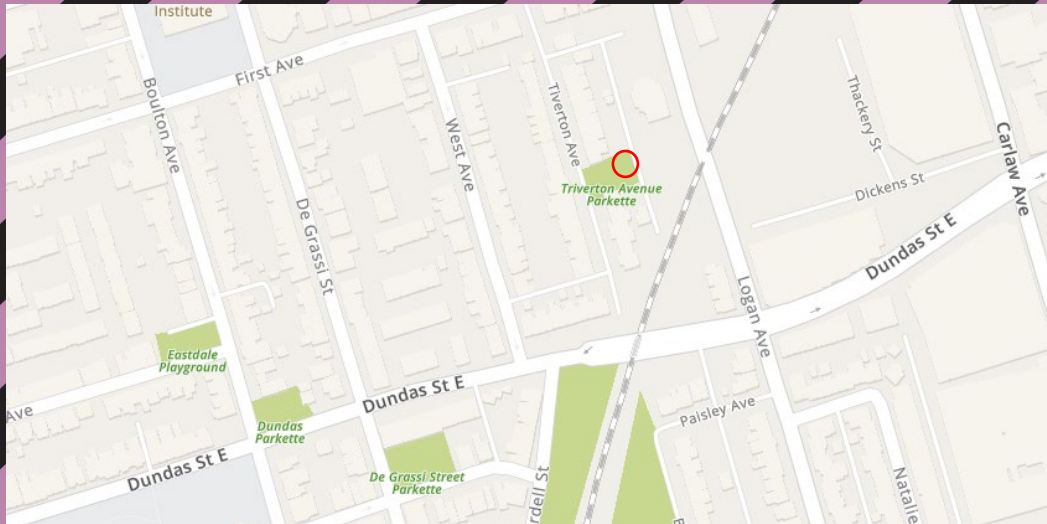
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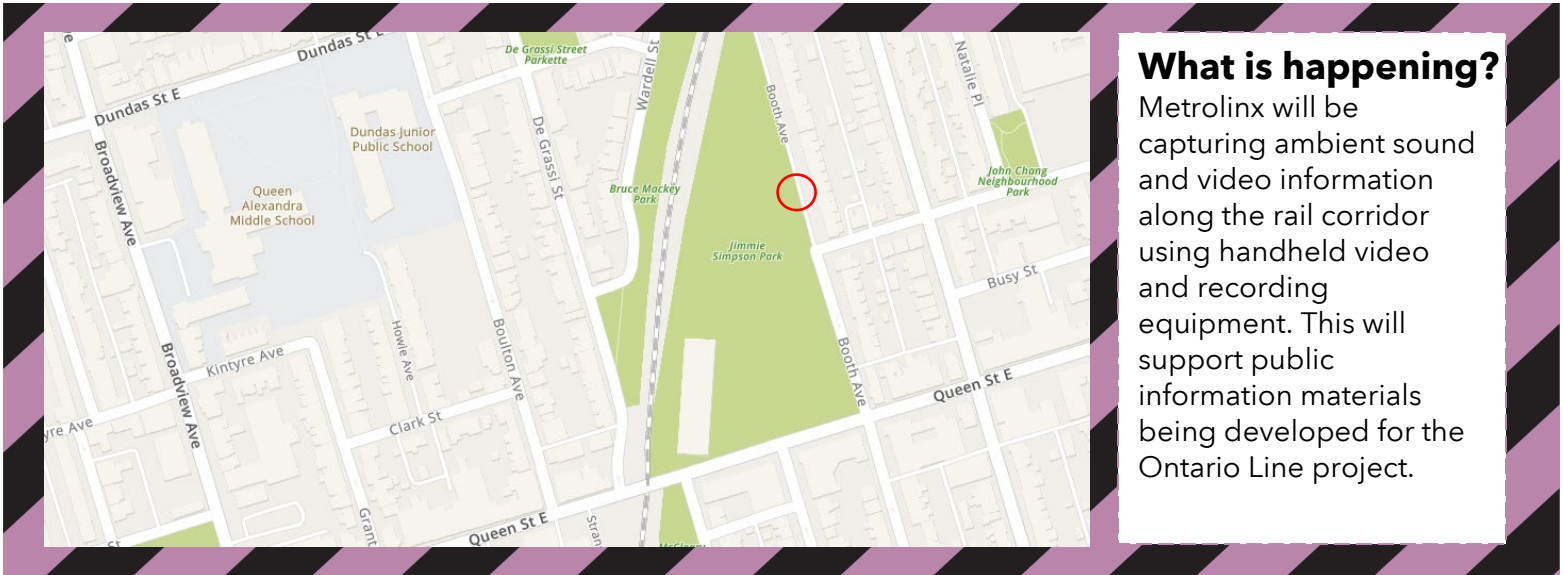
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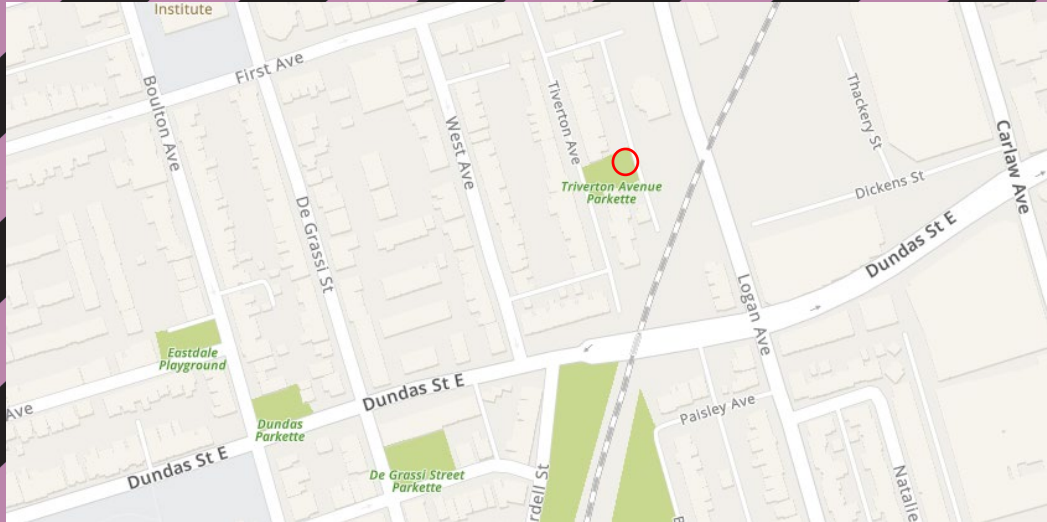
The Ontario Line Community Relations team



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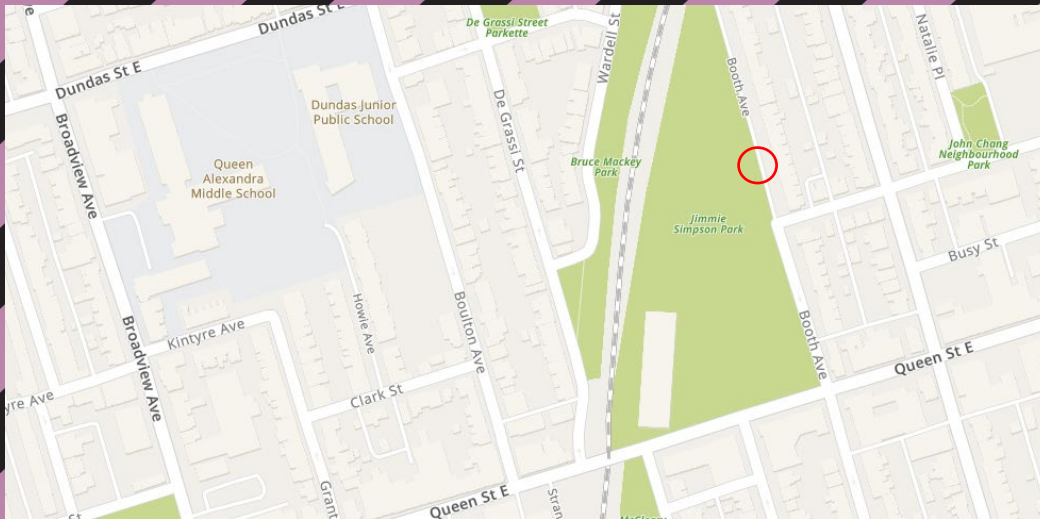
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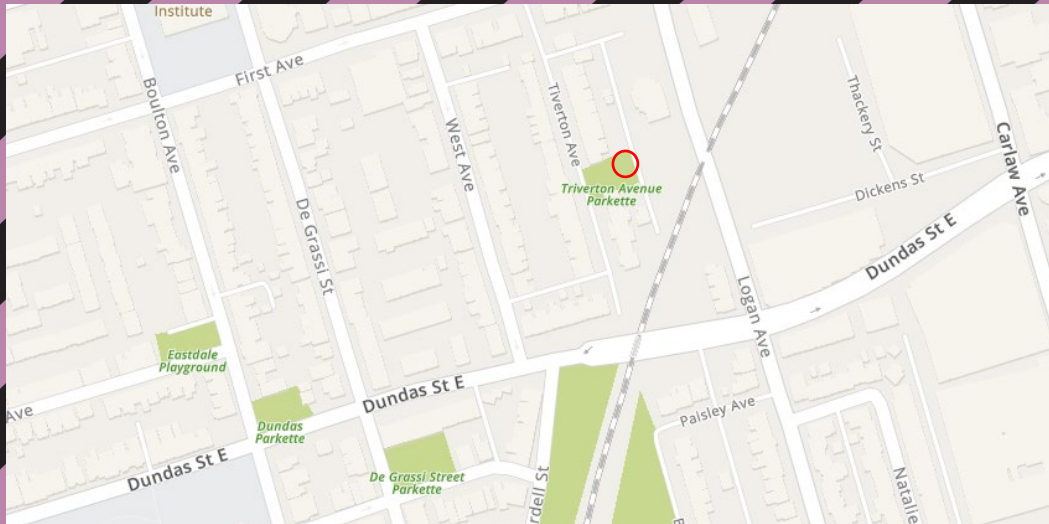
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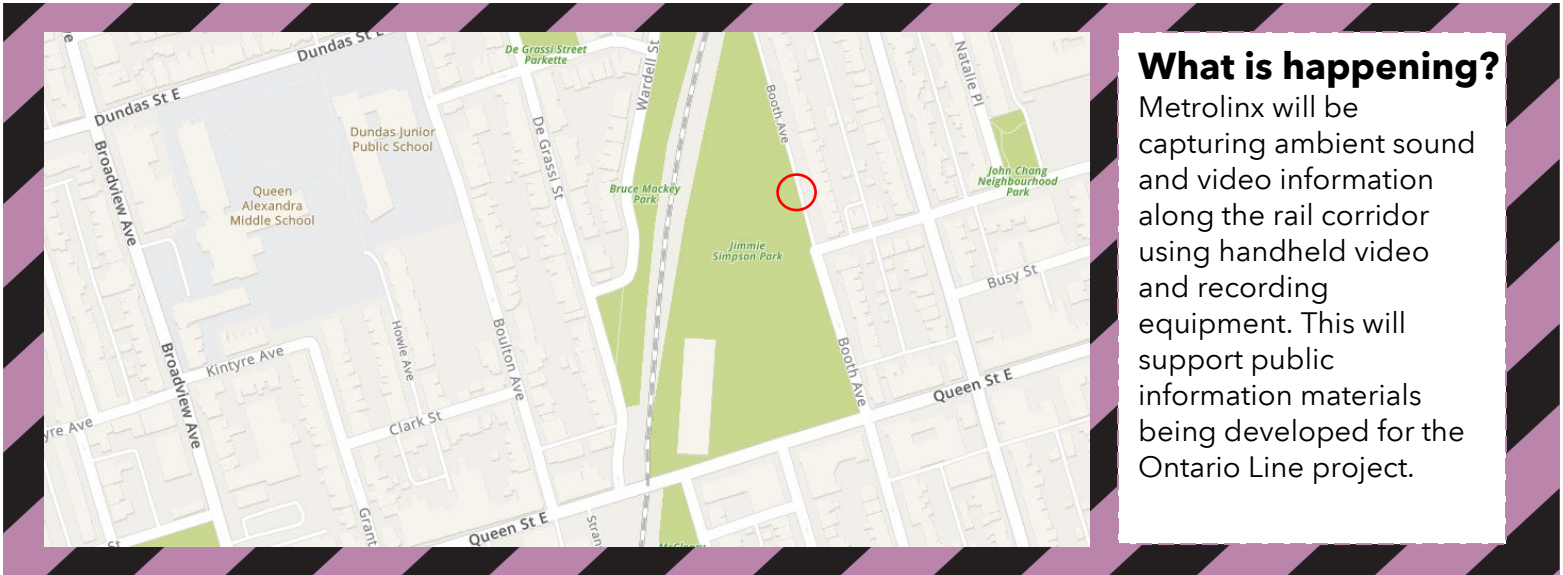
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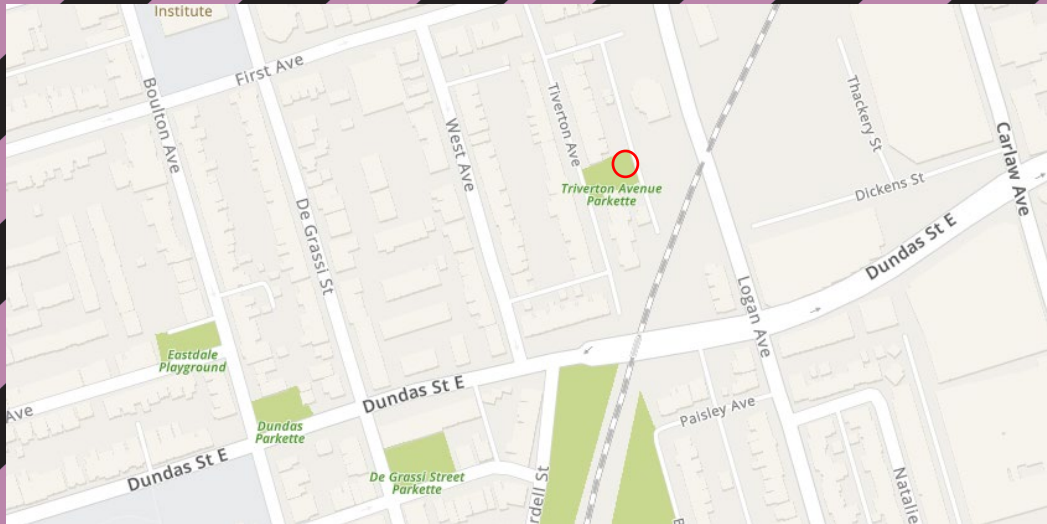
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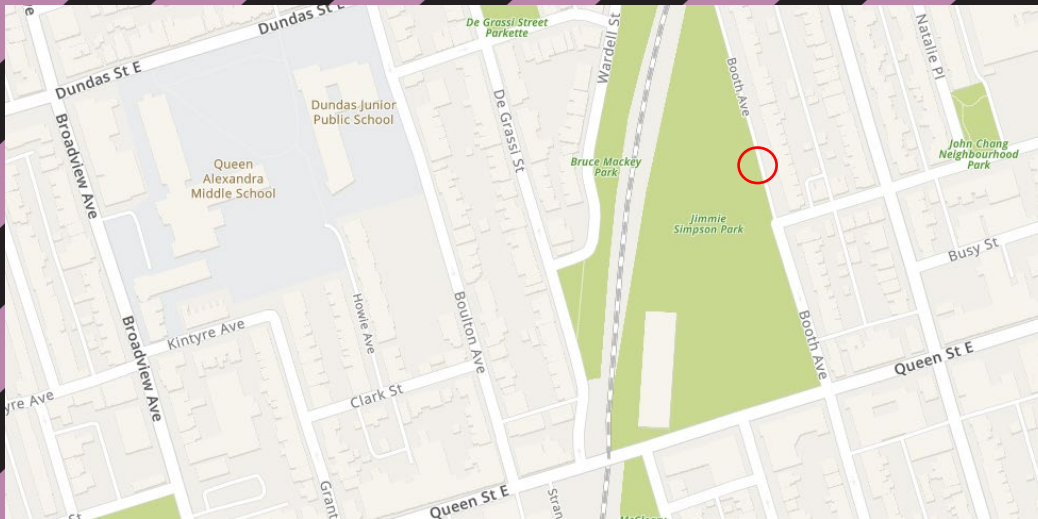
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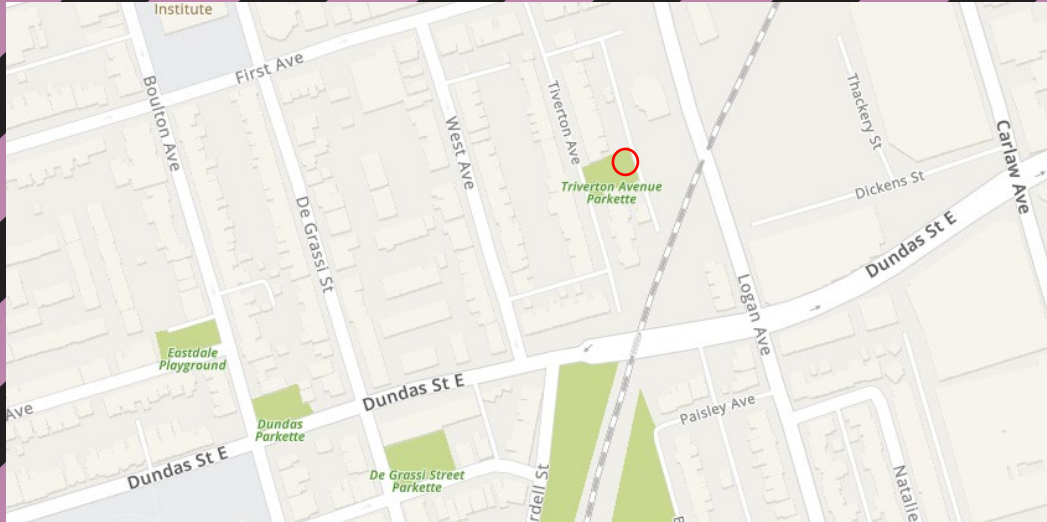
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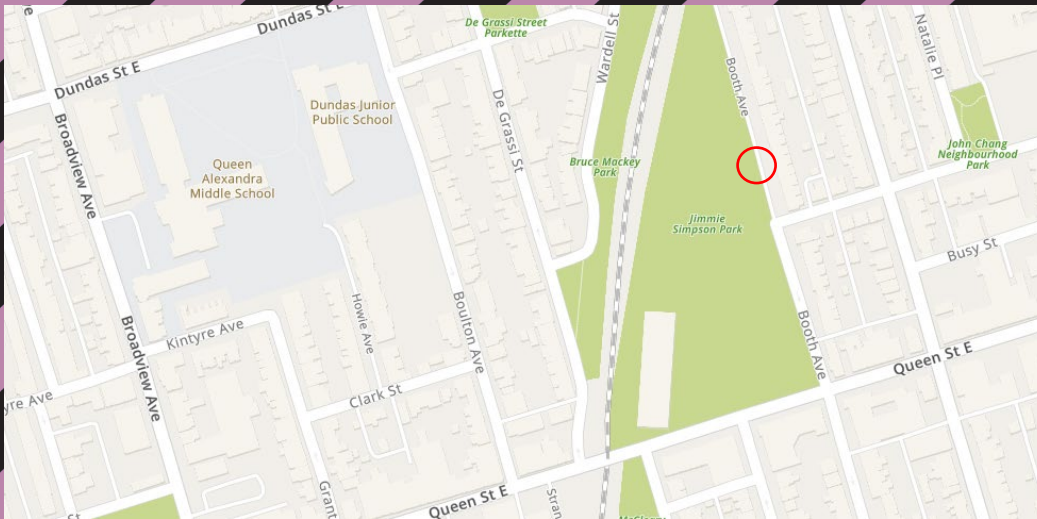
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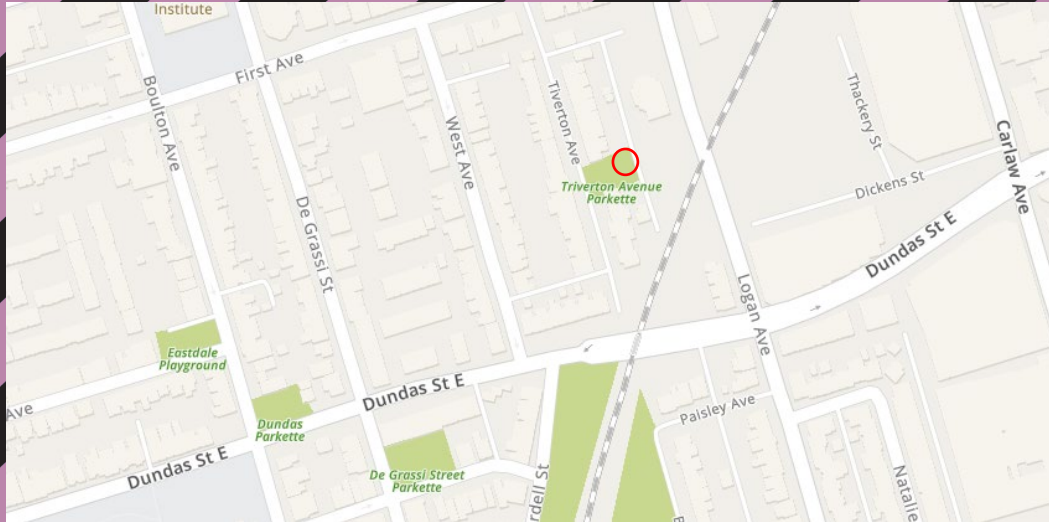
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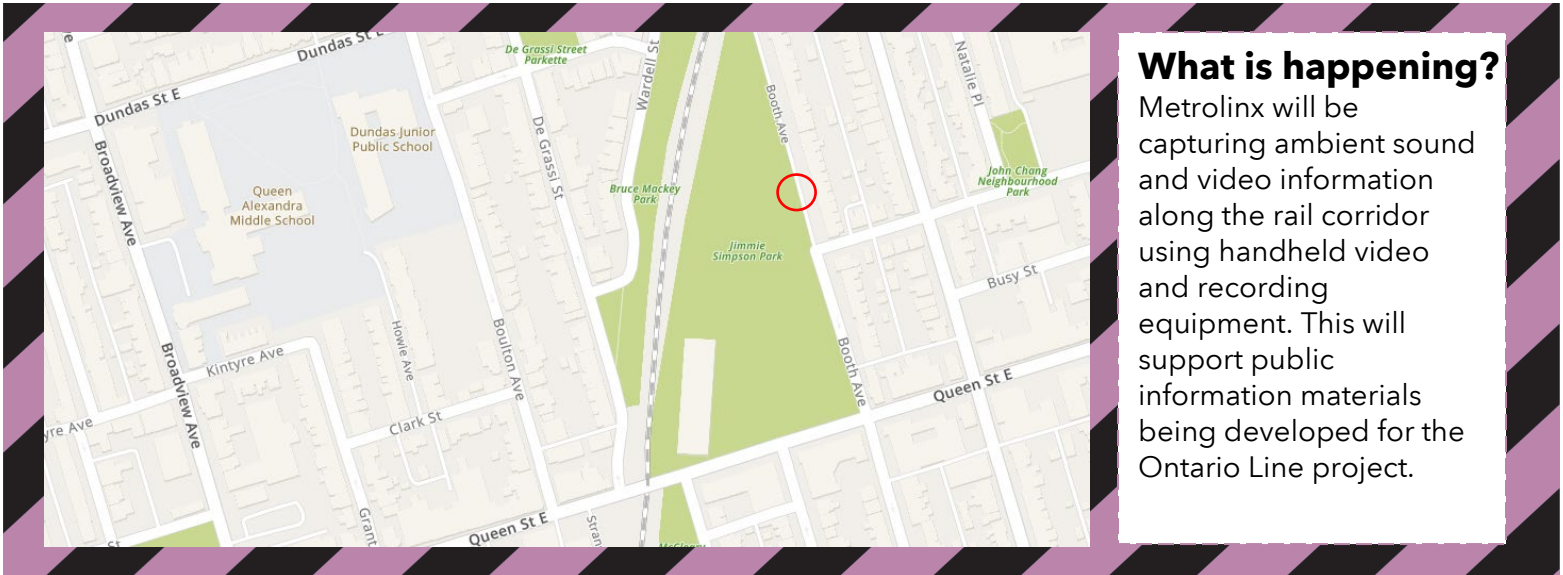
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Starting as early as August 31, 2021



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Community Stakeholders and Groups

- **Queen Street West
Business Improvement
Area**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

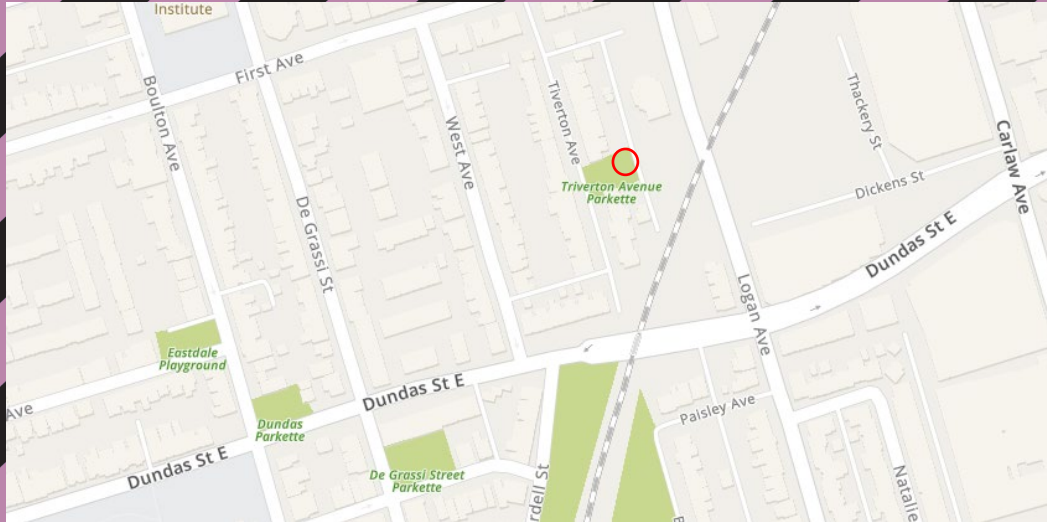
The Ontario Line Community Relations team



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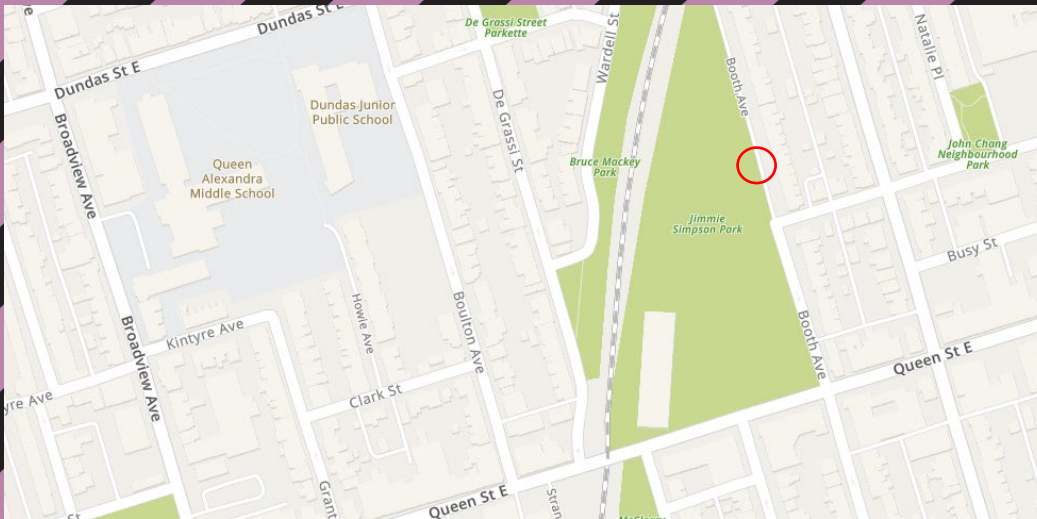
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Community Stakeholders and Groups

- **Regent Park
Neighbourhood
Association**

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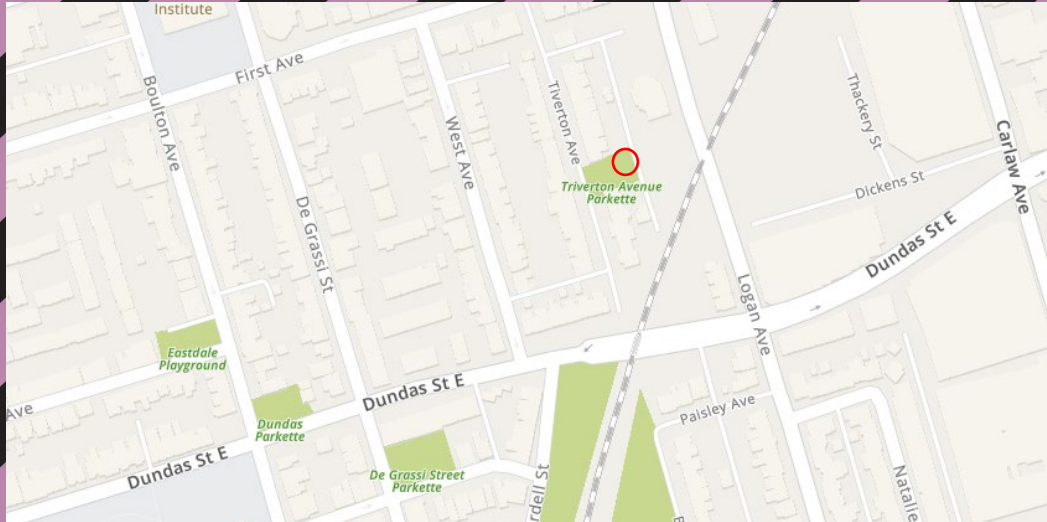
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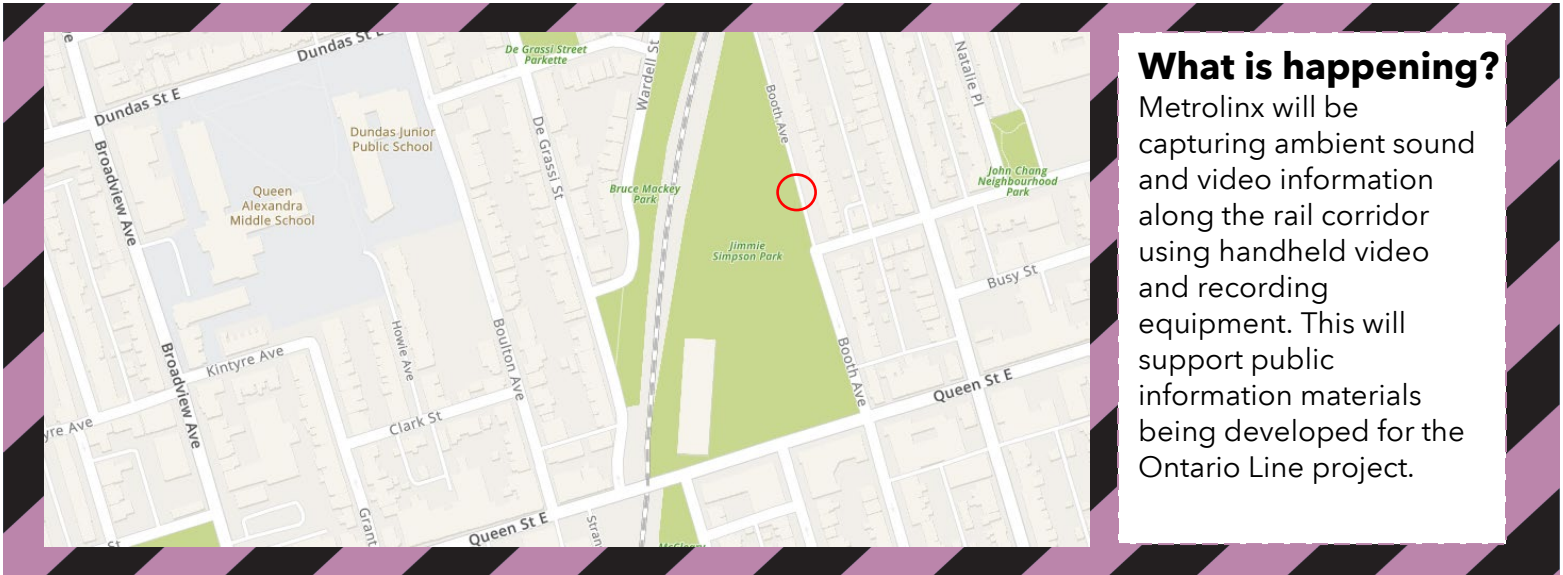
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Community Stakeholders and Groups

- **Riverside Business Improvement Area**

[REDACTED]

From: Ontario Line

Sent: November 15, 2021 11:47 AM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] Councillor

Fletcher <councillor_fletcher@toronto.ca>; [REDACTED]

[REDACTED] Julie Dabrusin <Julie.Dabrusin@parl.gc.ca>; Laura Anonen <Laura.Anonen@toronto.ca>; Tabuns, Peter <tabunsp@ndp.on.ca>; Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: RE: Riverside BIA Comments re: Draft Early Works Report

Hello [REDACTED],

Thank you for your letter on behalf of the Riverside BIA board. As I have mentioned on our biweekly touchpoints, continued engagement with your BIA and local businesses in Riverside is critical as we advance the Ontario Line and GO Expansion in the rail corridor.

Please see attached for an excel sheet that notes each of your comments along with our action/response. A copy of this will also be included in the Final Lakeshore East Joint Corridor Early Works Report.

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

Daryl Gonsalves

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



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From: Ontario Line

Sent: October 26, 2021 9:41 AM

To: [REDACTED]

Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; [REDACTED]

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

[REDACTED] Councillor Fletcher <councillor_fletcher@toronto.ca>; [REDACTED]

[REDACTED] Julie Dabrusin
<Julie.Dabrusin@parl.gc.ca>; Laura Anonen <Laura.Anonen@toronto.ca>; Tabuns, Peter
<tabunsp@ndp.on.ca>

Subject: RE: Riverside BIA Comments re: Draft Early Works Report

Received – thank you [REDACTED]

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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Email Edits from Riverside BIA		
Theme	Comment	Metrolinx Response
	<p>Following a review of the public documents released online by Metrolinx in September 2021, please find the Riverside BIA's general comments and then a list of specific comments, questions and requests as follows:</p>	<p>Thank-you for your review of the Draft Lakeshore East Joint Corridor Early Works Report.</p>
	<p>Construction impacts of the Ontario line are a primary concern for the Riverside BIA and its 100+ members who are commercial property owners and businesses in the area of the Queen Street station and crossing of the future Ontario Line. The 'support local' movement that emerged during the pandemic and the survival of main street businesses has come out as a clear priority over the past two years and the fragility of the economic health of local businesses has come to the forefront.</p> <p>Public transit is critically important but it should not be coming at the expense of an already struggling local economy. The Ontario Line Early Works Planning should take greater care and planning to prevent and mitigate impacts to the local economy along Queen Street East.</p> <p>Businesses depend on having a clear and inviting transport corridor to move goods and attract customers. Queen Street East is one of Toronto's busiest arteries for vehicles including transit, trucks, cars and cyclists. The pedestrian realm along Queen is also busy throughout the day and into the evening.</p>	<p>Metrolinx is committed to reducing impacts from early works and minimizing disruption to the community and businesses during construction. Metrolinx will consult with BIAs and local businesses to minimize impacts to businesses during early works construction. This commitment has been added to Section 6.9 of the Early Works Report.</p> <p>The Draft Lakeshore East Joint Corridor Early Works Report identified potential early works impacts and proposed mitigation measures and monitoring activities to reduce impacts as a result of early works. Proposed mitigation measures for reducing impacts to pedestrians and the transit network are documented in Section 6.9 of the report. A transit and traffic management plan will be developed and implemented to mitigate traffic impacts associated with Lakeshore East Joint Corridor early works. The plan may contain measures such as temporary changes to intersection lane configurations, traffic signal timing optimization and modifications to existing signal timing plans. The effectiveness of the transit and traffic management plan will be monitored throughout the construction period and adjustments will be made based on actual field observations, as needed.</p> <p>Currently, a quantitative multi-modal transportation impact assessment is underway to identify traffic impacts as a result of Lakeshore East Joint Corridor early works as well as other nearby construction projects. Metrolinx will co-ordinate with other ongoing projects when scheduling the early works activities to maintain the mobility of road users, and to identify mitigation measures that optimize traffic flow during construction.</p>

Traffic	<p>Businesses have also depended on vibrant and inviting outdoor spaces over this pandemic through recovery programs such as CafeTO outdoor dining program to have a fresh-air spaces where people feel safe and healthy dining. The Cafe TO program is certainly slated to return in 2022 and for the next several years. There are multiple such cafe spaces in the curb lanes along De Grassi Street and Queen Street East which operate during daytime and evening business hours from May through until November - this socio-economic and traffic/transportation related element should be noted and taken into the account within the Early Works reporting and construction mitigation planning.</p> <p>The movement and routes of heavy machinery and construction vehicles which create noise, dust and disruption must be recognized and mitigation measures in order to allow for the continued successful operation of outdoor dining and the local patio economy on Queen Street East put in place. Please find a map below of the 2021 curb lane closures in Riverside BIA alone:</p> <p>Construction vehicles physically blocking roads and preventing passage, blocking sidewalks and deterring pedestrians are a major concern. As well as removal of any parking or curb lane space which has been used for outdoor dining. All of these possibilities were noted within the draft Early Works Report, but no specifics were provided.</p>	<p>Metrolinx will consult with BIAs and local businesses to minimize impacts to businesses during early works construction. This commitment has been added to Section 6.9 of the Early Works Report.</p> <p>The Lakeshore East Joint Corridor Early Works Report documents mitigation measures for reducing impacts to pedestrians and the transit network in Section 6.9 of the report. A transit and traffic management plan will be developed and implemented to mitigate traffic impacts associated with Lakeshore East Joint Corridor early works. The plan may contain measures such as temporary changes to intersection lane configurations, traffic signal timing optimization and modifications to existing signal timing plans. The effectiveness of the transit and traffic management plan will be monitored throughout the construction period and adjustments will be made based on actual field observations, as needed.</p> <p>Currently, a quantitative multi-modal transportation impact assessment is underway to identify traffic impacts as a result of Lakeshore East Joint Corridor early works as well as other nearby construction projects. Metrolinx will co-ordinate with other ongoing projects when scheduling the early works activities to maintain the mobility of road users, and to identify mitigation measures that optimize traffic flow during construction.</p> <p>During early works construction, Metrolinx will reduce construction noise by applying construction noise mitigation measures such as using equipment compliant with noise level specifications from the Ministry of the Environment, Conservation and Parks, siting construction vehicles and construction laydown and staging areas away from sensitive receptors, where possible, and others.</p> <p>Construction laydown and staging areas are anticipated to be located adjacent to the rail corridor and road closures will only be implemented if absolutely necessary. The duration of any required closures will be reduced to the extent feasible. At this time, lane closures on the segments of road that will be required to support bridge works are not anticipated to include business frontage. The local community will be notified well in advance of any closures. During these periods, mitigation measures will be implemented to reduce impacts to the community.</p> <p>To reduce air quality impacts as a result of early works, a plan to manage air quality will be developed to ensure consistent attention to mitigation of dust and particulates from the construction site, and appropriate measures such as using water to suppress dust implemented, along with air quality monitoring.</p>
Noise and Vibration	<p>Please include the addresses 810, 812 Queen Street East as well as 807 Queen Street East on table (page xxv, Noise and Vibration, Construction Vibration) to ensure these commercial properties adjacent to the corridor receive appropriate study for Noise and Vibration Impacts.</p>	<p>807, 810 and 812 Queen Street East are outside of the Zone of influence for vibration sensitive structures. As project planning progresses, the vibration assessment will be reviewed based upon refined project details prior to the commencement of construction, and mitigation measures and monitoring activities will be updated if necessary.</p>
Socio-economic	<p>Identify Construction Staging Areas for early works on a map (xxvi, Socio-Economic and Land Use Characteristics, All Land Uses and Adjacent Lands).</p>	<p>The Lakeshore East Joint Corridor early works project footprint shown in Draft Early Works Report is defined as the area of direct disturbance associated with the early works construction activities, and includes anticipated required construction staging and laydown areas and construction access. The exact locations of the construction staging areas will be determined as planning progresses.</p>
General	<p>Wherever this phrase is noted: "Continue to engage with the City of Toronto and local school board(s), as required, to confirm mitigation measures.", please ADD "Continue to engage with the City of Toronto and local school board(s), local BIAs and businesses, to confirm mitigation measures." (for example, on page xxvii, Socio-Economic and Land Use Characteristics, All Land Uses and Adjacent Lands)</p>	<p>The following text has been added to Table 6.6 of the Lakeshore East Joint Corridor Early Works Report:</p> <p>"Continue to engage with the City of Toronto, local BIAs, and local school board(s), as required, to confirm mitigation measures."</p>

Public Realm	Regarding Public Realm (pg xxvii), please add note that some streetscaping materials/ assets (e.g. hydro pole banners, wraps, sidewalk detailing, street furniture, tree grates etc) belong to the local BIA and not to the City of Toronto and these materials should be noted, logged, documented and then replaced if damaged back to their original custom design or better in consultation with the local BIA. We request that the Riverside BIA Streetscape Master Plan (2018 - http://www.riverside-to.com/streetscape-master-plan/) be referenced, and streetscape features recognized within the report.	The following text was added to Table 6.6: "Consult with the City of Toronto and Business Improvement Areas, as necessary, for restoration of assets owned by the City or Toronto and local Business Improvement Areas." Information on the Riverside BIA Streetscape Master Plan was added to Section 2.2.3 of the Lakeshore East Joint Corridor Early Works Report.
Heritage	Regarding Built Heritage Resources and Cultural Heritage Landscapes, Impacts to, pg xxix, please ensure to involve Riverside BIA in discussions about changes to the De Grassi Street plaque and recognition as this is included in the Riverside BIA's Streetscape Master Plan as an area for an improvement project to better recognize De Grassi Street and its cultural significance, while improving this as an eastern gateway of the BIA.	Metrolinx will continue to engage with the Riverside BIA on heritage impacts as a result of the project. Metrolinx anticipates to share the Draft Heritage Detailed Design Report as part of the Ontario Line Environmental Impact Assessment Report in January 2022 for review. The De Grassi streetscape (OLS-126), as described in the Lakeshore East Joint Corridor Early Works Report, includes the group of plaques in Bruce Mackey Park. This group of plaques is located outside of the project footprint and as a result, no impacts to the plaques are anticipated. Removal and replacement of the existing Queen Street East GO rail bridge may impact the Heritage Toronto Plaque (Riverdale Railway Station plaque) located on the sidewalk on the north side of the bridge. This plaque will either be protected for the duration of construction, or temporarily removed and reinstated once construction is complete. As noted in the report, Metrolinx will consult with the City of Toronto regarding any anticipated impacts to the plaques.
Consultation	On page xxxiv we would like to see consultation with BIAs noted in the list of consultation undertaken given the numerous meetings directly with Riverside BIA over 2020.	Riverside Business Improvement Area is listed in Section 8.3 (Engagement with Community Groups and Stakeholders) of the Draft Lakeshore East Joint Corridor Early Works Report.
Table 5-10 socioec	Please add Riverside Common Park, 657 Queen Street East to your table on pg 103 as it is missing and has been open since Feb 2021.	Riverside Common Park has been added to Table 5-10 and Figure 5-16.
Table 5-11 socioec	Please add the Riverside BIA, 50 Carroll Street to your list of Community Groups on page 104.	Riverside Business Improvement Area is listed in Section 8.3 (Engagement with Community Groups and Stakeholders) of the Draft Lakeshore East Joint Corridor Early Works Report.
	Leslieville': Riverside BIA reiterates concern about Metrolinx's use of the name 'Leslieville' station and 'Leslieville' in communication materials when referring to the geographic area in which the line crosses Queen Street East. This is technically and geographically incorrect and does not take into account the Riverside neighbourhood that this line would cross and in which the station would be situated. Riverside, a formal neighbourhood with a history dating back to the 1800s, and the Riverside BIA, now in its 40th year of operation. Examples of this continued issue are on the map on page 7 of the Early Works report and pg 21 regarding the Traffic Management and Mitigation Study which only mentions the 'Leslieville Community' -this is of great concern as it gives the impression the Riverside Community, which the Ontario Line falls within, is being missed/overlooked within the study.	Riverside and Leslieville communities are referred to throughout the Early Works Report. The figure of the Ontario Line alignment on page 7 of the Draft Lakeshore East Joint Corridor Early Works Report has been revised to reflect 'Leslieville/Riverside Station' in the Final report. Section 2.2.3.2 (page 21) of the Early Works Report outlines applicable environmental assessment and planning studies that falls within the project study area including the 'Leslieville Traffic Management and Mitigation Study' (https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/leslieville-traffic-management-mitigation-study/). This study was completed by the City of Toronto and not by Metrolinx.

Noise and Vibration	Noise and Vibration: As noted above, we would request additional measurement locations closer to Queen Street East (e.g. at 812 Queen Street East, Bonjour Brioche and 807 McGee St) and around the area of the Riverside/Leslieville station to properly document baseline environmental conditions around this station.	<p>The noise and vibration assessment has been completed in accordance with the Ministry of the Environment, Conservation, and Parks NPC-115, and NPC-118. The noise and vibration assessment considers City of Toronto Noise By-law 878-2019 which identifies a Zone of Influence for structures more susceptible to building damage. 807, 810 and 812 Queen Street East are outside of this Zone of Influence. As Project planning and design progress, a review of the vibration analysis will be conducted based upon updated information to finalize controls and monitoring requirements.</p> <p>AECOM has conducted baseline measurements as part of the Ontario Line Final Environmental Conditions Report (AECOM, 2020a), to characterise the existing noise levels within the overall Ontario Line Study Area. Baseline measurements taken at monitoring locations representative of the Lakeshore East Joint Corridor study area are documented in Table 4-1 of the Draft Lakeshore East Joint Corridor N&V Early Works Report.</p> <p>In accordance with the MOEE/GO and MOEE/TTC protocols, operational noise is assessed based on predictions. Both existing and future noise levels are predicted in order to provide an 'apples to apples' comparison, at many receptor locations. Furthermore, predictions allow for the assessment of far more receptors than would be possible by setting up noise monitors. This is the standard procedure for transit project assessments in Ontario and similar approaches are used in other jurisdictions. Existing noise levels were measured in several locations within the Ontario Line study area and documented in the Ontario Line Final Environmental Conditions Report.</p>
socio-economic	As the project approaches construction planning we request that "Business Operations" be studied as a socio-economic factor. It is essential that there be a baseline to compare against activities like staging areas, utility relocation, heavy equipment operations, as well as increased impacts on parking due to construction workers, traffic from construction vehicles, and obstruction of regular traffic due to construction, which will cause strain on main streets and secondary streets.	<p>Metrolinx will be working with the City of Toronto and the corresponding Business Improvement Areas to maintain access to businesses and minimize the potential impacts of the early works on businesses.</p> <p>Text has been added to EWR that MX will be working with the City and BIAs to minimize impacts to businesses.</p>
	In summary, the Riverside BIA is requesting that all reports and documentation properly reflect, measure impacts, mitigate, plan for, and fully take into account the business districts that the Ontario Line will be embedded within, including Riverside District. We would like to reiterate our previous request and expectation that a formal agreement will be formed with our BIA similar or better than what was done with BIAs in projects like the Eglinton Crosstown LRT, prior to the start of any construction.	<p>Thank-you for providing your comments on the Draft Lakeshore East Joint Corridor Early Works Report. We have incorporated the Riverside BIA's comments into the Final Lakeshore East Joint Corridor Early Works Report, wherever applicable. We look forward to continuing engagement with the Riverside BIA as the project progresses.</p> <p>Metrolinx recognizes the need to work with local businesses and Business Improvement Areas (BIAs) in the effort to support businesses during the most disruptive periods of construction. Partnering with BIAs Metrolinx has supported the development of new websites, BIA logo's, coupon books, event flyers & signage, shopping bags/promotional items, and community events. BIA members/leadership will also be participants at the Community Liaison Groups .</p> <p>Metrolinx will continue to work with impacted businesses and business communities in conveying the message that local businesses are "Open for Business" and the community remains a viable shopping and working destination.</p>

From: [REDACTED]

Sent: October 25, 2021 5:50 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] Councillor Fletcher <councillor_fletcher@toronto.ca>; [REDACTED]
[REDACTED] Julie Dabrusin

<Julie.Dabrusin@parl.gc.ca>; Laura Anonen <Laura.Anonen@toronto.ca>; Tabuns, Peter <tabunsp@ndp.on.ca>

Subject: Riverside BIA Comments re: Draft Early Works Report

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Dear Ontario Line Team,

Apologies again that this did not properly come through yesterday and please find attached on behalf of the Board, the Riverside BIA's comments on the Ontario Line Draft Lakeshore East Joint Corridor Early Works Report.

Thank you again for accepting these comments a day later.

Best,

[REDACTED]

[REDACTED]



Submitted electronically by:
[Redacted]
on behalf of
Riverside Business Improvement Area
[Redacted]

Emailed to: ontarioline@metrolinx.com

October 24, 2021

Letter: Riverside BIA Comments and Questions regarding Metrolinx Draft Early Works Report - Ontario Line Lakeshore East Joint Corridor Early Works (September 2021)

Following a review of the public documents released online by Metrolinx in September 2021, please find the Riverside BIA's general comments and then a list of specific comments, questions and requests as follows:

Construction impacts of the Ontario line are a primary concern for the Riverside BIA and its 100+ members who are commercial property owners and businesses in the area of the Queen Street station and crossing of the future Ontario Line. The 'support local' movement that emerged during the pandemic and the survival of main street businesses has come out as a clear priority over the past two years and the fragility of the economic health of local businesses has come to the forefront. Public transit is critically important but it should not be coming at the expense of an already struggling local economy. The Ontario Line Early Works Planning should take greater care and planning to prevent and mitigate impacts to the local economy along Queen Street East.

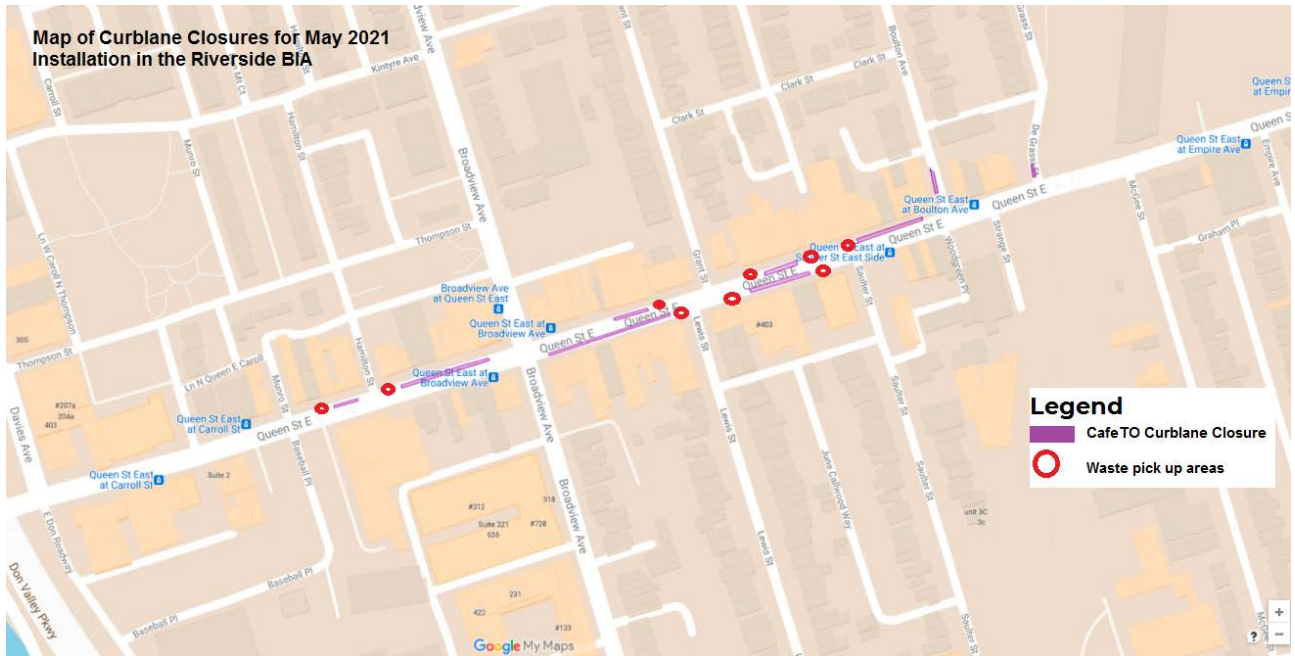
Businesses depend on having a clear and inviting transport corridor to move goods and attract customers. Queen Street East is one of Toronto's busiest arteries for vehicles including transit, trucks, cars and cyclists. The pedestrian realm along Queen is also busy throughout the day and into the evening.

Businesses have also depended on vibrant and inviting outdoor spaces over this pandemic through recovery programs such as CafeTO outdoor dining program to have a fresh-air spaces where people feel safe and healthy dining. **The Cafe TO program is certainly slated to return in 2022 and for the next several years. There are multiple such cafe spaces in the curb lanes along De Grassi Street and Queen Street East which operate during daytime and evening business hours from May through until November - this socio-economic and traffic/transportation related element should be noted and taken into the account within the Early Works reporting and construction**



Riverside

BIA mitigation planning. The movement and routes of heavy machinery and construction vehicles which create noise, dust and disruption must be recognized and mitigation measures in order to allow for the continued successful operation of outdoor dining and the local patio economy on Queen Street East put in place. Please find a map below of the 2021 curblane closures in Riverside BIA alone:



Construction vehicles physically blocking roads and preventing passage, blocking sidewalks and deterring pedestrians are a major concern. As well as removal of any parking or curblane space which has been used for outdoor dining. All of these possibilities were noted within the draft Early Works Report, but no specifics were provided.

We would like to see the Early Works Report reflect the points above under the Traffic and Transportation section AND Socio-Economic and Land-Use Characteristics.

Further, more specific comments, questions and requests include:

1. Please include the addresses 810, 812 Queen Street East as well as 807 Queen Street East on table (page xxv, Noise and Vibration, Construction Vibration) to ensure these commercial properties adjacent to the corridor receive appropriate study for Noise and Vibration Impacts.



2. Identify Construction Staging Areas for early works on a map (xxvi, Socio-Economic and Land Use Characteristics, All Land Uses and Adjacent Lands).
3. Wherever this phrase is noted: "Continue to engage with the City of Toronto and local school board(s), as required, to confirm mitigation measures.", please ADD "Continue to engage with the City of Toronto and local school board(s), **local BIAs and businesses**, to confirm mitigation measures." (for example, on page xxvii, Socio-Economic and Land Use Characteristics, All Land Uses and Adjacent Lands)
 - A. Regarding Public Realm (pg xxvii), please add note that some streetscaping materials/ assets (e.g. hydro pole banners, wraps, sidewalk detailing, street furniture, tree grates etc) belong to the local BIA and not to the City of Toronto and these materials should be noted, logged, documented and then replaced if damaged back to their original custom design or better in consultation with the local BIA. We request that the Riverside BIA Streetscape Master Plan (2018 -<http://www.riverside-to.com/streetscape-master-plan/>) be referenced, and streetscape features recognized within the report.
4. Regarding Built Heritage Resources and Cultural Heritage Landscapes, Impacts to, pg xxix, please ensure to involve Riverside BIA in discussions about changes to the De Grassi Street plaque and recognition as this is included in the Riverside BIA's Streetscape Master Plan as an area for an improvement project to better recognize De Grassi Street and its cultural significance, while improving this as an eastern gateway of the BIA.
5. On page xxxiv we would like to see consultation with **BIAs** noted in the list of consultation undertaken given the numerous meetings directly with Riverside BIA over 2020.
6. Please add Riverside Common Park, 657 Queen Street East to your table on pg 103 as it is missing and has been open since Feb 2021.
7. Please add the Riverside BIA, [REDACTED] to your list of Community Groups on page 104.
8. 'Leslieville': Riverside BIA reiterates concern about Metrolinx's use of the name 'Leslieville' station and 'Leslieville' in communication materials when referring to the geographic area in which the line crosses Queen Street East. This is technically and geographically incorrect and does not take into account the Riverside neighbourhood that this line would cross and in which the station would be situated. Riverside, a formal neighbourhood with a history dating back to the 1800s, and the Riverside BIA, now in its 40th year of operation. Examples of this





continued issue are on the map on page 7 of the Early Works report and pg 21 regarding the Traffic Management and Mitigation Study which only mentions the 'Leslieville Community' - this is of great concern as it gives the impression the Riverside Community, which the Ontario Line falls within, is being missed/overlooked within the study.

- 9. Noise and Vibration: As noted above, we would request additional measurement locations closer to Queen Street East (e.g. at 812 Queen Street East, Bonjour Brioche and 807 McGee St) and around the area of the Riverside/Leslieville station to properly document baseline environmental conditions around this station.
- 10. As the project approaches construction planning we request that "Business Operations" be studied as a socio-economic factor. It is essential that there be a baseline to compare against activities like staging areas, utility relocation, heavy equipment operations, as well as increased impacts on parking due to construction workers, traffic from construction vehicles, and obstruction of regular traffic due to construction, which will cause strain on main streets and secondary streets.

In summary, the Riverside BIA is requesting that all reports and documentation properly reflect, measure impacts, mitigate, plan for, and fully take into account the business districts that the Ontario Line will be embedded within, including Riverside District. We would like to reiterate our previous request and expectation that a formal agreement will be formed with our BIA similar or better than what was done with BIAs in projects like the Eglinton Crosstown LRT, prior to the start of any construction.

Please contact us directly at [redacted] should you require further information.

Sincerely,

[redacted]

[redacted]

On behalf of the Riverside BIA Board of Directors:

[redacted]



riverside-to.com



riverside_bia



@riversidebia



/RiversideTO



Councillor Paula Fletcher, (Ward 14-Toronto Danforth)

c. Toronto Association of BIAs (TABIA), For Toronto-Danforth: MP Julie Dabrusin, MPP Peter Tabuns



From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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



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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

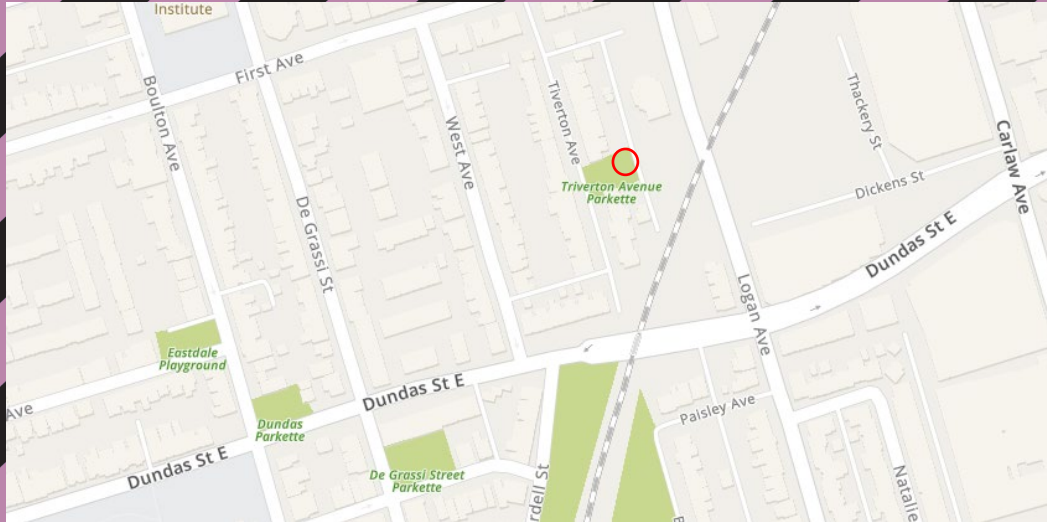
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.

Timing


- Work will take place on a single day either on August 31 or September 1.
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.

What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

The Ontario Line

 15.6 kilometres of transit service

 Making it faster and easier for hundreds of thousands of people to get where they need to be



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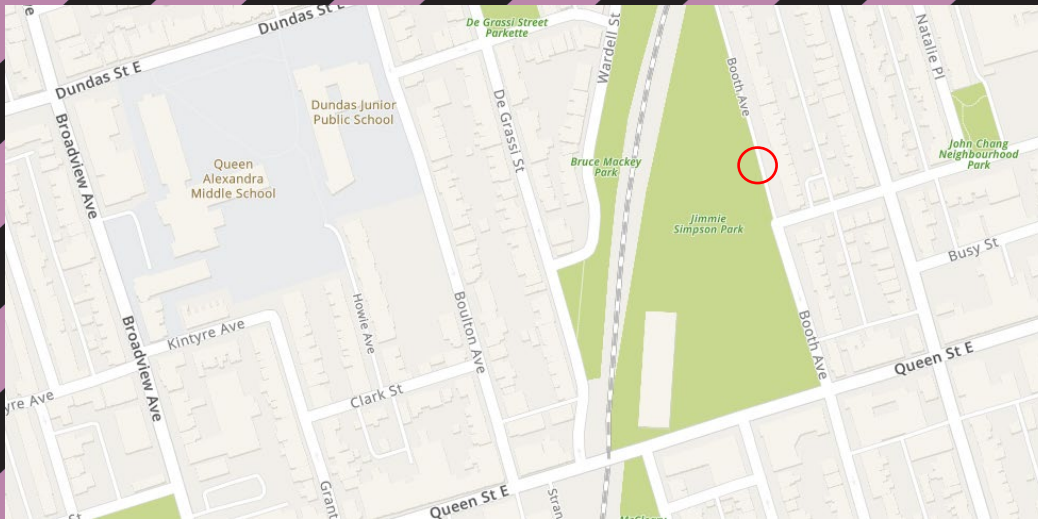
Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: July 27, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- Work will take place on a single day either on August 31 or September 1
- Duration: Up to 4 hours to capture ambient sound and video
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What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
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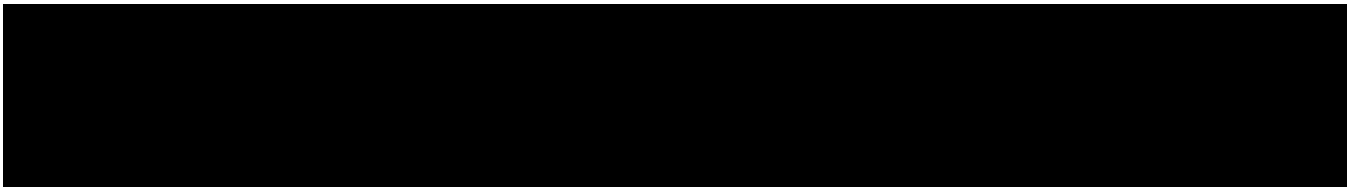


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Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: August 3, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.



From: [Redacted]

Sent: July 22, 2021 2:43 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [Redacted]

Subject: Re: Follow-up murals

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Thanks Daryl for confirming. We just wanted to ensure the mural as located near there would not be impacted by something that close.

Best,

[Redacted]



On Wed, Jul 21, 2021 at 4:16 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [Redacted]

Circling back on this, I confirmed this marking was only for reference a surveying scan and no other drilling is planned for this area at the moment.

Daryl

From: Ontario Line

Sent: July 21, 2021 1:28 PM

To: [Redacted]

[Redacted]

Subject: RE: Follow-up murals

Hi [REDACTED]

Apologies for the delay. Had a few people out on vacation.

These markings are to inform surveying of the area using a mobile LiDAR scan which is being completed on Queen Street East as well as Eastern Avenue. This marking helps inform the surveying scans.

I found out this marking was incorrectly placed. It should have been painted on the roadway next to the curb and our consultant talked to the surveyor to ensure this does not happen in the future.

I am following up further to see if this will result in future drilling in that location. That said, the initial answers I got was no, it is to help coordinate future surveys.

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Daryl Gonsalves

Sent: July 15, 2021 10:51 AM

To: [REDACTED]
[REDACTED]

Subject: RE: Follow-up murals

Morning [REDACTED],

Thanks for flagging.

We are following up with the various geotechnical project managers and will get back to you with an answer if it is related to our work.

Best,

Daryl

From: [REDACTED]

Sent: July 15, 2021 8:39 AM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Follow-up murals

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Hi Daryl, I'm wondering what the attached marking mean? It is beside [REDACTED] (just East of McGee) and it is a spot we were planning to put a mural which is much further out from the Ontario line site then the other location I mentioned.

Pls see attached and let me know

[REDACTED]

On Thu., Jul. 8, 2021, 6:38 p.m. [REDACTED] wrote:

Thanks Daryl for the follow ups on this and I'm copying [REDACTED] so he is aware and in the loop.

Based on what you've shared, we will select a location nearby but away from the rail corridor as suggested.

Best,

[REDACTED]



On Thu, Jul 8, 2021 at 4:13 PM Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com> wrote:

Hi [REDACTED],

Great chatting today. I want to circle back on some topics we discussed:

- Regarding the sidewalk at Queen East and De Grassi, I checked in with our geotechnical project manager. Right now, there is nothing scheduled for that particular corner in terms of geotechnical work. That said, geotechnical work is very fluid and one at one location may lead to additional work in another corner. I cannot

promise that particular corner will not be tagged given the proximity to the bridge. My recommendation is to maybe shift to the sidewalk near Bonjour Brioche to be safe or another location away from the rail corridor. I know that specific location is attractive so if you choose to go forward with it, I will keep you updated accordingly.

- I followed up with our Partnerships Office to get some sort of answer on the request for support. Will follow up with you as soon as I hear back.

Have a good rest of your week!

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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C: (416) 843-3265



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[REDACTED]

From: Ontario Line

Sent: April 8, 2021 1:03 PM

To: [REDACTED]

Subject: RE: Meeting for next week - Community Notices

[REDACTED]

Great chatting with you and thanks for taking the time during the provincial announcement.

If businesses or residents have questions about the latest Ontario Line refinement in the shared corridor, please direct them to the blog [here](#) which provides all facts and benefits of the change. We are working to update maps on our website and develop more content to respond to questions we are hearing from residents and businesses.

We hope to have the date for the virtual open house for the East segment tomorrow and will do our best to get it to you in the morning so you can include it in your newsletter.

Have a good day,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [REDACTED]

Sent: April 6, 2021 2:01 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Meeting for next week - Community Notices

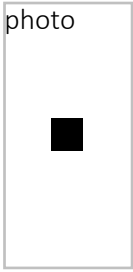
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Thanks very much Daryl, speak to you tomorrow.

[REDACTED]

[REDACTED]

photo



On Tue, Apr 6, 2021 at 1:29 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Further to our previous conversation, I wanted you to know that we released some [updated drawings](#) of the alignment in the area. Please take a look and let me know if you have any questions.

Looking forward to chatting tomorrow,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]

Sent: March 31, 2021 2:08 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Meeting for next week - Community Notices

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From: [REDACTED]
Sent: March 31, 2021 2:08 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Meeting for next week - Community Notices

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Ok, thanks Daryl, talk then,

[REDACTED]



On Wed, Mar 31, 2021 at 1:25 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Great. We are confirmed for April 7th from 3-3:45pm. Please see the Teams meeting link below.

In terms of our ongoing work to refine plans in response to the feedback we have heard from the community, I understand from the project team that the goal of this adjustment is to make maximum use of the space in our existing corridor in order to further protect parks and greenspace. By positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side, we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform. The change in plans will not cause delays to construction, nor increase costs.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. As we mentioned at our recent meeting, we are planning for a virtual open house in April and further discussions regarding noise barrier and station design concepts through the Spring and Summer. We know the Riverside BIA is eager to provide early input into these design conversations and are looking forward to that.

Hope that helps and we'll be in touch soon with more details and a date for the community open house.

Teams link for our meeting:

Microsoft Teams meeting



Have a good day,

Daryl Gonsalves

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



From: [Redacted]
Sent: March 30, 2021 2:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Meeting for next week - Community Notices

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Hi Daryl - thanks and yes April 7th 3-3:45pm works well for me and sure pls send a Teams meeting.

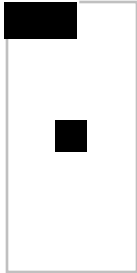
Glad to hear the window is being addressed.

On a related note, there was a lot of activity around here over the weekend as I'm guessing

you are aware - I'm hoping to get better insight and information into the change of alignment that is being discussed and shared in the media for the Ontario Line through our area, but that we hadn't directly heard about yet from Metrolinx. If there's a link to more info you can send me in the meantime that I can share with our Board and members that would be very helpful.

Thanks,

[Redacted]



[Redacted]



On Tue, Mar 30, 2021 at 2:23 PM Ontario Line <ontarioline@metrolinx.com> wrote:

[Redacted]

Hope you are enjoying the sunny weather today.

Ahead of our next meeting with the BIA members, our team wanted to connect with you about how we are changing our community notices to address the feedback you provided.

Do any of the following times next week work for you? We can set up the Teams meeting on our end.

- Monday, April 5 from 1pm to 1:45pm
- Thursday, April 7 from 3pm to 3:45pm
- Friday, April 9 from 3:30pm to 4:15pm.

Josh also wanted me to mention that he managed to get the worst of the damaged exterior covering off the windows so it doesn't look so ugly while we wait for the replacements, which will be installed on the inside.

Have a good day,

Daryl Gonsalves


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

[Redacted]

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From: Ontario Line
Sent: March 24, 2021 9:05 AM
To: [REDACTED]
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: RE: Thank you and slide deck

[REDACTED]

Simon has moved on to another role and I am taking over his engagement responsibilities for Riverside and Leslieville. Going forward, I will be your main point of contact, working with Josh. Great to e-meet you!

Thank you for the reminder about our windows at the Queen Street office – very unfortunate! We are currently waiting for the sign company to finish developing an alternate solution for us.

We will be in touch soon to follow up on community notices regarding upcoming work and some other action items from our recent meeting.

Have a good day,

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

[REDACTED]

From: [REDACTED]
Sent: March 22, 2021 9:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: Thank you and slide deck

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Hi Simon,

Thanks for sending the deck and appreciate all the important updates you were able to share

to help respond to and alleviate our immediate concerns with regard to what's happening this summer - it's truly such a challenging time for local businesses and we were relieved to learn that construction will not be happening this year, and look forward to being involved in upcoming discussions at the earliest opportunity.

Happy to be in touch anytime and provide any feedback that may help support the communications.

Graffiti removal from your leased property

This is a smaller item but important for us as we keep our BIA member frontages clean of graffiti on a weekly basis as part of our member-funded services. Multiple instances of graffiti appeared on your leased storefront in Riverside over the past few weeks and unfortunately the type of film you've applied to the outside of the window was not possible to remove graffiti from. I've attached a photo of some of the graffiti and an attempt at removal (white smudged part) which did not work. The film has since partially been ripped off, as I noted today. **Would it be possible to have that film removed and applied on the inside of the window?** That way we could continue to effectively remove graffiti on the outside and keep it clean with the rest of the frontages along Queen.

Many thanks,

[Redacted signature]



On Wed, Mar 10, 2021 at 9:23 AM Ontario Line <ontarioline@metrolinx.com> wrote:

[Redacted name]

Thank you for meeting with us yesterday. It was great to connect with you, the MPP, Councillor and some of your members. I've attached the slide deck we presented at the meeting. Our website has also been updated with the latest timelines.

As the project advances, we look forward to continuing the conversation. There were a number of topics and questions raised that will require some follow-up or ongoing discussion. Perhaps we could set an agenda for the next meeting together so that it's as

productive as possible. In the meantime, we'll be considering some of your feedback about the community notices and may reach out to have a follow-up chat. Hope that's ok.

We appreciated the opportunity to be connected to the Leslieville BIA and will reach out to them as well to continue the dialogue.

Thanks again for your time and please don't hesitate to contact us if we may be of service,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx



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Community Stakeholder and Groups

- **Riverside Business Improvement Area Meeting Materials**

Riverside & Leslieville Business Improvement Areas - Community Partner Meeting Summary Report

Meeting Details

- Date: September 16, 2021
- Time: 2pm – 3pm
- Location: Zoom
- BIA Participants: 5

Meeting Participants

LURA Consulting: Ciaran Thompson, Liz McHardy, Sayan Sivanesan

[REDACTED]

[REDACTED]

Councillor Fletcher's Office: Laura Anonen

Meeting Overview

The purpose of this meeting was to provide an opportunity for the Riverside BIA and Leslieville BIA to discuss their feedback on the community discussion process, and to share details on upcoming engagement opportunities for the East segment of the Ontario Line. Laura Anonen, Constituency Assistant for Councillor Paula Fletcher, also attended the meeting as an observer. The meeting began with introductions and a review of LURA's role as an independent third-party facilitator, followed by an overview of project details and design features that Metrolinx is seeking community feedback on. The remainder of the meeting was an open discussion to gather BIA member feedback.

Summary of Feedback Received

The following summary documents the feedback received from the Riverside BIA and Leslieville BIA and is organized by key themes. This summary includes feedback received from the BIAs at the September 16th community partner meeting, as well as feedback received through email.

Uncertainty on local business impacts

- The BIAs are concerned that they do not have information on how local businesses in Riverside and Leslieville will be impacted by construction.
- In particular, the BIAs are asking for details on:
 - What are the construction area boundaries and timelines?
 - Where will construction vehicles be parked? Where are the laydown areas?
 - What will the impact on foot traffic be for local businesses?
- Hearing about the experience and concerns of other BIAs that are being impacted by Metrolinx construction work, the Riverside and Leslieville BIAs are concerned that Queen Street will be closed for several years. They are asking for specific clarity on what sections of Queen Street will be closed and for how long.
- Many local business owners are speculating, due to lack of detailed information, that their business will be forced to shut down or relocate for an indefinite amount of time and are unsure if their business can survive this.
- The BIAs do not know how to respond to these concerns being raised by local businesses.

Collaborating on mitigating concerns

- The BIAs are asking that Metrolinx collaborates with them on addressing and responding to local business concerns.
- As an example, the BIAs can flag frequent questions asked by business owners that should be addressed in Metrolinx communications.
- The BIAs stated that there has been a breakdown in trust in the Metrolinx community engagement process. There is a feeling that the BIAs are being engaged with after decisions have already been made, and that they are not updated with relevant information.
- The BIAs are asking that Metrolinx involves them in discussions before decisions are made, and that Metrolinx be more proactive in having discussions with the BIAs so that trust in the Metrolinx community engagement process can be repaired.

Unclear on the community office and liaison role

- The BIAs are concerned that the Metrolinx community office in Riverside will be unable to provide answers with sufficient details and are seeking clarity on the scope of concerns that can be brought to the office or to the community liaison. Furthermore, the BIAs are looking for clarity regarding the role of the community liaison.
- The BIAs expressed being hesitant to promote updates from the community office because they are unsure on how to frame the office's mandate and ability to respond to specific questions.

Feedback on community discussion process

- The BIAs are concerned that Metrolinx is jumping ahead to discussing end finishes, noting that the community will have difficulty discussing the proposed design features when basic questions about local impacts have not been sufficiently addressed.
- The BIAs stated that many people they know who live on properties near the development, are unclear on what the impact to them will be, and that the inability to anticipate the future is leading to community anxiety regarding the project.
- The BIAs stated that it shouldn't be individuals' responsibility to try and find answers from Metrolinx, rather Metrolinx should be more transparent and proactive about sharing the information the community is seeking.
- The BIAs recommend that Metrolinx focuses its narrative on the community's values, such as protecting parks and neighbourhood assets, rather than celebrating transit improvements.

Next Steps

LURA shared this summary report with the BIA members in attendance in advance of sharing with Metrolinx. The next opportunities for the BIAs to provide feedback include a Virtual Open House on September 23, 2021, an online digital feedback tool available for three weeks starting September 23, 2021, the Public Comment Period on the Early Works Report from September 23 – October 23, 2021, and in-person engagements with the Riverside Community Office including Information Pop-ups.

Ontario Line

Update for Riverside BIA

March 2021

Agenda - March 9, 2021

- Safety Moment and Introductions
- Ontario Line Early Works and EA Update
- CaféTO 2021
- Discussion

Lakeshore East Joint Corridor Early Works & Environmental Assessment

Early works timelines and details, opportunities for input

- CaféTO 2021 – Summer/Fall 2021
 - Limited investigation work along rail corridor, continuing
- Draft Early Works Report released for public consultation - **September 2021**
 - Anticipated impacts of and recommended mitigations for early works only. Additional monitoring and modelling results will be included.
- **Engagement with BIA:** Report overview with OL Environmental Team & discussion; 30 day public consultation

Lakeshore East Joint Corridor Early Works & Environmental Assessment

Early works timelines and details, opportunities for input, cont'd

- Draft Environmental Impact Assessment Report (EIAR) released for public consultation – **January 2022**
 - Anticipated impacts of and recommended mitigations for construction and operation (full project). Additional monitoring and modelling results included.
 - **Engagement with BIA:** Report overview with OL Environmental Team & discussion; 30 day public consultation
- Early Works main construction start – **Summer 2022**
 - **Engagement with BIA:** regular dialogue through Community Liaison Committee to review construction schedules and locations, discuss mitigations to reduce disruption

Station serving Riverside and Leslieville

- Station Name
 - Metrolinx has been referring to Riverside in all recent communications relating to the station and neighbourhood
 - Station names are working titles only. There will be a community engagement process to select final names.
- Station location, entrances and design
 - Metrolinx will be sharing reference concepts designs and property impacts – **Spring/Summer 2021, starting with elected officials**
 - **Engagement with BIA:** presentation and discussion of initial design concepts
 - Previous BIA request to be engaged on any impacts to commercial properties, elements of the public realm, and streetscape elements within the Riverside BIA boundaries.

Noise and Vibration

- Noise barriers
 - Public commitment to add effective, well-designed sound barriers, landscaping, and new trees and greenery from Eastern Ave to Gerrard Ave which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it.
 - Metrolinx is awaiting results of environmental studies that will determine the recommended heights and locations of barriers – **expected late 2021**
 - Metrolinx will also be pursuing a wide array of other proven solutions for reducing noise and vibration at the source such as continuously welded rail, ballast mats, rail isolation systems and more.
 - **Engagement with BIA:** presentation and discussion of design concepts – Spring 2021; in advance of virtual public engagement
 - Previous BIA request to partner on art program (not currently in scope)

Summary Timeline

Spring 2021

OL x RBIA and virtual engagement with public and BIA on on station design concepts

OL x RBIA and virtual engagement with public and BIA on noise barrier design concepts

Summer 2021

Café TO

Community Office Opens TBC

Lower Don Bridges Early Works Report

Fall 2021

Joint Corridor Early Works Report

OL x RBIA: report overview & discussion

Winter 2021/22

Environmental Impact Assessment Report

OL x RBIA: report overview & discussion

Spring 2022

OL x RBIA: regular dialogue through Community Liaison Committee

Summer 2022

Joint Corridor Early Works Construction Begins

Community Stakeholders and Groups

- **Saulter Street
Brewery**

From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

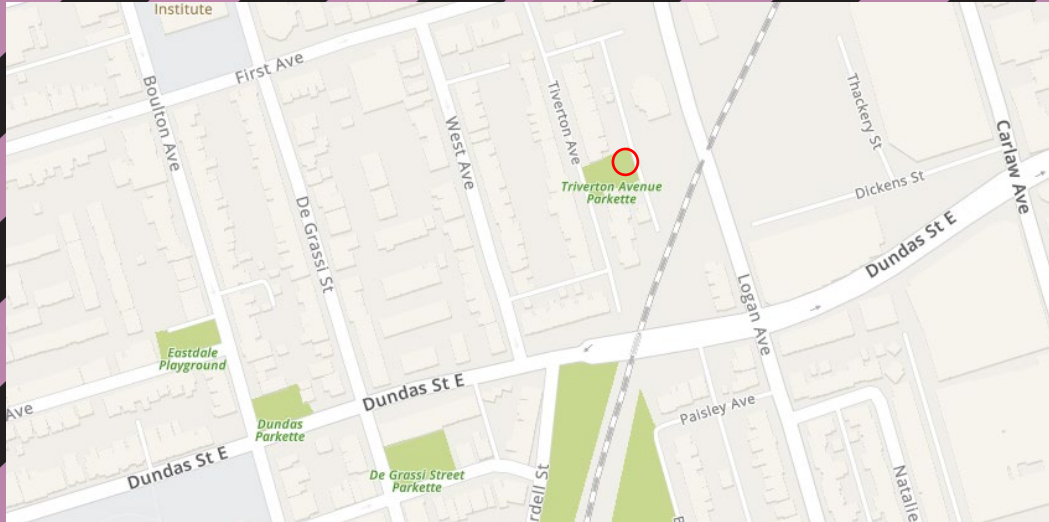
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- **Work will take place on a single day either on August 31 or September 1.**
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

The Ontario Line



15.6 kilometres of transit service



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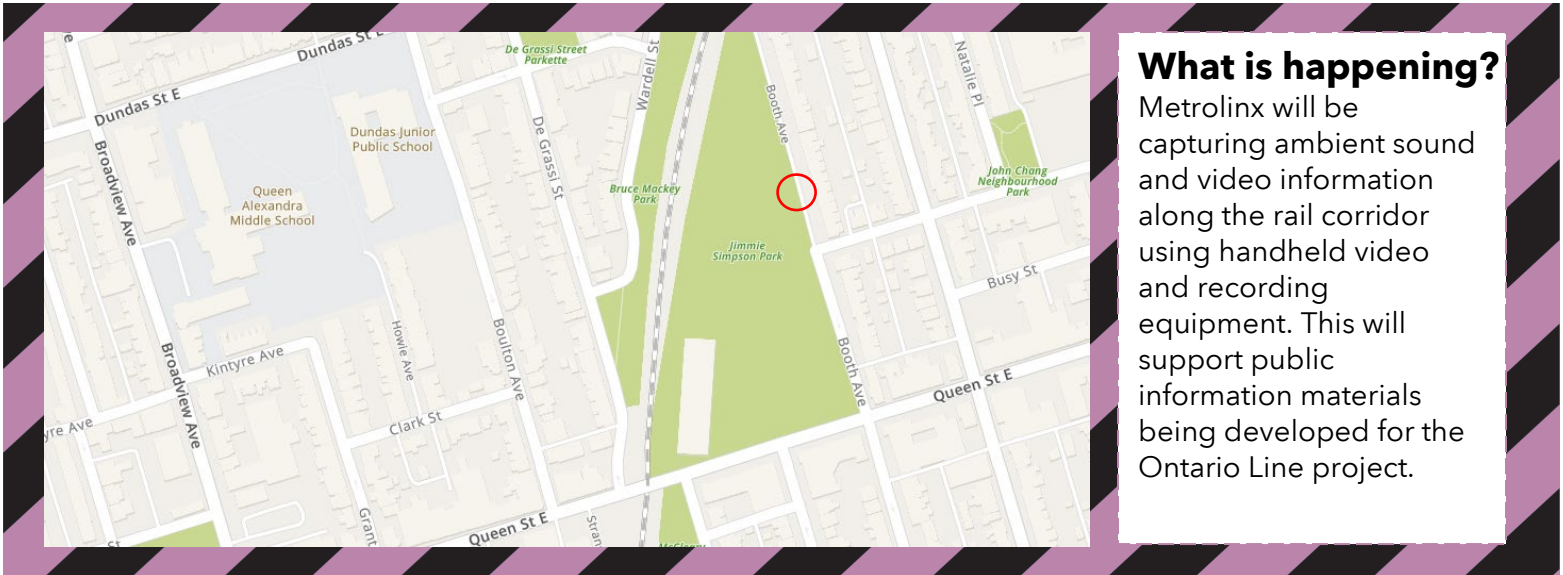
Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: July 27, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing



- Work will take place on a single day either on August 31 or September 1
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.

What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
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Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: August 3, 2021



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From: Ontario Line

Sent: July 21, 2021 2:38 PM

To: [REDACTED]

Subject: RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street -

Hi [REDACTED]

I confirmed with our contractor that work is complete at this location. The four drums of soil cuttings and everything that is still on site will be picked up this Friday.

Best,

Daryl

From: Ontario Line

Sent: July 21, 2021 12:57 PM

To: [REDACTED]

Subject: RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street -

Great to meet you yesterday [REDACTED]

Thanks for bringing this to my attention. I am following up with our contractor to understand why it was left there and timelines for removals. Will update you once I get more information.

Daryl

From: [REDACTED]

Sent: July 21, 2021 11:27 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street -

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Hi Daryl,

I hope you're well.

We are just wondering when the fences and barrels will be removed?

All the best,



From: [Ontario Line](#)

Sent: July 19, 2021 10:48 AM

To: [REDACTED]

Subject: RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street -

Good morning [REDACTED]

I appreciate you continuing the conversation with us directly and I apologize for the disruption the work caused to your business.

The crew that is out today will be completing the final stages of this geotechnical work and should be complete it today if the weather cooperates. This work was related to a notice we provided to [REDACTED] early July and physically canvassed in the area as well. Due to equipment malfunctions, bad weather and City permits, they had to delay the final day of work to be completed today. This required work helps the team understand underground conditions so the best construction approach can be determined.

In addition to notifying [REDACTED], I made a note for our team to include you in our digital notification before work starts so you are aware if there is any work near your business as we move forward.

Once again, I apologize for the disruption and I hope you had great weekend business with the sunshine we got Sunday.

Daryl

From: [REDACTED]

Sent: July 16, 2021 4:57 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street -

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Hi Daryl,

Good I spotted you're email on the info as I was sending you this at like 4.15pm today.

████████████████████ is my main email if you have any updates for us.

This is what I had written.

"I was going to post this publicly but I didn't as we want to have a good working relationship with you guys but we are Very disappointed with what transpired today.

We get to open up our brewery to customers after being locked down for so long and out of the blue as we are setting up, all these heavy machines park outside our front door and start drilling/banging for the day. We had customers come and leave due to the construction.

Not sure where the communication line was lost but hopefully it improves.

Have a good weekend.

████



From: [Ontario Line](#)

Sent: July 16, 2021 4:01 PM

To: █████

Subject: FW: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street -

Hi █████

Hope you are well.

We provided a heads up about some geotechnical work to █████ earlier this week. A heads up that due to delays from bad weather we have been experiencing and mechanical issues due to the drill rig, our contractors will have to return to that specific laneway on **Monday, July 19** for one day to finish the required geotechnical work in the blue circle to understand underground conditions. Access

to Saulter Street and Strange Street will be maintained, with a flag person directing traffic at the work area.

Please let me know if you have any questions and have a great weekend,

Daryl Gonsalves

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



From: Ontario Line

Sent: July 12, 2021 10:40 AM

To: [REDACTED]

Subject: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street - Starting as early as May 25

Hello [REDACTED]

Following up on the email below as a reminder.

Work in the final location is anticipated to begin on **July 15** and complete on **July 16**. All other locations indicated in the notice (marked in red) have been completed on schedule, and all details remain the same for the final work location.

Have a good day,

The Ontario Line Community Relations team



On Wed., Jun. 2, 2021, 6:21 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Please note that investigative drilling work at the location marked in blue on Strange Street in the previous notice we shared has been delayed due to equipment issues. Work at that final location is anticipated to begin on July 13, and complete on July 14. All other locations indicated in the notice (marked in red) have been completed on schedule, and all details remain the same for the final work location.

Please let us know if you have any questions,

The Ontario Line Community Relations Team



From: Ontario Line

Sent: May 20, 2021 3:12 PM

To: [REDACTED]

Subject: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulters and Strange Street - Starting as early as May 25

Hello [REDACTED]

Please find attached a notice about investigative drilling work that will be taking place on Saulters Street and Strange Street, starting as early as May 25th. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area, but access to and within Saulters Street and Strange Street will be maintained, with a flag person directing traffic at the work areas.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

The Ontario Line Community Relations Team



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From: Ontario Line

Sent: April 9, 2021 10:36 AM

To: [REDACTED]

Subject: RE: Ontario Line Update

[REDACTED]

Thanks to careful planning, the new update still ensures the tracks fit inside our existing rail corridor, which means your property will not be required. That is certainly our goal! The next step is design of the retaining and noise walls, again ideally within the existing property boundary as much as possible, to protect the neighbourhood from the sights and sounds of the corridor. As soon as we have some detailed plans to share, we'll get in touch.

Let me know if you have any further questions,

Josh

From: [REDACTED]

Sent: April 6, 2021 2:00 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line Update

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Hey josh thanks for this

The updated drawing if im not wrong would not have our building expropriated is that seem right?

Thanks a lot

Sent from my iPhone

On Apr 6, 2021, at 1:32 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

[REDACTED]

Further to my previous message, I wanted you to know that [we released some updated drawings of the alignment in the area](#). Please take a look and let me know if you have any questions.

Josh

From: Ontario Line
Sent: April 5, 2021 9:01 AM
To: [REDACTED]
Subject: RE: Ontario Line Update

[REDACTED]

Not really more development, no. We're still looking at two Ontario Line tracks and four GO tracks within the corridor plus a retaining and noise wall on the outside edges to reduce the sights and sounds of the all the train traffic passing through. As we continue to refine the design, we'll get a clearer picture of how it can be constructed. As soon as we have some detailed plans to share, we'll get in touch.

Thanks for your patience!

Josh

From: [REDACTED]
Sent: Thursday, April 01, 2021 9:36 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Update

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Thanks for this much appreciated

So do you think now that there will be more development on west side that our brewery location will be affected? Prior plan with extensions on east and west the west part was already encroaching pretty close to our building.

Thanks

Sent from my iPhone

On Apr 1, 2021, at 9:05 AM, Ontario Line <ontarioline@metrolinx.com> wrote:



You may have heard some mention of an update to the Ontario Line plans in the area of the brewery. We wanted to reach out and tell you what we know now and when we expect to be in a position to share more details.

We are looking at reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. We're still committed to fitting the Ontario Line mostly within the existing corridor. Having both of the Ontario Line tracks on the west side would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning virtual open house for April to provide an update to the community and seek feedback. As we have mentioned previously, no construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation.

We will reach out once further details about the upcoming virtual open house are available. In the meantime, don't hesitate to reach out if you have any questions I can help you with.

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

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Community Stakeholders and Groups

- **Save Jimmie Simpson!**



From: Ontario Line

Sent: November 15, 2021 5:20 PM

To: 

Subject: RE: Save Jimmie Simpson - Response to Ontario Line Early Works - Joint Corridor and East Harbour

Hello Save Jimmie Simpson,

Thank you for your comments and review of the Draft Lakeshore East Joint Corridor and East Harbour Early Works Reports. As mentioned at our previous meeting in May 2021, we appreciate your advocacy and feedback which has improved the Joint Corridor design to better serve Riverside and Leslieville.

Public participation in these draft early works reports is very much encouraged. We have held virtual open houses, distributed physical notification, held meetings and engaged residents directly. Although O. Reg. 341/20 sets out the timeline we must follow, we continue to remain open to feedback as we progress with Ontario Line and GO expansion plans in the Joint Corridor.

Regarding vegetation clearing *within* the rail corridor, I am happy to provide clarification and an update. It is important to note that an arborist report is not needed for any removals within our rail corridor and we use the Metrolinx Vegetation Guideline. From Gerrard to Pape, environmental assessment was completed as per the 2017 GO Rail Network Electrification TPAP and no additional tree removal requirements have been identified for Ontario Line needs. From Gerrard to Eastern, clearing is on hold until the Final Lakeshore East Joint Corridor Early Works Report is approved.

Regarding vegetation clearing *outside* the rail corridor, we are waiting on the arborist report to be completed and circulated with the City of Toronto for review. Once complete, we expect to release it to the community in early 2022.

As part of your submission, you made comments regarding noise & vibration and health impacts. Please see attached for our responses to your comments on the Draft Lakeshore East Joint Corridor and East Harbour Early Works Reports. A copy of this record will be included in the Final Lakeshore East Joint Corridor Early Works Report's correspondence record.

We have also received your letter to Malcolm MacKay and Donald Wright. We have comprehensively reviewed the Health Impact Assessment you commissioned and in order to be transparent, we are including the report in its entirety in the Final Lakeshore East Joint Corridor Early Works Report's correspondence record. Comments regarding your Health Impact Assessment can be

found in the second tab of the excel sheet attached.

We look forward to continued engagement with your community group as we move forward with Ontario Line and GO Expansion plans.

Mark Clancy

Senior Manager, Community Relations – Ontario Line



From: [REDACTED]
Sent: October 24, 2021 10:14 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Fwd: Save Jimmie Simpson - Response to Ontario Line Early Works - Joint Corridor and East Harbour

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Attached please find comments from *Save Jimmie Simpson* on the Lakeshore East Joint Corridor and East Harbour Early Works reports. We cannot submit these without making some comments on the process for response to the report which we hope you will seriously consider.

As you are aware, two Metrolinx early works reports (East Harbour and Lakeshore East Joint Corridor), both of which concern Riverside and Leslieville, were released on the same day. Together they total over 3,000 pages of dense, often very technical, content. Despite this huge amount of material, Metrolinx only gave the public concurrent 30-day comment periods for responding to them. One would need to read & understand over 100 pages each day just to review all the information in the time allotted, let alone to compose cogent reactions.

Save Jimmie Simpson, as well as the LSE Community Advisory Committee and the Toronto Board of Health, requested Metrolinx to extend the comment period beyond Oct 24, 2021. Following 'the letter of the law', these requests were not granted. However, nowhere in O. Reg. 341/20 does it prescribe issuing two early works reports on the same day.

We cannot but conclude that this was a purposeful strategy to limit public participation.

Of course, SJS members (community volunteers who are not engineering or technical professionals) were unable to review these reports in full in the available timeframe. Our comments are unfortunately therefore limited to noise and vibration (**section A**) and health impacts (**section B**). We reiterate that we would welcome the opportunity for more time to review the information in full and provide meaningful feedback and other aspects.

Save Jimmie Simpson

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Date In:

Date Out:

Item No.	Reviewer Name	Description	Review Comment	Response & Details (Authors -)
1	Save Jimmie Simpson	Noise and Vibration	Future noise levels with barrier exceed recommended guidelines set by Ontario Ministry of the Environment (55 dB during the day, 50 dB at night) and the World Health Organization. Early Works reports also indicate vibration levels exceed guidelines at a number of receptors. The community funded Health Impact Assessment (submitted as part of this package) found that the underground Ontario Line results in less noise and vibration for our neighbourhood. SJS strongly believes the hybrid underground route must be seriously considered.	As per the MOEE/GO and MOEE/TTC protocols, which are the basis for the operational noise and vibration criteria framework for this assessment, the noise level objective is the higher of existing day-time (Leq,16h) or night-time (Leq,8h) levels, or 55 dBA (day)/50 dBA (night). As existing levels were predicted to be higher than 55 dBA during the day and 50 dBA during the night time periods at all assessed receptors within the report, the existing predicted railway noise level was used as the objective noise level for the assessment.
2	Save Jimmie Simpson	Noise and Vibration	Metrolinx is following MOEE/GO and MOEE/TTC Protocols from 1995 and 1993, respectively. These standards are 30 years out of date and do not reflect the latest scientific understanding about impact of noise and vibration on health. Therefore, we believe they are inadequate measures for this project.	MOEE/GO and MOEE/TTC standards are the current guidelines set by the province of Ontario for GO/TTC railway projects. Although other guidelines exist in other areas, many similarities still remain consistent in that existing noise levels are often the standard that future noise levels are held to, and a 5 dB increase is often seen as the typical allowable increase to avoid annoyance of nearby residents. However, in this case MX has gone beyond this standard and endeavored to limit future noise levels to existing 16h and 8h railway levels, where feasible. In addition, the Ontario Line and GO Expansion projects were assessed cumulatively rather than separately, which is also a measure that is beyond typical approach.
3	Save Jimmie Simpson	Noise and Vibration	When noise and vibrations exceed recommended guidelines, Metrolinx is only required to 'investigate mitigation.' It is under no obligation to keep noise and vibration levels deemed to be healthy and safe. This is unacceptable.	"Investigation" in the context of transportation noise and vibration assessments means to evaluate the effectiveness of mitigation with consideration for feasibility. However, Metrolinx will seek to meet MOEE/GO and MOEE/TTC protocol requirements. In addition, Metrolinx seeks to reduce future OL/GO noise levels to existing Leq,16h and 8h, where feasible.

4	Save Jimmie Simpson	Noise and Vibration	<p>Current noise levels were predicted, as opposed to measured. In essence, Metrolinx data is comparing predicted data to predicted data. Using only predicted data does not follow the preferred approach by Canadian Transportation Agency to rely on the results of actual field measurements of the railway sound levels.¹ Given the significant irregularities outlined below, we urge Metrolinx to carry out proper field measurements to accurately assess the current noise levels.</p>	<p>The guidelines and criteria applicable to this project (the MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment and MOEE/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway) state that the rail projects should be assessed using applicable prediction methods. In addition, predictions of existing noise were used rather than measurements for the following reasons:</p> <ul style="list-style-type: none"> •To create an apples vs. apples comparison of existing vs. future conditions as the future can't be measured at this stage. Since the criteria is based on change above existing, and not a flat level (unless existing noise is predicted to be less than 55 dBA during the day-time, and 50 dBA during the night-time), we can predict the change in noise levels based on increases in track volumes, train types, changes to the track alignment and geometry, and other design parameters. •Predictions allow for the assessment of far more receptors than would be possible by setting up noise monitors. This is the standard procedure for transit project assessments in Ontario and similar approaches are used in other jurisdictions. <p>Furthermore, CTA standards also allow for predictions to be used rather than measurements for noise assessments.</p>
5	Save Jimmie Simpson	Noise and Vibration	<p>Ambient noise sources were not included in the noise modeling. This contrasts with the methodology used for environmental assessment for GO expansion and Ontario Line Environmental Conditions Report, which appears to have included the ambient sound level.</p>	<p>Including ambient noise sources would result in a less conservative assessment as the apparent change in noise level between future and existing railway noise would potentially be partially masked by road traffic noise, resulting in potentially lower noise wall recommendations.</p>
6	Save Jimmie Simpson	Noise and Vibration	<p>Community members pointed out that there were no vibration studies in our neighbourhood in Metrolinx Environmental Conditions Report last year; the report was released without any vibration study. In early works, Metrolinx 'predicts' existing vibration levels with no field measurements.</p>	<p>Similar to with noise, vibration criteria are based on the change in vibration levels for GO tracks (which is best assessed using an apples to apples change in predicted levels given changes to alignment and speed), and a flat 0.1 mm/s level for Ontario Line tracks (in which case existing levels for OL trains would not exist/not be relevant). As such, existing vibration level measurements were not required at residential receptors.</p>
7	Save Jimmie Simpson	Noise and Vibration	<p>Metrolinx says detailed vibration analysis, including vibration propagation testing, will be conducted at some future time. This should be done prior to any 'early works' construction so that the route alignment can be modified if environmental impacts cannot be mitigated for homes along the corridor?</p>	<p>Detailed vibration analysis for GO tracks, including in-field investigations, is part of the currently ongoing Lakeshore East Joint Corridor early works planning and design. Given the current design, vibration levels are expected to be mitigated with proven conventional mitigation measures, and as such, it is not expected that drastic changes to track alignment are required.</p>

8	Save Jimmie Simpson	Noise and Vibration	<p>In Guidance for Evaluating Human Health Impacts in Environmental Assessment, Health Canada recommends “construction noise lasting longer than 1 year be assessed as operational noise.” Metrolinx’s planned schedule shows a minimum 8 years of construction. The Early Works report does not show noise impact from construction as part of its operational noise. This should be added.</p>	<p>Construction noise was evaluated with respect to provincial requirements within Ontario, and Metrolinx will establish specific limits for construction noise, develop noise management plan and ensure that appropriate noise mitigation measures are implemented and effective in reducing construction noise impacts. However, as Ontario Line in general and Lakeshore East Joint Corridor early works specifically are linear projects, it is worth noting that construction noise will not generally be within one area along the alignment during the construction period, and will be localized at different areas along the alignment as construction progresses. As such, construction noise would not be expected to be significant at all times during the planned construction period.</p>
9	Save Jimmie Simpson	Noise and Vibration	<p>Metrolinx provides projected noise levels as average for 16h (day time) and 8h (night time). People do not experience noise like this. As CTA explains “several railway activities, including train pass-bys, emit repetitive noises of a significant level for brief periods of time that can interfere with sleep, communications, and the well being of the residents of neighbouring properties (WHO 1999).”</p> <ul style="list-style-type: none"> - CTA recommends the following metrics to be considered as part of the assessment procedures to supplement the noise assessment: Maximum events sound level (Lmax dBA) and Sound Exposure Level due to single events (SEL in dBA). Metrolinx has provided neither measurements in its early works report. - Given the number of residential homes in close proximity of the proposed project, it is incumbent on Metrolinx to carry out additional noise studies to ensure the projected noise profile not interfere with everyday activities for the host community. 	<p>Lmax and SEL were not assessed at receptors as per the MOE/GO and MOE/TTC protocol criteria as they are outside of the provincial assessment framework and thus not applicable to the Lakeshore East Joint Corridor assessment.</p> <p>It should be noted that Leq is a commonly used metric for the assessment of community noise annoyance from transportation corridors as it encompasses the noise from each vehicle passby and the number of passbys over the assessed time periods (in this case and in the case of typical transportation projects, 16h and 8h periods).</p>
10	Save Jimmie Simpson	Noise and Vibration	<p>Metrolinx provides L peak only for Ontario Line pass-by. It refuses to provide L peak for the simultaneous pass-by from multiple trains (GO, VIA, freight and Ontario Line). With a 10-fold increase in train frequency, our community expects numerous disturbances from the simultaneous pass-bys from GO, VIA, freight and Ontario Line trains. Worse yet, Metrolinx claims it has no obligation beyond what is prescribed in protocols that are 30 years old. Given that this six-lane rail corridor is being dropped in the middle of residential neighbourhood, Metrolinx planning must be more sensitive to community concerns and provide Leq max and L peak from all train sources before this project proceeds.</p>	<p>For clarity: Lpassby was provided for Ontario Line vehicles pass-bys, not Lpeak. Lpeak, the true peak or maximum value reached by a sound pressure wave, is usually used for hearing damage assessments, impulse noise or very loud noises such as blasting or hammers rather than transit projects. Neither provincial protocols nor our model incorporate this metric.</p> <p>Lpeak, Lmax and the various 1-hour Leq scenarios were not assessed as per the MOE/GO and MOE/TTC protocol criteria as they are outside of the assessment framework and thus not applicable to the Lakeshore East Joint Corridor assessment.</p>

11	Save Jimmie Simpson	Noise and Vibration	Metrolinx does not indicate when the GO electrification and conversion of motive power would occur. It means we could face service increases using more diesels than assumed in this noise and vibration study. Therefore, predicted noise and vibration levels underestimate the true impacts.	<p>In May 2021, Metrolinx completed a Significant Addendum to the 2017 GO Rail Network Electrification TPAP. GO Expansion, including electrification, is part of a system wide project to design, build, operate and maintain the network, currently in the procurement phase. Once a proponent (contractor) is selected there will be further information in terms of construction scheduling and sequencing of electrification on the rail network. Community updates will be provided to the public and stakeholders prior to construction.</p> <p>To achieve the GO Expansion service levels identified in the Business Case, the GO rail fleet will need to be electrified to the greatest extent possible. The Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report modeled the service levels associated with the future electrification scenario. A continued diesel service scenario was not modeled as Metrolinx is committed to electrification of the rail corridor. In the interim, Metrolinx is continuing to improve on its operations, for example by purchasing Tier 4 diesel trains, which is a type of train that meets more stringent air quality standards. Metrolinx's ongoing train silencer program will also install exhaust noise silencers on all diesel trains which will decrease the sound by an estimated 3dB.</p>
12	Save Jimmie Simpson	Noise and Vibration	There are no indoor noise measurements at all for homes facing the rail corridor. This omission was pointed out in our response to Environmental Conditions Report (Oct 2020). Metrolinx continues to fall short of best practices.	The assessment criteria are based on exterior points of reception as there may be variations in individual building facade constructions and room acoustic conditions. However, the predicted changes in noise levels would be expected to be similar indoors. For example, if the residual noise impact is noted as -2 dB based on a plane of window receptor, a similar impact would be expected in the associated interior space.
13	Save Jimmie Simpson	Noise and Vibration	<p>For a new development in proximity of rail corridor, detailed recommendations have been made specifying sound proofing materials to be used to make the living area hospitable. 125R Mill St condo for instance has been advised that exterior wall construction be made with sound isolation performance of minimum STC-45 and window glazing between STC-28 to STC-39.</p> <p>- This underlines the fact that the 100-year-old houses and 40-year-old apartment buildings close to the track are woefully deficient in their sound-proofing for the amount of rail traffic expected. Who bears the responsibility to upgrade sound proofing for these hundreds of homes along the rail line?</p> <p>- And if sound proofing doesn't resolve adverse impacts of rail expansion on nearby homes (according to early works reports, there are 365 homes within 30 metres of their project footprint), what recourse do local residents have?</p>	<p>For all homes that are not high rise buildings, noise barriers were predicted to be suitable in reducing noise levels to existing Leq,16h and Leq,8h levels. As such, adjustments to building constructions for typical homes would not be considered.</p> <p>For high rise buildings facing the corridor, we are looking into exploring other means of achieving our beyond-protocol goal, such as receptor-based mitigation.</p>

14	Save Jimmie Simpson	Noise and Vibration	<p>RWDI, which carried out noise and impact assessment near receptor 1 (South of Mill St between Tannery Road and Bayview Ave) recommends the following warning be provided to all prospective buyers for 125R Mill St condo under development:</p> <ul style="list-style-type: none"> - "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic / rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment." - We wonder what type of warning should be provided to the existing residents who live close to the rail corridor by Metrolinx and AECOM? 	<p>Warnings are typically provided for new dwellings and it is the responsibility of the residential developer to include warning clauses in purchase agreements, and noise mitigation in order to provide suitable conditions and/or expectations for residents within these spaces.</p> <p>In cases where infrastructure is being added/upgraded near existing residential dwellings, such as with the Ontario Line Project and GO Expansion, it is up to the infrastructure developer to mitigate for changes in noise levels as per the assessment criteria as applicable to the projects. In this case, noise barriers are proposed to be implemented along both sides of the joint corridor.</p>
15	Save Jimmie Simpson	Noise and Vibration	<p>Health Canada states in its Guidance, "the determination of %HA is a widely accepted indicator of the human health effects of long-term noise exposure." It stipulates "a calculation of baseline percent highly annoyed (%HA) at receptors" be provided in environmental assessment. We are baffled as to why Metrolinx continues to dismiss environmental and health standards; these need to be applied to this project</p>	<p>%HA was not assessed at receptors as per the MOEE/GO and MOEE/TTC protocol criteria as they are outside of the provincial assessment framework and thus not applicable to the Lakeshore East Joint Corridor assessment.</p>
16	Save Jimmie Simpson	Noise and Vibration	<p>Health Canada says if the change in %HA exceeds 6.5%, "community consultation is important to establish mutually agreeable work schedules and is an acceptable means of informing the public of the time and duration of noisy activities." Although Metrolinx constantly insists it 'consults', their offerings bear no resemblance to real consultation. The community must be meaningfully engaged to meet this guideline.</p> <ul style="list-style-type: none"> - Despite Metrolinx's claim that it will minimize overnight work, the reality is much of this construction, expected to last a minimum of 8 years, will be mostly overnight. Metrolinx urgently needs to clarify the duration of overnight construction work required and the consequent public health risks as a result of this. 	<p>%HA was not assessed at receptors as per the MOEE/GO and MOEE/TTC protocol criteria as they are outside of the provincial assessment framework and thus not applicable to the Lakeshore East Joint Corridor assessment.</p> <p>Metrolinx will restrict construction hours to daytime hours where feasible. If nighttime construction is necessary, the activities with the highest noise levels will be conducted during daytime hours, and Metrolinx will inform local residents of the work in advance.</p>

17	Save Jimmie Simpson	Noise and Vibration	<p>Some receptors show extremely high predicted noise levels even with the sound barrier – levels associated with hearing loss, according to the CDC.³ There is not a single mention of “health” anywhere in this report. The potential health risks for tens of thousands of residents who live in Riverside and Leslieville must be addressed.</p>	<p>Metrolinx recognizes that existing noise levels along Lakeshore East Joint Corridor, an urban area, are high, which is why we have committed to providing mitigation above and beyond what is required by the current provincial protocols. Noise levels documented in the Lakeshore East Joint Corridor Operational Noise and Vibration Report are not high enough to be associated with hearing loss. Ontario occupational health and safety standards for noise exposure are 85 dBA for 8 hours, with a 3 dB exchange rate (88 dBA for 4 hours, 91 dBA for 2 hours, 94 dBA for 1 hour, etc., or in the other direction, 82 dBA for 16 hours). The noise levels documented within this report would not be expected to produce hearing damage, especially since the levels documented are outdoor levels and would be significantly lower indoors. Metrolinx is committed to limiting noise in the area to the greatest extent feasible. Our assessment shows that, with noise barriers in place, average noise levels in the area will remain the same or improve at the majority of assessed locations along the joint corridor. Noise barriers will also reduce the noise associated with each passing GO and Ontario Line train.</p>
18	Save Jimmie Simpson	Noise and Vibration	<p>The vibration study is done assuming single-track traffic. The cumulative impact of multiple trains passing by simultaneously was not studied. Metrolinx says “in the rare occurrence of additive vibration, such as during a simultaneous GO train and Ontario Line vehicle pass-by, sample calculations indicate that overall vibration levels would not be significantly higher than that of the dominant individual source. Therefore, the results within this report are based on the worst-case single pass-bys of trains operating on GO or Ontario Line tracks.”</p> <ul style="list-style-type: none"> - With Ontario Line trains expected to travel every 45 seconds, there will almost certainly be simultaneous pass-by somewhere along the 1.5km stretch on Joint Corridor – as there are now with much fewer trains. It won't be a 'rare' occurrence at all. - Metrolinx should use the higher vibration levels from additive vibration, even if not 'significantly higher.' Further, the report is silent on what the vibration profile looks like when there are three, four or five trains passing by simultaneously. 	<p>It is standard practice to assess changes to vibration based on single passby events, but as mentioned, in the occurrence of additive vibration during a simultaneous passby event, the overall level would not be significantly higher (and the change in vibration would be unlikely to be perceptible) than the dominant individual source (e.g., a GO train travelling along the GO track closest to a given receptor), partially because secondary sources would be relatively further away (e.g., Ontario Line train travelling along Ontario Line track further away from that receptor). Additional simultaneous pass-by events would have diminishing incremental cumulative impact for the same reason.</p>

19	Save Jimmie Simpson	Data Inconsistencies	<p>Metrolinx predicts noise levels without barrier4 will decrease at 8 locations in our neighbourhood. Most of these locations are within 35 metres of the existing corridor, some as close as 15 metres. It's inconceivable that the cumulative impact of GO expansion and the Ontario Line will somehow result in noise decrease for receptors in such close proximity to the rail line. As a point of reference, GO Environmental Assessment (May 2021) shows an average noise increase of 2.5 dB for receptors within 40m of the corridor as a result of GO expansion alone.</p>	<p>As explained in Section 3.3 within the report, these specific locations where future noise was predicted to be reduced without a proposed noise barrier benefited from the following:</p> <p>1) A heightened retaining wall moved closer to the receptor. As these locations were all outdoor locations and at ground level, many received shielding from the direct noise path from several of the GO tracks. Picture light sources on the 4 GO tracks and you could expect the retaining wall to cast a "shadow" over the backyards closest to the tracks. Notice that the plane of window receptors (higher up closer to track level) within the corresponding noise sensitive areas were not predicted to receive the same benefit.</p> <p>2) 6 of 8 of these locations were on the west side of the OL tracks. As such, in addition to retaining walls providing shielding, the GO tracks (the dominant noise sources at most receptors) were moved further away from these receptors.</p> <p>For an audio example of this phenomenon, it is recommended to visit Ontariolinesoundstudio.ca and compare the "without the project" and "with the project and no barrier" scenarios for Queen and Degrossi Street and First Avenue locations.</p>
20	Save Jimmie Simpson	Data Inconsistencies	<p>Despite the projected noise decrease during the day at a number of locations, no receptor is anticipated to have noise reduction at night. This bizarre phenomenon of day-time noise reduction and night-time noise increase occurs at eight receptors out of 24. The idea that 1,573 trains (581 GO and 992 OL) during the day will reduce noise levels, while 248 night trains (110 GO and 138 OL) will increase noise levels at the same location defies logic.</p>	<p>Train volumes are not the only aspect at play within the noise model, as geometry and alignment changes are considered as well.</p> <p>As mentioned in Section 3.3 within the report, these specific locations where future noise was predicted to be reduced without a proposed noise barrier were all outdoor receptors (at 1.5 m above ground level within yards) and benefited from shielding from the retaining wall of the direct noise path from several GO tracks.</p> <p>The reason this effect didn't also apply to night-time receptors is that night-time (and day-time receptors without a corresponding yard) were assessed at the most exposed plane of window, typically from the 2nd to 4th storey level. As these receptors were higher up, they did not receive as much (if any) shielding from the track retaining walls, and noise levels would be expected to increase due to increased volumes.</p>
21	Save Jimmie Simpson	Data Inconsistencies	<p>444 Logan Ave (McCleary Towers) abuts the rail corridor. Yet the noise increase is projected to be less than that at 345 Carlaw or 1189 Dundas St E, which are more than 200 metres away. Given that high rises do not benefit at all from the noise barrier, we cannot believe this is possible.</p>	<p>As presented in Table 3-3, GO tracks are the dominant noise source at these locations as the trains operating on these tracks are considerably louder than what is predicted for Ontario Line trains. As the GO tracks moves closer to 345 Carlaw or 1189 Dundas St E and further away from 444 Logan Ave, it can be expected that the condos to the east would see higher noise impacts (i.e. increase in noise level) than those to the west, although the absolute noise levels are still lower here.</p>

22	Save Jimmie Simpson	Data Inconsistencies	<p>Noise wall effectiveness appears to have been manipulated. We assess how many dB reduction is predicted from the noise barrier by looking at the difference between 'Future – with barriers' and 'Future – with project.'</p> <p>- In the case of four residential home receptors located at similar distances to the rail corridor, a dB reduction from the barrier varies from 2.6 dB (31 Saulter) to 9.8 dB (88 Wardell). A 3 dB decrease is a halving of sound energy; a 10 dB decrease is sound energy decreased by a factor of 10 – perceived by the human ear to be half as loud. How can there be such huge discrepancies at receptors with similar conditions?</p> <p>- The most striking anomaly is at 2 Paisley and 8 Paisley, located east of the corridor. These locations are almost next to each other, yet noise wall provides only a 1 dB reduction at 2 Paisley, while a 10 dB reduction is projected for 8 Paisley.</p>	<p>31 Saulter Street is one of the locations predicted to see a noise reduction at the outdoor location before a noise barrier is introduced, as the direct noise path from several tracks is being shielded by the retaining wall between the tracks and yard below. As such, the barrier will not add as much additional noise reduction as this direct path is already blocked/reflected and the diffracted noise is being given a longer path. In contrast, introducing a noise barrier at 88 Wardell blocks the direct path and would be expected to have a much bigger effect from "future no barrier" to "future with barrier". Note that there is not a large discrepancy between plane of window receptors.</p> <p>A similar effect is observable at 2 and 8 Paisley. 2 Paisley is much closer to the tracks and as such receives shielding from the direct train noise path from several tracks, even before barrier introduction. This effect is not as apparent at 8 Paisley as this location is further away.</p>
23	Save Jimmie Simpson	Data Inconsistencies	<p>Noise wall effectiveness during the day and night differs wildly.</p> <p>- At 22 De Grassi, the noise wall provides comparable reduction during the day and at night (7 dB). A few metres away at 14 De Grassi, the noise wall is much more effective at night (11 dB) than during the day (4 dB).</p> <p>- At 881 Gerrard St E, the opposite is true. The noise wall is much more effective during the day (13 dB) than at night (6 dB).</p> <p>We were not able to ask Metrolinx about these inconsistencies as they would not coordinate a meeting with their acoustics engineer. If the Metrolinx noise model yields such a wide margin of error, it is obvious that its output cannot be used to claim compliance with a 5 dB threshold.</p>	<p>As mentioned in Section 3.1 of the report, day-time receptors are assessed at outdoor locations such as back/front yards unless none exists for a property (in which case the receptor is assessed at the plane of window), and night-time receptors are assessed at the plane of window. Outdoor receptors are marked as _OUT and plane of window as _POW.</p> <p>It is to be expected that barrier reductions would then be different as plane of window receptors range from 2nd storey to 4th storey or even higher windows, whereas outdoor receptors are set to 1.5 metres above ground level. These are not inconsistencies, and it is to be expected that reductions would generally be higher during the day-time as the point of assessment was closer to ground level, except where there is screening attenuation provided by the retaining walls before noise walls are introduced as described in the response to Comment #22.</p> <p>The acoustic engineer has attended 2 public meetings and one community group meeting that took place within the public review period of the Lakeshore East Joint Corridor early works report, and has been responding to written comment forms and enquiries (including this one).</p>

24	Save Jimmie Simpson	Independent verification of Metrolinx/AECOM noise predictions	<p>Given the magnitude of irregularities, we cannot help but question whether this data has been deliberately manipulated.</p> <p>We believe an independent verification of their predicted noise data is in order – to be carried by a 3rd party unaffiliated with Metrolinx. Once verified, the early works reports must be re-released and the public consulted with sufficient time to review the information.</p> <p>We also believe AECOM and Metrolinx employees who signed off on the report have questions to answer. This includes those who prepared, reviewed and approved the report: Brian Bulnes, Alan Oldfield, and Nicole Cooke. We wonder if acoustics engineers were pressured to arrive at a foregone conclusion. Given the potential noise and vibration impact on health and safety of thousands of residents in Riverside and Leslieville including children, seniors and vulnerable populations, we believe any malfeasance, if it exists, warrants inquiry.</p> <p>We are also concerned that AECOM, as the potential engineering contractor for the project, has a conflict of interest when it also provides data to support the project.</p>	<p>AECOM wholly rejects the premise of manipulation. Responses to SJS's comments been provided, and commentary to explain the differences between results at various receptor locations was included within the report released in September 2021. AECOM and Metrolinx have been available during the public review period to answer questions, including several public meetings and smaller group meetings with community groups and the local BIAs.</p> <p>The Metrolinx Environmental group and AECOM express concern at the assertion that there has been a professional breach of ethics that has led to manipulating numbers or attempting any other sort of breach of ethics. In addition, the report is submitted by accredited members of a regulated professional body and have no incentive in terms of professional reputation, workload or financial reward between recommended barrier heights. Metrolinx has committed to raise noise barriers to a minimum height of 5 metres, regardless of the minimum noise barrier heights recommended by AECOM in the Draft Lakeshore East Joint Corridor N&V Operations Report.</p> <p>In addition, the noise model for both the existing and future scenarios were sent to the Ministry of the Environment, Conservation and Parks (MECP) as part of their review of the reports, which is documented in the early works report. In accordance with the Professional Engineers Ontario (PEO) code of ethics, AECOM is obliged to produce honest analysis, act with professional integrity, and to produce work without other interests prejudicing our professional judgement.</p>
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Metrolinx Early Works Reports - Lakeshore East Joint Corridor and East Harbour				Revised By: Save Jimmie Simpson
				Date In:
				Date Out:
Item No.	Reviewer Name	Description	Review Comment	Response & Details (Authors -)
1	Save Jimmie Simpson	Health Impact Assessment	Along with other community members & groups, SJS is concerned about potential health impacts of the proposed above-ground section of the Ontario Line on people living & working near the route, and in the broader community. Unfortunately, Metrolinx has neither the interest nor the obligation to properly assess these impacts. (In a letter to SJS member Eon Song, dated February 26, 2021, Metrolinx said their environmental assessment will not look at potential health risks as it is "not standard Metrolinx practice.")	<p>In accordance with Ontario Regulation 341/20 made under the Environmental Assessment Act, Lakeshore East Joint Corridor Early Works Report includes an assessment and evaluation of the impacts that the early works might have on the environment, a description of proposed measures for mitigating any negative impacts of the early works on the environment and proposed monitoring activities. Environmental impacts assessed include those associated with the natural environment, air quality, noise and vibration, soil and groundwater, surface water and hydrogeology, archaeology, built heritage resources and cultural heritage landscapes, traffic and transportation, and socio-economic and land use characteristics. Metrolinx also published the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report along with the Early Works Report, which documented noise and vibration operational impacts in the joint corridor and identified appropriate mitigation measures including noise barriers. Metrolinx is committed to the community during both construction and operation.</p> <p>The Ontario Line will have tremendous benefits, as outlined in the Preliminary Design Business Case for the project (available here: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Summary-Public-Final.pdf). These benefits include:</p> <ul style="list-style-type: none"> •Improved Quality of Life and Public Health: The Ontario Line could improve local air quality and reduce collisions by up to 1,200 over the project life cycle by taking over 28,000 cars off the road each day and encouraging use of active travel to access transit. Travellers who switch to rapid transit from driving tend to walk more and realize health benefits from a more active lifestyle. •Unlocking Jobs and Economic Development: The Ontario Line is expected to support over 4,700 jobs per year between 2020 and 2030, with continued employment after 2030 for the operations and maintenance of the line. •Moving People with Less Energy and Reduced Emissions: The Ontario Line could reduce overall energy expended for transport by up to 7.2 million litres of automobile fuel every year. This is the same as nearly 120,000 fill ups at the pump per year. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year. <p>The Ontario Line will strengthen connections between people and jobs within Toronto and the surrounding region by improving the speed, frequency, reliability and overall footprint of rapid transit service. It will bring rapid transit to new communities in the east end, north of Danforth Avenue, and surrounding Exhibition/Ontario Place, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes.</p>
2	Save Jimmie Simpson	Health Impact Assessment	SJS has therefore partnered with South Riverdale Community Health Centre, along with the many community members who donated to fund it, to commission a health impact study. It compares the health impacts of the proposed above-ground proposal in Riverside/Leslieville to a community-supported underground design that builds on the previously approved Relief Line subway which was abruptly cancelled by the Ford government.	Thank-you for sharing the health impact study with Metrolinx.
3	Save Jimmie Simpson	Health Impact Assessment	SJS believes that well-planned, evidence-based, public transit is critical for the health of all Toronto residents. However, we also think that the Metrolinx above-ground design for the Ontario Line through Riverside/Leslieville is deeply flawed. In spite of their many glossy brochures and "open houses", Metrolinx has made little effort to present useful information about the OL in a way that people can easily access or understand. Because we are unable to get sufficient reliable information from Metrolinx, community members have not had access to detailed plans that clearly identify impacts on trees, park lands, home expropriations, noise & vibration levels, cumulative effects, potential health risks, etc.	<p>Metrolinx held two virtual open houses on September 23 and October 5 to provide summaries of the report and answer questions from the community. We have also met with are community groups including Save Jimmie Simpson and Lakeshore East Community Advisory Committee, Business Improvement Areas and residents throughout the review period to explain the methodology behind the studies and findings in the Early Works Report. Metrolinx has also responded to written questions received from community groups directly and provided summaries of the Early Works Reports on the Metrolinx Engage webpage.</p> <p>Metrolinx continues to provide updates to the public on the Ontario Line project relating to tree, park and property impacts as planning progresses. As planning and detailed design are still underway, impacts are still being confirmed and plans are still in progress. Updates will be provided to the community as project planning and detailed design progresses. Metrolinx has also released the Environmental Conditions Report, several Early Works Reports, and the Lakeshore East Joint Corridor N&V Operations Report, in accordance with Ontario Regulation 341/20. These reports documented impacts and proposed mitigation measures and monitoring activities of several environmental components including noise and vibration and air quality. The Environmental Impact Assessment Report will assess operations of the entire project as well as construction of components not covered by previously published Early Works Reports. It is anticipated to be shared with the community in January 2022 for review.</p>
4	Save Jimmie Simpson	Health Impact Assessment	Opposition to plans for the OL from numerous neighbourhoods along its proposed route continues to grow. There has been no meaningful community engagement, in which options are presented, input is solicited, and proposals are altered based on that input. SJS is concerned that that Metrolinx's topdown, developer-friendly 'design & defend' process, plus the lack of accurate and unbiased impact studies, will foster further opposition, undermine required political and financial support and ultimately delay needed public transit improvements. We have already seen the sad result of poor and politically motivated decision-making in Scarborough where, since at least 2007 (Transit City), people have been waiting for more adequate public transit to be built.	Engaging communities is essential as we advance the Ontario Line in Riverside and Leslieville. Metrolinx has held physical and online open houses, maintains an online engagement hub, door knocked on local streets, distributed literature, met with community groups and organized community walkthroughs to get local feedback on project plans. Feedback has been incorporated in the construction approach for the Joint Corridor and Metrolinx has continuously refined project design to reduce the permanent infrastructure footprint. This has been reflected in the Lakeshore East Joint Corridor Early Works Report which presents various studies on potential impacts and proven solutions in accordance with the provincial protocols. As we move forward to deliver transit in Riverside and Leslieville, we have also opened a community office at 770 Queen Street East that residents can visit to ask questions or provide feedback.

5	Save Jimmie Simpson	Health Impact Assessment	<p>SJS is further concerned that development interests are dictating the OL transit design. Under Premier Ford's majority, the Ontario government passed Bill 171, "The Building Transit Faster" Act which removed requirements for environmental assessments and meaningful public engagement. Changes to the Environmental Assessment Act were rebuked by the Ontario Auditor General as a violation of the provincial Environmental Bill of Rights.</p>	<p>The Building Transit Faster Act, 2020, provides the Province with tools needed to support the accelerated completion of priority transit projects. As part of the Act, land that may be needed for the construction of transit projects is designated as transit corridor lands. This designation will ultimately help Metrolinx streamline the construction of priority transit projects.</p> <p>The Building Transit Faster Act does not remove requirements for environmental assessments and meaningful public engagement.</p> <p>Metrolinx is completing an environmental assessment for the Ontario Line project in accordance with Ontario Regulation 341/20 made under the Environmental Assessment Act. The regulation outlines a project specific environmental assessment that includes: public, regulatory agency and Indigenous Nation notification and consultation; an Environmental Conditions Report and an Environmental Impact Assessment Report; an opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of Environmental Impact Assessment Report completion; and Metrolinx addressing concerns through an issues resolution process. The Project may only proceed if no notice is received within the 35-day period from the Minister of the Environment, Conservation and Parks, the Minister informs Metrolinx that no notice will be issued, or if the requirements of the Minister's notice have been satisfied.</p>
6	Save Jimmie Simpson	Health Impact Assessment	<p>Following Bill 171, the province passed the "Transit Oriented Communities Act" (TOCA). TOCA takes municipal planning controls (density, heights, study requirements, etc.) away from the City of Toronto and gives that control to the province and their real estate development "partners". This affects land around all 15 proposed OL stations. Taking planning controls away from the City of Toronto will result in market-driven real estate development seeking to maximize profits for developers with no discernable benefits to City of Toronto residents.</p>	<p>Infrastructure Ontario (IO) is leading a Transit-Oriented Communities program for the Subway Program that focuses on development for the land requirements that are needed to support the construction and operation of certain Ontario Line stations. Together with the Ministry of Transportation, IO has announced a proposal for a transit-oriented communities developments at Exhibition, King/Bathurst, Queen/Spadina Stations, Corktown and East Harbour. It's important to note there are no Transit Oriented Community for the station serving Riverside and Leslieville.</p> <p>Redevelopment plans will require extensive consultation with municipal partners, communities and developers to ensure we're getting the right fit and achieving shared objectives to build transit-oriented communities. These kinds of plans will be the subject of further community discussions. Please visit EngageIO.ca to learn more about these proposals and upcoming engagement opportunities.</p> <p>Please note that Metrolinx's focus is on building and operating the infrastructure needed for the Ontario Line, such as the station entrance buildings, tunnels, and tracks.</p>
7	Save Jimmie Simpson	Health Impact Assessment	<p>In May of 2021, the Federal government announced funding for the Ontario Line and other transit infrastructure. This funding was, they said, dependent on satisfying a number of conditions including:</p> <ul style="list-style-type: none"> • Undergoing a substantive environmental review and approval process including an analysis of impacts on the environment and a description of mitigation measures; • Engagement processes that enable early community involvement inclusive of local communities and diverse voices and stakeholders, and opportunities to access decision-makers and influence decisions <p>We believe it is unacceptable that Metrolinx does not meets these stated conditions.</p>	<p>The Draft Lakeshore East Joint Corridor Early Works Report was completed in accordance with Ontario Regulation 341/20. The regulation defines early works as any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process. Ontario Line early works, including the Lakeshore East Joint Corridor early works, are being advanced where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors. Advancing work in these areas will facilitate timely implementation of the Ontario Line Project and provides planning, design and implementation efficiencies for ongoing projects such as GO Expansion. The forthcoming Ontario Line Environmental Impact Assessment Report is anticipated to be shared with the community in January 2022 for review. This report will assess operations of the entire project as well as construction of components not covered by previously published Early Works Reports.</p> <p>The Lakeshore East Joint Corridor Early Works Report includes an assessment and evaluation of the impacts that the early works might have on the environment, a description of proposed measures for mitigating any negative impacts of the early works on the environment and proposed monitoring activities. Environmental impacts assessed include those associated with the natural environment, air quality, noise and vibration, soil and groundwater, surface water and hydrogeology, archaeology, built heritage resources and cultural heritage landscapes, traffic and transportation, and socio-economic and land use characteristics. Metrolinx also published the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report along with the Early Works Report, which documented noise and vibration operational impacts in the joint corridor and identified appropriate mitigation measures including noise barriers.</p>

8	Save Jimmie Simpson	Health Impact Assessment	<p>SJS worked with the Lakeshore East Community Advisory Committee (LSECAC) and well-known transit advocate Steve Munro to consider what an alternate underground plan for the OL in Riverside/Leslieville might look like. Based on Steve's wide-ranging expertise, this is the viable and reasonable plan that emerged:</p>  <p>Ontario Line Hybrid Riverside Plan - Underground Plan developed by Steve Munro in consultation with the LSECAC and Save Jimmie Simpson</p> <ul style="list-style-type: none"> Analysis and consultation complete for section under Carlton Ave. No tunnelling under the Don River - considerable cost savings. Utilizes industrial land not park land. <p>Legend: ● Proposed Station — Ontario Line Above Ground — Ontario Line Under Ground — GO Regional Express Rail — Route of Previously Approved Downtown Relief Line</p> <p>This design addresses many of the problems with the above-ground plan identified by SJS and others. In spite of community urging and motions passed by City Council, Metrolinx refuses to evaluate this option. Of course, SJS is aware that tunnelling for an underground line is will be disruptive and present challenges to the neighbourhood, but we believe this option causes fewer issues in both the short & long-term.</p>	<p>Metrolinx has explored similar alignment options (specifically the Relief Line South) through the Initial Business Case and decided that an underground alignment in this area would not be advantageous to the reference alignment that utilizes the existing rail corridor. The decision to not pursue a fully underground or partial underground alignment is based on the following main reasons: customer experience, fewer community impacts and property impacts. By utilizing the existing rail corridor where GO Expansion work has already been planned, we can streamline construction to minimize community impacts by reducing our project footprint. We have acted on community feedback by protecting important neighbourhood parks and ensured noise is controlled via noise barriers.</p>
9	Save Jimmie Simpson	Health Impact Assessment	<p>The HIA report finds that this underground option offers better public health outcomes for the community. It offers strong evidence that a complete Environmental Assessment (EA) that evaluates alternative alignments should be completed before any final decisions about the alignment of the Ontario Line are made, and before any more work that might limit those decisions is done. EAs provide baseline information and model potential impacts and are an ideal source of site-specific information that can be used to evaluate the impact of the proposal on health. Because of this, integration of HIAs into EAs is a recommended practice. Metrolinx needs to follow best practices and provide the quantitative data that compares the two options in a transparent & unbiased way using evaluation criteria that include health.</p> <p>We believe findings of this HIA highlight the urgent need for Metrolinx to seriously consider the underground option put forward by community members.</p>	<p>The Ontario Line Project environmental assessment (EA) is being conducted in accordance with Ontario Regulation 341/20 made under the Environmental Assessment Act. Similar to other previously completed transit projects, the EA studies the preferred alignment/concept. Assessment of alternative alignments/concepts is documented in the publicly available Initial Business Case and Preliminary Design Business Case.</p> <p>In accordance with the O. Reg. 341/20 requirements, Lakeshore East Joint Corridor Early Works Report includes an assessment and evaluation of the impacts that the early works might have on the environment, a description of proposed measures for mitigating any negative impacts of the early works on the environment and proposed monitoring activities. Environmental impacts assessed include those associated with the natural environment, air quality, noise and vibration, soil and groundwater, surface water and hydrogeology, archaeology, built heritage resources and cultural heritage landscapes, traffic and transportation, and socio-economic and land use characteristics. Metrolinx also published the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report along with this Early Works Report, which documented combined noise and vibration operational impacts in the joint corridor and identified appropriate mitigation measures including noise barriers.</p> <p>While a health impact assessment may be completed as part of EAs for large-scale projects with potential for significant impacts that may be challenging to avoid or mitigate using conventional mitigation solutions, it is not a typical component of transit or municipal project EAs that have predictable impacts that can be managed using proven mitigation solutions. Note that, on April 16 2021, the Minister of Environment and Climate Change has determined that the Ontario Line Project proposed by Metrolinx does not warrant designation under the Impact Assessment Act. The reasons for the Minister's determination are provided in the Minister's response (https://iaac-aeic.gc.ca/050/evaluations/document/138638?culture=en-CA). As a result, Metrolinx will continue to proceed with the EA process outlined in the O. Reg. 341/20.</p> <p>The Ontario Line will have tremendous benefits, as outlined in the Preliminary Design Business Case for the project (available here: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Summary-Public-Final.pdf). These benefits include:</p> <ul style="list-style-type: none"> •Improved Quality of Life and Public Health: The Ontario Line could improve local air quality and reduce collisions by up to 1,200 over the project life cycle by taking over 28,000 cars off the road each day and encouraging use of active travel to access transit. Travellers who switch to rapid transit from driving tend to walk more and realize health benefits from a more active lifestyle. •Unlocking Jobs and Economic Development: The Ontario Line is expected to support over 4,700 jobs per year between 2020 and 2030, with continued employment after 2030 for the operations and maintenance of the line. •Moving People with Less Energy and Reduced Emissions: The Ontario Line could reduce overall energy expended for transport by up to 7.2 million litres of automobile fuel every year. This is the same as nearly 120,000 fill ups at the pump per year. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year. <p>The Ontario Line will strengthen connections between people and jobs within Toronto and the surrounding region by improving the speed, frequency, reliability and overall footprint of rapid transit service. It will bring rapid transit to new communities in the east end, north of Danforth Avenue, and surrounding Exhibition/Ontario Place, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes.</p> <p>Metrolinx is currently pursuing Ontario Line plans that will make use of the existing rail corridor through Riverside and Leslieville because it improves the customer experience, results in fewer community impacts, and minimizes property impacts. Coordinating Ontario Line and GO Expansion plans within the existing rail boundary streamlines construction work that would have otherwise been spread out into separate areas. While many aspects of the Ontario Line's design are still being worked on, Metrolinx will not be revisiting the decision to run this section anywhere else but within the existing rail boundary in our right of way, also where the expansion of GO transit will take place. We are moving forward with this decision, and the Early Works Report is one step in the process.</p>



Malcolm Mackay, Program Sponsor, Ontario Line
Donald Wright, Chair, Metrolinx Board of Directors
By e-mail to: Malcolm.MacKay1@metrolinx.com and chair@metrolinx.com

November 10 2021

Dear Mr. Mackay and Mr. Wright,

Save Jimmie Simpson's response to the recent Lakeshore East Joint Corridor Early Works report, submitted October 24, 2021, included a copy of [Towards a Healthier Riverside and Leslieville: A Health Impact Assessment of the Ontario Line](#). This HIA was commissioned by SJS and South Riverdale Community Health Centre and authored by independent HIA specialist, Ronald Macfarlane. Unfortunately, it had to be paid for by crowd-sourced funding, along with a small grant from SRCHC, rather than by Metrolinx or the provincial government.

We are writing now to draw this report to your attention since we are unaware of the process of considering Early Works report responses and are uncertain you will see it otherwise.

The HIA determines that the above-ground alignment being put forward by Metrolinx has far more deleterious impacts on the health of our community than the underground option developed by [REDACTED] and proposed by the LSECAC and our group. In particular, it concludes:

While an aboveground alignment is often chosen because of its lower construction cost, to ensure the right decision is made, it is important to accurately include the long-term economic, social and environmental benefits that accrue from an underground option as these benefits are important contributors to health. Available evidence suggests that an underground alignment would have fewer negative impacts on health. The underground option would:

- *Cause less disturbance to the current urban fabric as well as various homes, schools and businesses adjacent to the line*
- *Have negligible impact on the tree canopy, parks and other green spaces*

SAVE!
JIMMIE
SIMPSON!



October 24, 2021

Delivered via email: ontarioline@metrolinx.com

RE: Metrolinx 'Early Works' Reports – Lakeshore East Joint Corridor and East Harbour

Attached please find comments from *Save Jimmie Simpson* on the Lakeshore East Joint Corridor and East Harbour Early Works reports. We cannot submit these without making some comments on the process for response to the report which we hope you will seriously consider.

As you are aware, two Metrolinx early works reports (East Harbour and Lakeshore East Joint Corridor), both of which concern Riverside and Leslieville, were released on the same day. Together they total over 3,000 pages of dense, often very technical, content. Despite this huge amount of material, Metrolinx only gave the public concurrent 30-day comment periods for responding to them. One would need to read & understand over 100 pages each day just to review all the information in the time allotted, let alone to compose cogent reactions.

Save Jimmie Simpson, as well as the LSE Community Advisory Committee and the Toronto Board of Health, requested Metrolinx to extend the comment period beyond Oct 24, 2021. Following 'the letter of the law', these requests were not granted. However, nowhere in O. Reg. 341/20 does it prescribe issuing two early works reports on the same day.

We cannot but conclude that this was a purposeful strategy to limit public participation.

Of course, SJS members (community volunteers who are not engineering or technical professionals) were unable to review these reports in full in the available timeframe. Our comments are unfortunately therefore limited to noise and vibration (section A) and health impacts (section B). We reiterate that we would welcome the opportunity for more time to review the information in full and provide meaningful feedback and other aspects.

We would also like to provide input on some related issues.

We are disturbed by the scope of what Metrolinx considers 'early works.' Early works are generally defined as *preliminary* works carried out in advance of the main works – activities like site preparation, creation of access routes, installation of security fencing, ramps and the like, placement of signage, etc. These enable construction workers and materials to access sites and begin work securely, as well as keeping neighbouring areas safe and free of impediments for others. Although permitted under the current draconian provincial legislation, building bridges and stations for the Ontario Line hardly

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qualifies as what most would consider early works. The works proposed by Metrolinx cement the continuance of the specific (and disputed) OL design being imposed on the host communities.

Given the complete lack of true community engagement and the amount of opposition to aspects of the Ontario Line, this is completely offensive, but, not unlike the comment period for the 2 reports, seems a purposeful tactic to ensure opposition to the proposed design will be unlikely to succeed as construction will be too far along to substantively change it. This is shameful!

We also want to discuss what feels like chicanery regarding Metrolinx's claimed approval for vegetation clearance. Metrolinx states that tree clearance has been approved via the GO EA, released in 2017 plus the EA more recently released in May 2021. The current Ontario Line plan in Riverside & Leslieville requires lifting an in-use GO track, raising the entire track bed by up to 1.6 m and replacing or rebuilding 6 bridges in order to accommodate an above-ground alignment. None of this was even imagined in 2017 and certainly it was not sufficiently developed in early 2021 to have been properly factored into an EA that was released in May. We therefore believe the claim for approval under these EAs is at best disingenuous and at worst a falsehood.

Further, we have yet to see the promised arborist report for the line. Like other community groups, we do not accept that any vegetation clearance should be carried out before this and municipal approvals are publicly circulated and discussed.

We do not, of course, expect any of our input or concerns to be seriously addressed. Nevertheless, we feel it is important to state them clearly for the record.

Sincerely,
Save Jimmie Simpson

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SECTION A: Noise and Vibration

In addition to the impossible timeline, our ability to respond to the noise and vibration section was further hampered by Metrolinx's tardiness. We sent a set of questions to clarify their noise methodology on Oct 4. We did not receive complete responses until October 20. This gave us just four days before the Oct 24 deadline to review the data in light of some of the clarification provided. Many of Metrolinx's written responses were perfunctory. Further, Metrolinx would not coordinate a meeting between our members and its sound engineer, so we were unable to discuss our deep reservations about the noise data.

Issues with noise and vibration data

- Future noise levels with barrier exceed recommended guidelines set by Ontario Ministry of the Environment (55 dB during the day, 50 dB at night) and the World Health Organization. Early Works reports also indicate vibration levels exceed guidelines at a number of receptors. The community funded Health Impact Assessment (submitted as part of this package) found that the underground Ontario Line results in less noise and vibration for our neighbourhood. SJS strongly believes the hybrid underground route must be seriously considered.
- Metrolinx is following MOEE/GO and MOEE/TTC Protocols from 1995 and 1993, respectively. These standards are 30 years out of date and do not reflect the latest scientific understanding about impact of noise and vibration on health. Therefore, we believe they are inadequate measures for this project.
- When noise and vibrations exceed recommended guidelines, Metrolinx is only required to 'investigate mitigation.' It is under no obligation to keep noise and vibration levels deemed to be healthy and safe. This is unacceptable.
- Current noise levels were predicted, as opposed to measured. In essence, Metrolinx data is comparing predicted data to predicted data. Using only predicted data does not follow the preferred approach by Canadian Transportation Agency to rely on the results of actual field measurements of the railway sound levels.¹ Given the significant irregularities outlined below, we urge Metrolinx to carry out proper field measurements to accurately assess the current noise levels.

¹ Canadian Transportation Agency, [Railway Noise Measurement and Reporting Methodology \(Aug 2021\)](#)

- Ambient noise sources were not included in the noise modeling. This contrasts with the methodology used for environmental assessment for GO expansion and Ontario Line Environmental Conditions Report, which appears to have included the ambient sound level.
- Community members pointed out that there were no vibration studies in our neighbourhood in Metrolinx Environmental Conditions Report last year; the report was released without any vibration study. In early works, Metrolinx 'predicts' existing vibration levels with no field measurements.
- Metrolinx says detailed vibration analysis, including vibration propagation testing, will be conducted at some future time. This should be done prior to any 'early works' construction so that the route alignment can be modified if environmental impacts cannot be mitigated for homes along the corridor?
- In [Guidance for Evaluating Human Health Impacts in Environmental Assessment](#), Health Canada recommends "construction noise lasting longer than 1 year be assessed as operational noise." Metrolinx's planned schedule shows a minimum [8 years of construction](#). The Early Works report does not show noise impact from construction as part of its operational noise. This should be added.

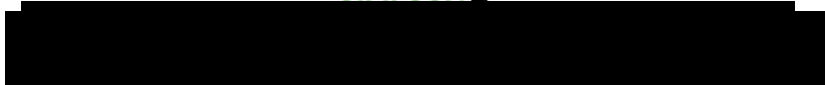
Noise & vibration aspects missing from early works report

- Metrolinx provides projected noise levels as average for 16h (day time) and 8h (night time). People do not experience noise like this. As CTA explains "several railway activities, including train pass-bys, emit repetitive noises of a significant level for brief periods of time that can interfere with sleep, communications, and the well being of the residents of neighbouring properties (WHO 1999)."

CTA recommends the following metrics to be considered as part of the assessment procedures to supplement the noise assessment: Maximum events sound level (Lmax dBA) and Sound Exposure Level due to single events (SEL in dBA). Metrolinx has provided neither measurements in its early works report.

Given the number of residential homes in close proximity of the proposed project, it is incumbent on Metrolinx to carry out additional noise studies to ensure the projected noise profile not interfere with everyday activities for the host community.

- Metrolinx provides L peak only for Ontario Line pass-by. It refuses to provide L peak for the simultaneous pass-by from multiple trains (GO, VIA, freight and Ontario Line). With a 10-fold



increase in train frequency, our community expects numerous disturbances from the simultaneous pass-bys from GO, VIA, freight and Ontario Line trains. Worse yet, Metrolinx claims it has no obligation beyond what is prescribed in protocols that are 30 years old. Given that this six-lane rail corridor is being dropped in the middle of residential neighbourhood, Metrolinx planning must be more sensitive to community concerns and provide Leq max and L peak from all train sources before this project proceeds.

- Metrolinx does not indicate when the GO electrification and conversion of motive power would occur. It means we could face service increases using more diesels than assumed in this noise and vibration study. Therefore, predicted noise and vibration levels underestimate the true impacts.
- There are no indoor noise measurements at all for homes facing the rail corridor. This omission was pointed out in our response to Environmental Conditions Report (Oct 2020). Metrolinx continues to fall short of best practices.
- For a new development in proximity of rail corridor, detailed recommendations have been made specifying sound proofing materials to be used to make the living area hospitable. 125R Mill St condo for instance has been advised that exterior wall construction be made with sound isolation performance of minimum STC-45 and window glazing between STC-28 to STC-39.

This underlines the fact that the 100-year-old houses and 40-year-old apartment buildings close to the track are woefully deficient in their sound-proofing for the amount of rail traffic expected. Who bears the responsibility to upgrade sound proofing for these hundreds of homes along the rail line?

And if sound proofing doesn't resolve adverse impacts of rail expansion on nearby homes (according to early works reports, there are 365 homes within 30 metres of their project footprint), what recourse do local residents have?

- RWDI, which carried out noise and impact assessment near receptor 1 (South of Mill St between Tannery Road and Bayview Ave) recommends the following warning be provided to all prospective buyers for 125R Mill St condo under development:

*"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic / rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."*²

² Excerpt from Noise and Vibration Impact Study - RWDI #2001211 (April 2020) - is attached.

We wonder what type of warning should be provided to the existing residents who live close to the rail corridor by Metrolinx and AECOM?

- Health Canada states in its [Guidance](#), “the determination of %HA is a widely accepted indicator of the human health effects of long-term noise exposure.” It stipulates “a calculation of baseline percent highly annoyed (%HA) at receptors” be provided in environmental assessment. We are baffled as to why Metrolinx continues to dismiss environmental and health standards; these need to be applied to this project
- Health Canada says if the change in %HA exceeds 6.5%, “community consultation is important to establish mutually agreeable work schedules and is an acceptable means of informing the public of the time and duration of noisy activities.” Although Metrolinx constantly insists it ‘consults’, their offerings bear no resemblance to real consultation. The community must be meaningfully engaged to meet this guideline.

Despite Metrolinx’s claim that it will minimize overnight work, the reality is much of this construction, expected to last a minimum of 8 years, will be mostly overnight. Metrolinx urgently needs to clarify the duration of overnight construction work required and the consequent public health risks as a result of this.

- Some receptors show extremely high predicted noise levels even with the sound barrier – levels associated with hearing loss, according to the CDC.³ There is not a single mention of “health” anywhere in this report. The potential health risks for tens of thousands of residents who live in Riverside and Leslieville must be addressed.
- The vibration study is done assuming single-track traffic. The cumulative impact of multiple trains passing by simultaneously was not studied. Metrolinx says “in the rare occurrence of additive vibration, such as during a simultaneous GO train and Ontario Line vehicle pass-by, sample calculations indicate that overall vibration levels would not be significantly higher than that of the dominant individual source. Therefore, the results within this report are based on the worst-case single pass-bys of trains operating on GO or Ontario Line tracks.”

With Ontario Line trains expected to travel every 45 seconds, there will almost certainly be simultaneous pass-by somewhere along the 1.5km stretch on Joint Corridor – as there are now with much fewer trains. It won’t be a ‘rare’ occurrence at all.

³ Centre for Disease Control and Prevention:
https://www.cdc.gov/nceh/hearing_loss/what_noises_cause_hearing_loss.html

Metrolinx should use the higher vibration levels from additive vibration, even if not ‘significantly higher.’ Further, the report is silent on what the vibration profile looks like when there are three, four or five trains passing by simultaneously.

Data inconsistencies

There are significant inconsistencies in the projected noise data. These cast doubt on the legitimacy of the prediction model and whether it can be used to claim compliance with even the 1993 and 1995 protocols.

1. Metrolinx predicts noise levels without barrier⁴ will *decrease* at 8 locations in our neighbourhood. Most of these locations are within 35 metres of the existing corridor, some as close as 15 metres. It’s inconceivable that the cumulative impact of GO expansion and the Ontario Line will somehow result in noise decrease for receptors in such close proximity to the rail line. As a point of reference, [GO Environmental Assessment](#) (May 2021) shows an average noise increase of 2.5 dB for receptors within 40m of the corridor as a result of GO expansion alone.
2. Despite the projected noise decrease during the day at a number of locations, no receptor is anticipated to have noise reduction at night. This bizarre phenomenon of day-time noise reduction and night-time noise increase occurs at eight receptors out of 24. The idea that 1,573 trains (581 GO and 992 OL) during the day will reduce noise levels, while 248 night trains (110 GO and 138 OL) will increase noise levels at the same location defies logic.
3. [REDACTED] abuts the rail corridor. Yet the noise increase is projected to be less than that at [REDACTED] or [REDACTED], which are more than 200 metres away. Given that high rises do not benefit at all from the noise barrier, we cannot believe this is possible.
4. Noise wall effectiveness appears to have been manipulated. We assess how many dB reduction is predicted from the noise barrier by looking at the difference between ‘Future – with barriers’ and ‘Future – with project.’
 - In the case of four residential home receptors located at similar distances to the rail corridor, a dB reduction from the barrier varies from 2.6 dB ([REDACTED]) to 9.8 dB ([REDACTED]). A 3 dB decrease is a halving of sound energy; a 10 dB decrease is sound energy decreased by a factor of 10 – perceived by the human ear to be half as loud. How can there be such huge discrepancies at receptors with similar conditions?

⁴ ‘Future – With Barriers’ in Table 3-4: Predicted “With Barrier” Noise Impacts in [Appendix A3](#) of Ontario Line Lakeshore East Joint Corridor Early Works Report.



- The most striking anomaly is at [REDACTED] and [REDACTED], located east of the corridor. These locations are almost next to each other, yet noise wall provides only a 1 dB reduction at [REDACTED], while a 10 dB reduction is projected for [REDACTED].
5. Noise wall effectiveness during the day and night differs wildly.
- At [REDACTED], the noise wall provides comparable reduction during the day and at night (7 dB). A few metres away at [REDACTED], the noise wall is much more effective at night (11 dB) than during the day (4 dB).
 - At [REDACTED], the opposite is true. The noise wall is much more effective during the day (13 dB) than at night (6 dB).

We were not able to ask Metrolinx about these inconsistencies as they would not coordinate a meeting with their acoustics engineer. If the Metrolinx noise model yields such a wide margin of error, it is obvious that its output cannot be used to claim compliance with a 5 dB threshold.

Independent verification of Metrolinx/AECOM noise predictions

Given the magnitude of irregularities, we cannot help but question whether this data has been deliberately manipulated.

We believe an independent verification of their predicted noise data is in order – to be carried by a 3rd party unaffiliated with Metrolinx. Once verified, the early works reports must be re-released and the public consulted with sufficient time to review the information.

We also believe AECOM and Metrolinx employees who signed off on the report have questions to answer. This includes those who prepared, reviewed and approved the report: Brian Bulnes, Alan Oldfield, and Nicole Cooke. We wonder if acoustics engineers were pressured to arrive at a foregone conclusion. Given the potential noise and vibration impact on health and safety of thousands of residents in Riverside and Leslieville including children, seniors and vulnerable populations, we believe any malfeasance, if it exists, warrants inquiry.

We are also concerned that AECOM, as the potential engineering contractor for the project, has a conflict of interest when it also provides data to support the project.

SECTION B: Health Impact Assessment

Along with other community members & groups, SJS is concerned about potential health impacts of the proposed above-ground section of the Ontario Line on people living & working near the route, and in the broader community. Unfortunately, Metrolinx has neither the interest nor the obligation to properly assess these impacts. (In a letter to SJS member [REDACTED], dated February 26, 2021, Metrolinx said their environmental assessment will *not* look at potential health risks as it is “not standard Metrolinx practice.”)

SJS has therefore partnered with South Riverdale Community Health Centre, along with the many community members who donated to fund it, to commission a health impact study. It compares the health impacts of the proposed *above-ground* proposal in Riverside/Leslieville to a community-supported *underground* design that builds on the previously approved Relief Line subway which was abruptly cancelled by the Ford government.

SJS believes that well-planned, evidence-based, public transit is critical for the health of all Toronto residents. However, we also think that the Metrolinx above-ground design for the Ontario Line through Riverside/Leslieville is deeply flawed. In spite of their many glossy brochures and “open houses”, Metrolinx has made little effort to present useful information about the OL in a way that people can easily access or understand. Because we are unable to get sufficient reliable information from Metrolinx, community members have not had access to detailed plans that clearly identify impacts on trees, park lands, home expropriations, noise & vibration levels, cumulative effects, potential health risks, etc.

Opposition to plans for the OL from numerous neighbourhoods along its proposed route continues to grow. There has been no meaningful community engagement, in which options are presented, input is solicited, and proposals are altered based on that input. SJS is concerned that that Metrolinx’s top-down, developer-friendly ‘design & defend’ process, plus the lack of accurate and unbiased impact studies, will foster further opposition, undermine required political and financial support and ultimately delay needed public transit improvements. We have already seen the sad result of poor and politically motivated decision-making in Scarborough where, since at least 2007 (*Transit City*), people have been waiting for more adequate public transit to be built.

SJS is further concerned that development interests are dictating the OL transit design. Under Premier Ford’s majority, the Ontario government passed [Bill 171, “The Building Transit Faster” Act](#) which removed requirements for environmental assessments and meaningful public engagement. Changes to the Environmental Assessment Act were rebuked by the Ontario [Auditor General](#) as a violation of the provincial Environmental Bill of Rights.

Following Bill 171, the province passed the [“Transit Oriented Communities Act” \(TOCA\)](#). TOCA takes municipal planning controls (density, heights, study requirements, etc.) away from the City of Toronto and gives that control to the province and their real estate development “partners”. This affects land

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[REDACTED]

around all 15 proposed OL stations. Taking planning controls away from the City of Toronto will result in market-driven real estate development seeking to maximize profits for developers with no discernable benefits to City of Toronto residents.

In May of 2021, the Federal government announced funding for the Ontario Line and other transit infrastructure. This funding was, they said, dependent on satisfying a number of conditions including:

- Undergoing a substantive environmental review and approval process including an analysis of impacts on the environment and a description of mitigation measures;
- Engagement processes that enable early community involvement inclusive of local communities and diverse voices and stakeholders, and opportunities to access decision-makers and influence decisions

We believe it is unacceptable that Metrolinx does not meet these stated conditions.

SJS worked with the Lakeshore East Community Advisory Committee (LSECAC) and well-known transit advocate Steve Munro to consider what an alternate underground plan for the OL in Riverside/Leslieville might look like. Based on Steve’s wide-ranging expertise, this is the viable and reasonable plan that emerged:



Ontario Line Hybrid Riverside Plan - Underground

Plan developed by Steve Munro in consultation with the LSECAC and Save Jimmie Simpson

- Analysis and consultation complete for section under Carlaw Ave.
- No tunneling under the Don River – considerable cost savings
- Utilizes industrial land not park land

- Proposed Station
- Ontario Line Above Ground
- Ontario Line Under Ground
- GO Regional Express Rail
- Route of Previously Approved Downtown Relief Line



This design addresses many of the problems with the above-ground plan identified by SJS and others. In spite of community urging and motions passed by City Council, Metrolinx refuses to evaluate this option.

Of course, SJS is aware that tunnelling for an underground line is will be disruptive and present challenges to the neighbourhood, but we believe this option causes fewer issues in both the short & long-term.

The HIA report finds that this underground option offers better public health outcomes for the community. It offers strong evidence that a complete Environmental Assessment (EA) that evaluates alternative alignments should be completed before any final decisions about the alignment of the Ontario Line are made, and before any more work that might limit those decisions is done. EAs provide baseline information and model potential impacts and are an ideal source of site-specific information that can be used to evaluate the impact of the proposal on health. Because of this, integration of HIAs into EAs is a recommended practice. Metrolinx needs to follow best practices and provide the quantitative data that compares the two options in a transparent & unbiased way using evaluation criteria that include health.

We believe findings of this HIA highlight the urgent need for Metrolinx to seriously consider the underground option put forward by community members.

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REPORT



WEST DON LANDS BLOCK 20

TORONTO, ONTARIO

NOISE AND VIBRATION IMPACT STUDY

RWDI #2001211

April 1, 2020

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3.5.1.4 Proximity to Rail Line

Due to the proximity to the CN/Metrolinx Rail Line, a warning clause would be required.

3.5.2 Stationary Sources

Based on a high-level review, stationary sources are expected to comply with the applicable NPC-300 sound level criteria. Due to the mixed-use nature of the proposed development, we recommend that prospective purchasers and tenants be informed via a warning clause "Type E".

3.5.3 Don Layover Site (Rail)

An assumed potential worst-case scenario of nine idling locomotives at the Don Layover Yard is predicted to exceed the NPC-300 sound level criterion during the nighttime period. We recommend that Metrolinx comment on the assumptions presented in this assessment, as it may be the case that the layover site is used only between the morning and afternoon rush hour periods (daytime), and idling locomotives are generally not present at the layover yard during the nighttime period, or it may be the case that trains generally do not idle for a full one-hour period during layover, particularly during the nighttime period.

3.5.4 Rail Vibration

The measurements demonstrated that the vibration produced by streetcar passes is well within acceptable limits. Therefore, vibration mitigation is not required for the proposed development.

3.5.5 Warning Clauses

Warning clauses are recommended to be included on all development agreements, offers of purchase and agreements of purchase and sale or lease. Warning clauses may be used individually or in combination.

The following warning clauses are recommended; however, wording may be modified/customized during consultation with the planning authority to best suit the proposed development:

NPC-300 Type B: Recommended to address transportation noise in OLAs if the sound level is in the range of 56-60 dBA

"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic / rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."

NPC-300 Type D: Recommended to address transportation noise in indoor spaces

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."



NPC-300 Type E: Recommended to address nearby commercial/industrial land-use

“Purchasers/tenants are advised that due to the proximity of the adjacent industrial/commercial land-uses, noise from the industrial/commercial land-uses may at times be audible.”

Metrolinx/CN/CP Warning Clause for developments that are within 300 metres of the right-of-way:

“Warning: Metrolinx / GO or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx/GO will not responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”

4 IMPACT OF THE PROPOSED DEVELOPMENT ON ITS SURROUNDINGS AND ON ITSELF

4.1 Applicable Criteria

The noise produced by stationary noise sources associated with the development itself would be evaluated based on the NPC-300 Environmental Noise Guideline.

4.2 Recommendations

On-site stationary sources for the development are expected to consist of HVAC related equipment in the roof-top mechanical penthouse as well as various exhaust fans. Further, consideration should be given to control airborne and structure-borne noise generated within the proposed development.

Within the development itself the main sources of noise that are likely to affect the uses of the building are the mechanical systems. The potential noise impact of the commercial component of the development is recommended to be reviewed during detailed design, to ensure the applicable criteria will be met.

Provided that best practices for the acoustical design of the building are followed, noise from building services equipment associated with the development are expected to be feasible to meet the applicable sound level criteria due to the nature (residential) of the proposed development.

We recommend that the potential noise impact of the proposed development is reviewed during detailed design to ensure the applicable sound level criteria will be achieved.



5 CONCLUSIONS

RWDI was retained to complete a Noise and Vibration Impact Study (NVIS) for the proposed West Don Lands Block 20 development in Toronto, Ontario.

The following is recommended for the proposed development:

1. Upgraded suite and podium/office window glazing ranging from STC-28 to STC-39 (refer to **Table 10**).
2. Exterior door (living rooms) with sound isolation performance of minimum STC-28.
3. Exterior wall construction with sound isolation performance of minimum STC-45.
4. Installation of central air-conditioning so that residential suite windows can remain closed.
5. Construction of perimeter noise barriers along the outdoor amenity areas.
6. Comment from Metrolinx regarding the conservative assumptions regarding the potential noise impact of the Don Yard Layover site.
7. The inclusion of noise warning clauses related to:
 - o Transportation sound levels in outdoor amenity areas (OLAs) and at the building façade
 - o Proximity to railway lines
 - o Proximity to commercial facilities

The potential for vibration influences on the site due to the adjacent TTC 504A King line and Metrolinx corridor was evaluated. Measured levels of streetcar passes were below the applicable limits. Thus, vibration mitigation measures are not required for the proposed development.

At this stage in design the impact of the development on itself and its surroundings could not be quantitatively assessed. However, the impact on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria.

We recommend that the building design is evaluated prior during detailed design to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Towards a Healthier Riverside and Leslieville: A Health Impact Assessment of the Ontario Line

Prepared for Save Jimmie Simpson and the South Riverdale Community Health Centre

Toronto, Ontario | October 2021



Acknowledgements

This work could not have been possible without the input of many people:

- The South Riverdale Community Health Centre, Save Jimmie Simpson and community members who donated to fund this project
- Project advisors
 - [REDACTED]
 - [REDACTED]
 - [REDACTED]
- The participants at the workshops on September 23rd and 24th, 2021, and
- All others who provided comments and insights at different points along the way

[REDACTED]

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Summary and Conclusions

Save Jimmie Simpson, in conjunction with the South Riverdale Community Health Centre, commissioned a health impact assessment (HIA) to better understand the health impacts that the proposed Ontario Line could have on the residents of Riverside and Leslieville and to compare them to the impacts of an underground option. This document provides background information on the impacts of new transit lines on communities they run through as well as the transit-oriented development that is encouraged around stations. The HIA fills a gap in the current process to design and build the Ontario Line and the East Harbour transit-oriented community.

The HIA is a qualitative assessment of the potential impacts of an overground and underground alignment for the Ontario Line through Riverside and Leslieville. It was constrained by the lack of a complete environmental assessment by Metrolinx that compares various options including an underground alignment. Also missing is a cumulative assessment of the three undertakings affecting the neighbourhood: the Ontario Line, GO rail service expansion and rail electrification.

Many factors, referred to as determinants of health, influence a person's health. An HIA considers all of them and highlights sub-populations who are more likely to experience either the benefits or adverse effects of a proposal. The Toronto Public Health screening list was used to identify factors relevant to the Ontario Line proposal and refined for this project with input from members of Save Jimmie Simpson and the South Riverdale Community Health Centre staff. Seventeen factors plus construction were selected. Two workshops were held in September to get input from community stakeholders. Participants highlighted what was most important to them and what they thought was missing. These observations were used to revise the draft report.

Conclusions

The Ontario Line provides benefits to residents and businesses of Toronto. However, people who live near the proposed line and stations experience more of the potential negative effects that come with this new development. This HIA concludes that when it comes to health, the underground alignment is the better option (Table 1).

Input received during the workshop indicated that overall, environmental factors were of most concern to the community, especially noise, vibration and green space. Second in importance were impacts due to construction, including impacts on business viability, noise, vibration, air quality and access to green space.

While an aboveground alignment is often chosen because of its lower construction cost, to ensure the right decision is made, it is important to accurately include the long-term economic, social and environmental benefits that accrue from an underground option as these benefits are important contributors to health. Available evidence suggests that an underground alignment would have fewer negative impacts on health. The underground option would:

- Cause less disturbance to the current urban fabric as well as various homes, schools and businesses adjacent to the line
- Have negligible impact on the tree canopy, parks and other green spaces

- Result in less exposure to noise for people living near the line
- Have less impact on the quality of spaces used for recreation and leisure, making them more attractive to users
- Have fewer negative impacts on children, seniors, people living on low income, and people who do not speak either of the official languages, and
- With the use of tunnelling equipment for the line and mining techniques for stations, cause less disruption to both residents and businesses during construction.

Three factors are anticipated to have a positive impact on health. One of them is greenhouse gas emissions; there is likely no difference between the two options for this factor. When it comes to the other two, air quality and transport, the underground option is likely to have greater benefits.

There are several factors where the negative impacts of both options are likely to be the same. Many are related to the differential impacts of gentrification that a new transit line and transit-oriented development will encourage. While both the Ontario Line and the East Harbour development will increase access to employment overall, experience elsewhere shows that people on low-income and minority populations are not as likely to benefit from these new opportunities and may even experience a loss of income.

The evidence from other cities suggests that people on low income and equity-deserving groups, including Indigenous peoples, who currently live in Riverside and Leslieville are likely to benefit less from the opportunities that arise from this transit improvement and investment in East Harbour. In addition, they are more likely to experience negative impacts related to increased rents and cost of living, displacement, social isolation, and a loss of belonging. While these factors are independent of the choice made for the alignment they must not be ignored. To create a healthy city for all, the potential for these factors to increase health risks for people who already experience poorer health must be addressed.











An important limitation of this HIA is the lack of a completed rigorous environmental assessment that compares various options. A reliable environmental assessment would compare options, integrate a health impact assessment, include meaningful community engagement, and be completed before work starts. Nevertheless, the conclusion of this HIA is that the underground line is the best option when it comes to promoting the health of residents and businesses in Riverside and Leslieville.













Table 1 summarises the impacts of the two options on the determinants included in this report, and indicates whether these are negative, positive or neutral.













Table 1. Summary of the differences in health impact between the overground and underground alignment for the Ontario Line.



Legend:



Determinant	Overground alignment	Underground alignment
Environmental factors		
1. Noise	 Potential for increase in annoyance and sleep disturbance from noise exposure	 Least noise exposure
2. Vibration	 Potential for annoyance from vibrations	 Unlikely to result in annoyance due to vibration
3. Green space	 Greater loss of green space and/or tree canopy along the whole corridor and related to construction	 Possible loss of green space and/or tree canopy around stations or related to construction
4. Air quality	 Small difference between options Some improvement as more people use transit or active travel Potential for higher release of toxic metals into the ambient environment	 Small difference between options. Some improvement as more people use transit or active travel Release of toxic metals would occur inside the tunnel
5. Greenhouse gas emissions	 No significant difference between options Some reduction as more people use transit or active travel	 No significant difference between options Some improvement as more people use transit or active travel

Determinant	Overground alignment	Underground alignment
6. Community design	 <p>More impact on land-uses adjacent to the line</p>	 <p>Potential impact on land-use only along East Harbour</p>
7. Transit-oriented development	 <p>Potential positive overall impact on health</p> <p>Negative due to gentrification pressures on neighbouring community</p>	 <p>Potential overall positive impact on health</p> <p>Negative due to gentrification pressures on neighbouring community</p>
Access to services		
8. Transport	 <p>Health benefits from improved access to employment, services, and recreation and increase physical activity due to taking transit</p> <p>Transfer at Riverside/Leslieville station to the Queen Street streetcar only</p>	 <p>Health benefits from improved access to employment, services, and recreation and increase physical activity due to taking transit</p> <p>Station at Queen and Carlaw offers transfer to multiple surface transit lines</p>
9. Recreation/Leisure	 <p>Greater impact on green space affecting the quality and desirability of space used for recreation, leisure and as playgrounds</p>	 <p>Minimal impact on green space and the quality and desirability of space used for recreation, leisure and as playgrounds</p>
10. Health & social services	 <p>Likely no difference between options</p> <p>Some potential negative impacts related to gentrification</p>	 <p>Likely no difference between options</p> <p>Some potential negative impacts related to gentrification</p>
Social equity		
11. Indigenous populations	 <p>Insufficient information to assess, but likely negative</p>	 <p>Insufficient information to assess, but likely negative</p>

Determinant	Overground alignment	Underground alignment
12. People living on low-income	 <p>Potential negative impact including displacement due to rising rents and taxes</p> <p>More likely to be adversely impacted by loss of green space, noise and vibration</p>	 <p>Potential negative impact including displacement due to rising rents and taxes</p>
13. Language and cultural diversity	 <p>Likely larger negative impacts on social capital due to greater disruption during construction</p>	 <p>Possible negative impacts on social capital</p>
14. Seniors	 <p>Greater disruption during construction and larger impact on green space and potentially higher exposure to noise likely to result in more negative impacts on support networks</p>	 <p>Displacement could result in negative impacts on support networks</p>
15. Children	 <p>Exposure to noise and air pollution and reduced access to green space during construction is especially of concern.</p>	 <p>Potential for localised impacts due to noise and air pollution during construction</p>
16. Gentrification	 <p>Potential differential negative impacts on low-income and minority populations</p>	 <p>Potential differential negative impacts on low-income and minority populations</p>
17. Employment	 <p>Increased access to employment but potential negative differential impacts on low-income and minority populations</p>	 <p>Increased access to employment but potential negative differential impacts on low-income and minority populations</p>
Construction		

Determinant	Overground alignment	Underground alignment
18. Community impacts during construction	 <p>Greater disruption to the community during construction, affecting viability of businesses and increasing the risk of displacement.</p> <p>Higher degree of annoyance from disruption caused by construction including work happening overnight.</p>	 <p>Tunnelling and the use of mining techniques for the building of stations will reduce disruption to the community during construction</p>

Summary of the results

When comparing the proposed Ontario Line surface alignment to an underground alternative, the results of this HIA are as follows:

Environmental factors

1. **Noise:** Noise can cause annoyance and sleep disturbance, both of which are detrimental to health and well-being. While the noise modelling completed for the joint rail corridor suggests that, with noise barriers installed, some residences would experience less noise in future compared to today, there are other residences where noise levels are expected to increase. Overall, an underground option is expected to result in lower exposure to noise, including less noise at night.
2. **Vibration:** Vibration can cause annoyance and sleep disturbance, both of which are detrimental to health and well-being. Data from the vibration assessment for the joint-corridor identifies properties that could be adversely affected by vibrations. While the assessment suggests that mitigation measures are available to reduce these, there is a higher likelihood of vibration impacts from the overground alignment as compared to an underground option.
3. **Green space:** Living in an area close to a park or with green space including trees is associated with better health, including lower risk of dying from heart and lung disease. Green space reduces stress, improves mental health and is linked to increased physical activity. Green space has been found to reduce exposure to air pollution. It also increases resilience to climate change by reducing the urban heat island effect, lowering the risk of flooding, and acting as a carbon sink.

The overground option will be removing most of the existing tree canopy along the rail corridor. This will reduce the health benefits associated with trees and have negative consequences for climate. Even if trees are replanted, it will take many years before they

mature and provide the same climate benefits as the existing ones both as a carbon sink and reduction of the urban heat island effect. Given that an underground option can be expected to have less impact on current green space in this neighbourhood, from the point of view of health, an underground alignment is preferred.

4. **Air quality:** Both short- and long-term exposure to air pollution can lead to adverse health outcomes. It contributes to many different adverse health outcomes, including various lung and heart diseases, cancer, adverse birth outcomes, neurodevelopmental issues, reduced cognitive function, dementia, and diabetes. If more people opt for travel by transit rather than car, an overall reduction in air pollution can be expected.

The community has expressed concerns about impacts on air quality. While GO Transit will increase train frequency and continue to use some diesel-powered trains, the Ontario Line will use electric ones. Ontario Line air pollution impacts would be more regional and related to the source of the electricity. There are some releases of metals and other pollutants from the friction between moving parts, brakes, and contact between the wheel and the rail. If state-of-the-art technology and station design are used, one would not expect a significant difference of exposure to these pollutants between options, although the overground option could result in dispersion of some toxic elements into the ambient environment.

5. **Greenhouse gas emissions:** If fewer people opt for travel by transit rather than car, an overall reduction in greenhouse gas emissions can be expected for Toronto as a whole. The Ontario Line will use electric trains. Greenhouse gas emissions would depend on the source of electricity. With potential expansion of gas-powered generation, this would increase the carbon footprint of electricity generation in Ontario. Overall though, there is likely no difference between the options when it comes to greenhouse gas emissions.
6. **Community design:** Urban design refers to the look and feel – form, shape, and character – of a group of buildings or a neighbourhood which is the result of the layout of buildings, public spaces, roads, amenities and services. Certain design aspects are known to increase the likelihood of people walking, cycling and taking transit. This helps reduce the use of motor vehicles and their associated pollution, including greenhouse gas emissions. It also contributes to health due to increased physical activity and reduced exposure to air pollution.

When it comes to community design, the most important difference between the options is the impact on land-use adjacent to the line. The overground option will have more impact on the existing community along the whole portion of the corridor starting from the portal just south of the Pape Avenue Junior Public School at the corner of Riverdale and Pape Avenues to East Harbour. Whereas, the underground alignment proposed by the community would only affect a section south of Eastern Avenue near the proposed East Harbour development. Not only does the underground option reduce the extent of impact on the community, since East Harbour is still at the design stage, any negative impact can more easily be mitigated.

7. **Transit-oriented development (TOD):** TODs that are appropriately designed can encourage people to walk, cycle and take transit more; thus, they have a positive impact on health due

to more physical activity and lower pollution. While studies show that TODs can have positive impacts overall, people on low-income, seniors, and other vulnerable populations may not share in the benefits equally and may be adversely affected due to displacement. While there are likely no differences between the options, impacts are identified as negative because of the potential adverse impact to groups who are already more vulnerable to poor health outcomes.

There is a proposal to add residential buildings in the East Harbour development. As proposed, this would increase the building density by about one third (33%). If approved, this can be expected to result in even greater gentrification pressures in the areas around this site. As well, there is a concern that allowing residential development on this site would have negative repercussions on other employment lands in Toronto, and thus access to employment in the city over the long run.

Access to services:

8. **Transport:** Both options provide improved access to employment, services, and recreation in the community and further afield. They also have a potential to result in increased physical activity related to greater use of transit. These factors contribute to better health from lower emissions of pollutants and greenhouse gases, increased active travel, and improved employment options.

The underground alignment as proposed by the community would see a station at the intersection of Queen Street and Carlaw Avenue, which is a transfer point to surface transit that runs on both of these streets. In comparison, the overground alignment places a station at Queen St and De Grassi Street which would provide an easy transfer only to the Queen Street streetcar.

Most cities that have opted for an underground alignment for transit near and adjacent to the city centre do not regret making that choice. This suggests that an underground alignment would provide more benefit overall.

9. **Recreation/Leisure:** Recreation is known to confer physical and mental health benefits. The combined health and social benefits make parks and recreation facilities one of the most cost-effective public services.

The Ontario Line will improve access to recreation and leisure activities that are outside of the community, which will benefit residents who can afford to take part in these activities. The overground alignment will have greater impact on tree cover and green spaces in the neighbourhood compared to the underground option. As well, it is likely to result in higher exposure to noise and possibly also vibration from trains in the joint corridor. These factors will reduce the quality of spaces used as for recreation, leisure, and as playgrounds. The underground alignment is therefore preferred.

10. **Health & social services:** Transit improves access to health and social services, especially for people on low income or who do not drive. These services help maintain health, prevent disease, restore function, and improve well-being.

There is likely no difference between the overground and underground options on access to health and social services in the neighbourhood. However, as described in the gentrification section, displacement of businesses could decrease access to services that cater to existing residents, especially people who have less facility in speaking English.

Social Equity:

The impacts described under social equity can affect anyone in the neighbourhood. However, the purpose of this section is to highlight the impacts that disproportionately affect people who are already at risk to poor health due to various social factors.

11. **Indigenous populations:** There is insufficient information to assess the impact of the Ontario Line on Indigenous residents in the study area. However, given that a high prevalence of people with low-income in Indigenous populations, they will face similar risks as others on low income, but likely exacerbated by the trauma related to systemic influences such as historical oppression and marginalization. There is likely no difference in the impact of the two options.
12. **People living on low-income:** People on low income have poorer health than the rest of the population. Improved transit has a positive impact on access to employment, education, and other services for people living on low income. Negative impacts are mostly related to gentrification (see below). In the case of the overground alignment, due to the number of people living in non-profit apartment buildings within metres of the railway line, seniors and people living on lower income may be disproportionately affected by increased noise and vibration as well as loss of green space.
13. **Language and cultural diversity:** Compared to Toronto as a whole, the proportion of people who speak neither official language is higher in South Riverdale. The transformation of the neighbourhood can result in the displacement of people and businesses that cater to their needs. This increases the risk of social isolation and related health consequences.

Greater neighbourhood disruption is expected to occur during the construction of an overground alignment. This is likely to result in larger negative impact on the viability of small businesses that serve the local community. This would compound the risk of social isolation among equity deserving groups living in the neighbourhood.
14. **Seniors:** 30% of seniors in South Riverdale live alone. This increases the risk of social isolation. Socially isolated seniors are at more likely to experience poorer health and earlier death.

There are 3 seniors apartment buildings close to the existing rail line. In addition to potential noise and vibration impacts, greater disruption to the neighbourhood from the construction of the overground option could result in negative impacts on the viability of businesses and

contribute to a higher level of displacement. This could affect access to services used by older adults in the neighbourhood and lead to increased social isolation.

An overground option would also have greater negative impact on the quality of public and private green spaces, which are regularly used by older adults. By making these spaces less attractive this could result in a higher risk of social isolation and decrease in physical activity among this population.

15. **Children:** Children are often more vulnerable to environmental stressors. Exposure to noise and air pollution and reduced access to green space during construction is especially of concern.
16. **Gentrification:** The impacts of gentrification are mixed. On a macro level, gentrification is associated with positive economic and social impacts. However, the benefits are not equally shared. People living on low income and equity seeking groups are more likely to be adversely affected by the higher cost of living, displacement and a loss of belonging. Small independent businesses are also more at risk of displacement.

Both options are likely to lead to similar gentrification pressures, with a negative impact on groups that are more at risk of ill health. The best way to minimise inequitable outcomes is to engage with the populations likely to be negatively impacted and give careful consideration to these concerns at the planning stage of either a new transit line or transit-oriented community.

17. **Employment:** There is likely no difference between the two options on access to employment opportunities. Improved transit facilitates travel to employment without needing to rely on a car, which reduces the cost of travel. People who are less skilled and have a lower income are not as likely to benefit from the quality employment opportunities that may occur in new development that accompanies better transit. Service employment in restaurants and retail may be available, but possibly at a lower wage than previous employment. Due to this differential negative impact on more susceptible populations, the impact is rated as negative for health.
18. **Construction:** Long-term disruptions can affect the viability of local businesses and result in either displacement or closure, with detrimental impact on the community and the health of those most affected. Evidence available suggests that the underground alignment (as proposed by the community) is likely to have the least disruption during construction. In addition, the underground option is expected have less impact on health due to reduced exposure to noise and air pollution and less disturbance of green space, especially if state-of-the-art construction methods are used. It is important to accurately include the long-term social and environmental benefits in the assessment of impacts before deciding on the preferred option.

1. Introduction

Prompted by the absence of a completed environmental assessment (EA) of the Ontario Line, including consideration of possible alternatives, Save Jimmie Simpson and South Riverdale Community Health Centre commissioned this health impact assessment (HIA) to better understand the impacts the proposed Ontario Line could have on the health of residents of Riverside and Leslieville. In particular, they wanted to compare the proposed alignment along the existing rail lines to an underground one as had been the plan for the Relief Line which the Ontario Line replaces.

As Dalhousie University professor Ingrid Waldron said: “Consultation has to be done in a culturally specific way. In the Indigenous way of thinking, when you desecrate our land, you harm me, you harm my body, my community and my nation” (Keung 2021).

As well, Save Jimmie Simpson noted the absence of meaningful community consultation in the design process and that the commencement of early works construction before a study of the alternatives has been completed. Generally speaking, this can undermine support for transit projects.

“Without local support built through meaningful engagement and transparent responses to concerns, transit projects may not move forward” (Wiginton 2017).

What is an HIA?

A health impact assessment is a process that studies a proposal to better understand its potential positive and negative effects on health of a community, including the distribution of these impacts on various groups within society (Health Impact Project 2019; WHO 2005).

Health impact assessments are often conceptualised as a process similar to an environmental assessment with a screening phase, scoping phase, assessment phase, reporting phase that includes making recommendations, and finally a monitoring and evaluation phase (Health Impact Project 2021). However, there is no one way to conduct an HIA and they can use different methods or approaches (WHO 2005).

Health impact assessments also come in different degrees of depth or detail. There are rapid HIAs that can be conducted in a matter of days or weeks. Desktop HIAs rely on existing information to highlight potential impacts. In-depth or comprehensive HIAs will often include the gathering of project-specific data. The choice of the approach is influenced by several factors including: time and resources available; complexity of the proposal; potential degree of harm; level of controversy; and regulatory requirements (WHO 2005).

Community involvement can strengthen HIAs. An inclusive process helps build trust and can ensure that the recommendations are broadly supported and implemented (Health Impact Project 2019, 2021). Involvement can occur in different ways. HIAs can be community led or led by project teams that include representatives of the different stakeholders. Another way is to hold workshops where the project is discussed, concerns identified, and recommendations developed. These workshops could be attended by experts, stakeholders, community members, or a mix of these. It is also possible to get feedback through expert review or public consultation.

A person's health is influenced by many different factors called the determinants of health (Braveman & Gottlieb; WHO 2005).¹ Health impact assessments consider how a proposal will affect all relevant determinants. It pays particular attention to people who are most at risk of adverse impact due to socio-economic factors, existing health conditions or belonging to an equity-deserving group.

Why do an HIA?

Health impact assessments bring health evidence up front in the decision-making process. They identify the potential health effects of a decision on different groups and highlight the potential health outcomes including how these may affect different groups disproportionately. The findings of the HIA are then used to make recommendations that will enhance the benefits of the proposal and minimise potential adverse effects, such as chronic disease and injuries. They encourage a collaborative process between communities and decision-makers to ensure the best possible outcome (Health Impact Project 2019; WHO 2005). When conducted well, an HIA process increases stakeholders' understanding of how a project may impact health and equity, ensures those affected have a say in the decision, and promotes the necessary systemic change that will improve health for all (Health Impact Project 2019). Further, meaningful engagement in decisions has a positive health impact in and of itself as outlined in the Canadian Index of Wellbeing (University of Waterloo 2014).²

How was this HIA conducted?

This HIA is a desktop assessment. Using the screening tool developed by Toronto Public Health (2014), The scope of the HIA was refined in collaboration with members of Save Jimmie Simpson and staff of the South Riverdale Community Health Centre. Information on the proposed Ontario Line and East Harbour transit-oriented community was consulted and an internet search was performed to identify literature on the health impacts of introducing a new transit line to a community and the building of transit-oriented developments (TODs). With guidance from the project advisory group, this report was written as a background document to inform residents of Riverside and Leslieville and help them make recommendations on the option for the Ontario Line that would result in the least harm to health and the most benefit to their community. Save Jimmie Simpson and the South Riverdale Community Health Centre held two workshops in September to obtain input from community residents and stakeholders which included health professionals and academics. This input was used to revise the draft report.

Study Area

The focus of this health impact assessment (HIA) is the section along the Lakeshore East rail corridor from Gerrard Street East at Carlaw Avenue to the Don River. The study area of this HIA is bounded to the north by Riverdale Avenue, to the east by Jones Avenue, to the south by Lakeshore Boulevard East and

¹ Health Canada has identified the following determinants of health: Income and social status; Employment and working conditions; Education and literacy; Childhood experiences; Physical environments; Social supports and coping skills; Healthy behaviours; Access to health services; Biology and genetic endowment; Gender; Culture; and Race/Racism. <https://www.canada.ca/en/public-health/services/health-promotion/population-health/what-determines-health.html> (Accessed 2021-08-08)

² The Canadian Index of Wellbeing states, "Wellbeing is supported when. . . governments build relationships, trust, shared responsibility and participation opportunities with citizens; and democratic values are sustained by citizens, government and civil society at a local, national and global level."

to the West by the Don Valley Parkway. This area corresponds closely to the area known as South Riverdale. Depending on the context, this report also uses the historical and recently adopted names of Riverside/Leslieville.

Limitations

There are several limitations to this HIA. Due to time and resource constraints, it was not possible to make this a fully community-driven assessment nor to involve experts on the various topics addressed. The largest constraint was the absence of a completed environmental assessment (EA) for the Ontario Line and associated transit-oriented communities, including the assessment of possible alternatives and of cumulative impacts of the Ontario Line, GO service expansion, and GO electrification. EAs provide baseline information and model potential impacts and are an ideal source of site-specific information that can be used to evaluate the impact of the proposal on health. Because of this, integration of HIAs into EAs is a recommended practice (Bhatia & Wernham 2008; Health Impact Project 2021; Mahboubi et al. 2015).

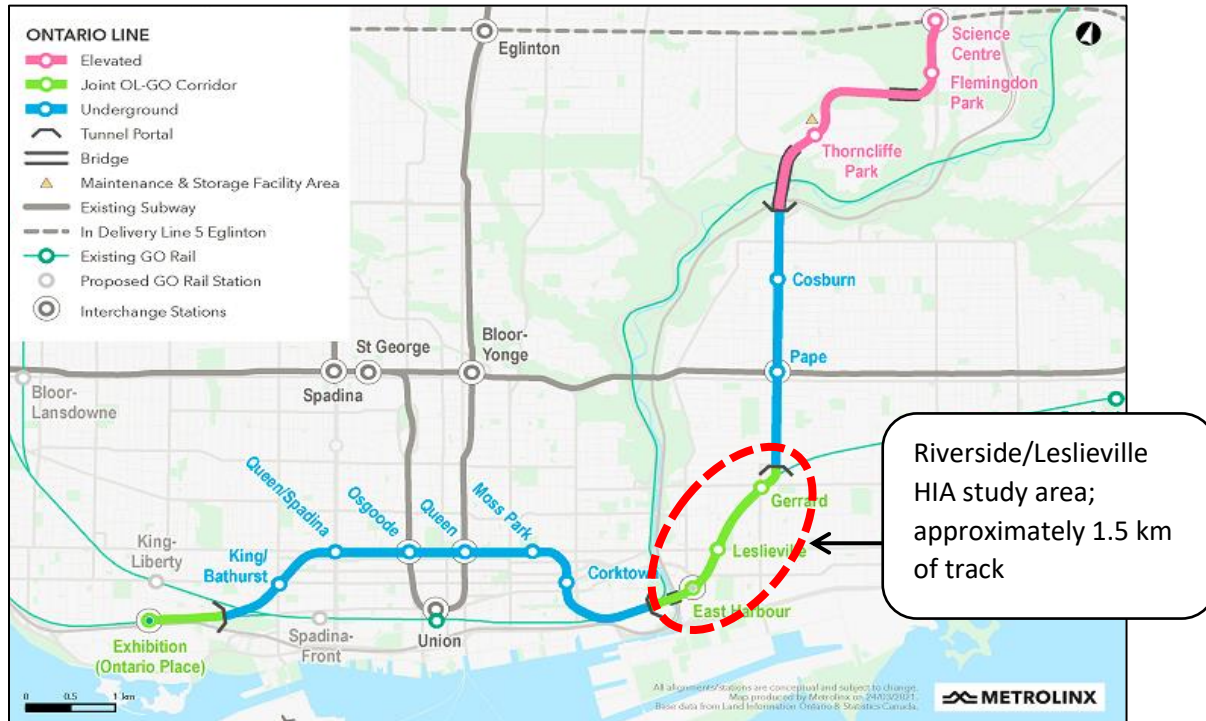
This HIA focussed on the longer-term impacts of the Ontario Line on the community. There will be impacts on the community during construction, and these have been identified as a high concern by residents and businesses. These impacts – such as disrupting access to services, and noise and vibration from construction equipment – are important but require a separate assessment and have not been included in detail.

The Ontario Line proposal

On April 10, 2019, the government of Ontario announced that it would build a new transit line called the Ontario Line (See Figure 1-1). This new line would run from the Ontario Science Centre, south through Thorncliffe Park (shown in pink) and then south under Pape Avenue (shown in blue). The line would then emerge to the surface through a portal near Pape Avenue School to run above ground for about 1.5 km south to the East Harbour development site (the former Unilever factory) along the existing train tracks (in green). The Line would then go back underground and continue west to Ontario Place (in green and blue). There are 15 stations proposed along the route. The projected number of trains is 912 per day in 2030, and 1,130 by 2060 (Munro 2021a).³

³ <https://steveemunro.ca/category/transit/a-grand-plan/subways/downtown-relief-ontario-line/>

Figure 1-1: Alignment of the Ontario Line as proposed by Metrolinx running between the Ontario Science Centre and Exhibition Station (Ontario Place).



The Ontario Line replaces and extends the previously approved Relief Line which was to run underground from Pape Station to Queen and Osgoode Stations.

The Joint Corridor

Two other Metrolinx projects are occurring – the GO service expansion and GO rail network electrification. The Lakeshore East GO train expansion, between Toronto and Oshawa includes electrification of the tracks and the installation of a fourth track. The GO expansion will see an increase in rail volumes in the corridor from 169 (GO and other trains) today to 593 at full expansion. In Riverside/Leslieville, the Ontario Line is proposed to join the other trains within the same corridor, creating a section with a total of six tracks (Figure 1-2). This means a total of 1505 or more daily trains could travel along this portion of the Lakeshore East rail corridor. Figure 1-3 shows the existing corridor as seen from the pedestrian bridge near Gerrard Street East and Pape Avenue, and Figure 1-4 illustrates the widening of the rail bed that will need to occur to accommodate the three extra tracks, which will require retaining walls along the edge of the railway corridor. Figure 1-5 shows a cross section of the line at Queen Street - note the tracks would be raised by about 1.5 metres to clear the roadways below.

Figure 1-2: Overview of the Metrolinx proposed Ontario Line along the current GO tracks emerging around Pape and Riverdale Avenues and continuing across the Don River to Corktown



Note: Figure 1-2 shows the addition of north and south-bound Ontario Lines (yellow) and the GO line (green). At the top middle of the map, the Ontario Line emerges from a portal just south of Pape Avenue School. Jimmie Simpson Park is in the upper middle. The yellow circles show the approximate location of the planned stations. The station at East Harbour would serve both the Ontario Line and GO train service.

Figure 1-3: The existing track bed running through Leslieville/Riverside as seen looking west from the Pape Avenue pedestrian bridge near Gerrard Street East and Pape Avenue

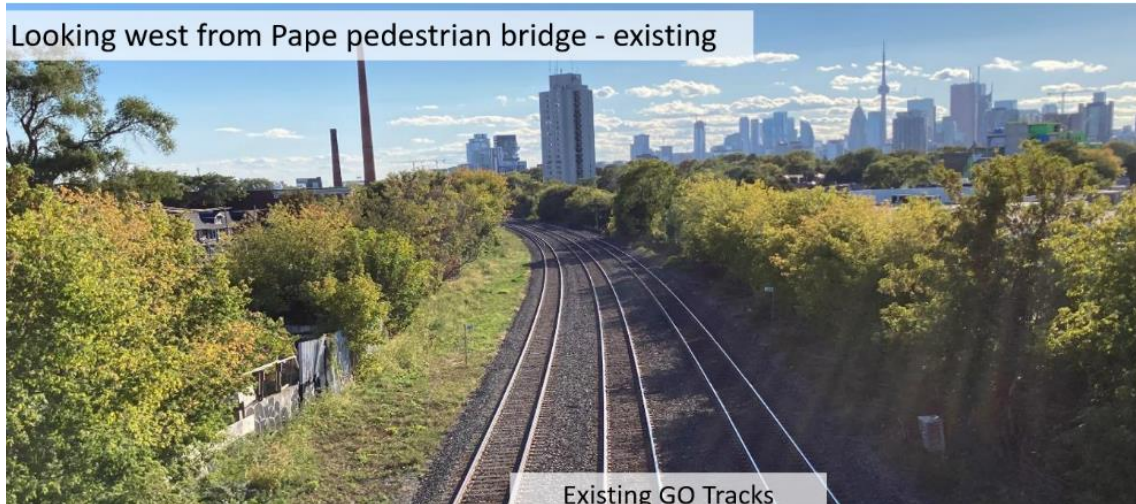
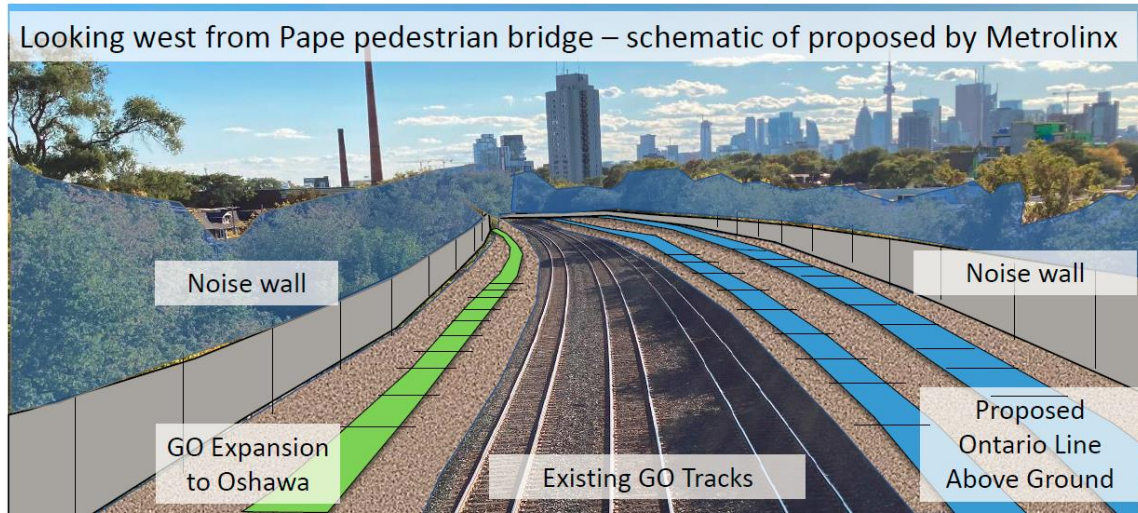
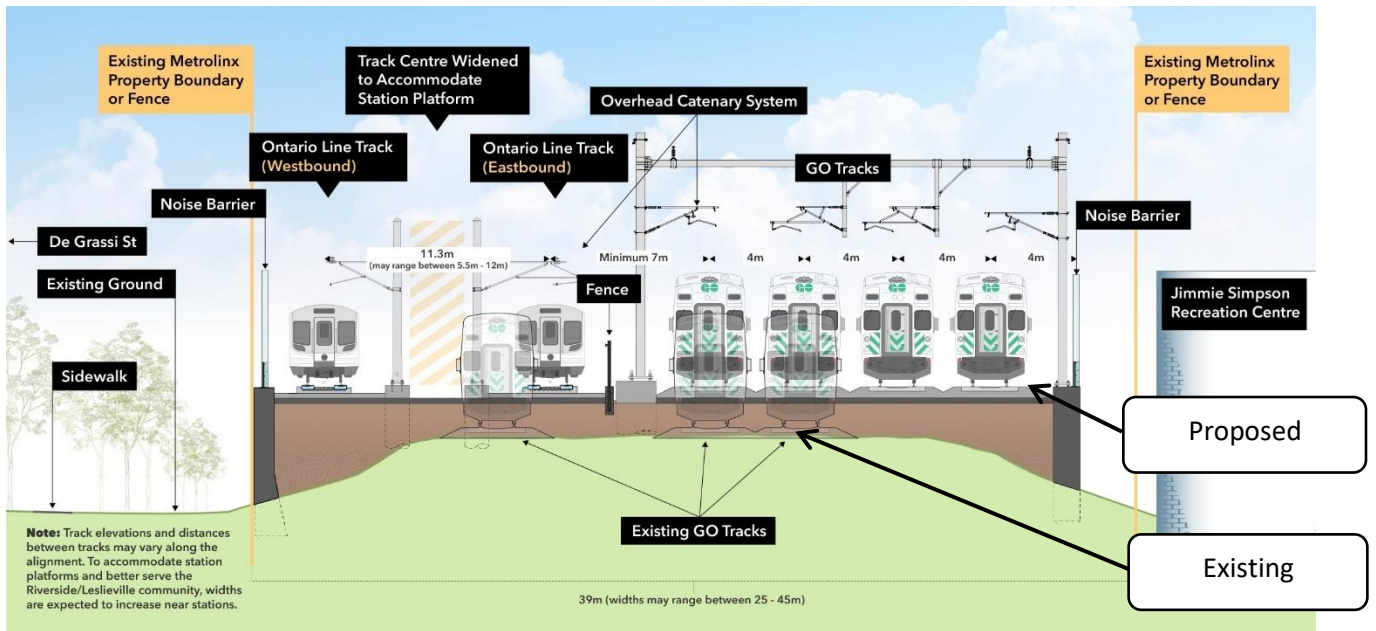


Figure 1-4: What the joint corridor could look like when the fourth GO rail and two Ontario Line rails are added.



Note: Ontario Lines will split and widen further at proposed station locations.

Figure 1-5: Conceptual drawing of the cross section of the joint corridor north of Queen Street with noise barriers.



Note: The track bed is to be raised approximately 1.5 m (Source: Metrolinx, [accessed 2021-06-19](#))

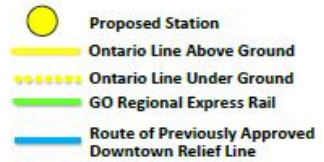
Figure 1-6: An alternative underground alignment for the Ontario Line as proposed by the Riverside and Leslieville communities



Ontario Line Hybrid Riverside Plan - Underground

Plan developed by Steve Munro in consultation with the LSECAC and Save Jimmie Simpson

- Analysis and consultation complete for section under Carlaw Ave.
- No tunneling under the Don River – considerable cost savings
- Utilizes industrial land not park land



The community-supported underground proposal

On February 2, 2021, Toronto City Council reiterated its support for a below ground subway in the segment of the former Relief Line from Pape to the Don Yards (City of Toronto 2021c). Save Jimmie Simpson worked with the Lakeshore East Community Advisory Committee and transit advocate [Steve Munro](#) to develop a viable alternate underground plan (Figure 1-6). Similar to the Relief Line, this alignment would continue underground under Carlaw Avenue to Queen Street. After that point it would veer west and emerge south of Eastern Avenue before reaching East Harbour at grade on the south side of the GO tracks.

The changing face of South Riverdale

Riverdale was annexed to the City of Toronto in 1884, which resulted in rapid development of the area. By 1923 the area was essentially built out. Development in North Riverdale targeted more to middle to high income families, while South Riverdale had a greater concentration of working-class households, whose members were employed in the industries that established themselves in the area due to the proximity to the port. Between 1945 and 1970, few changes occurred. South Riverdale continued to be characterised as a predominantly working-class neighbourhood, with lower income and higher unemployment than other parts of Toronto. There was however a high degree of home ownership, that

contributed to the stability of the neighbourhood which remained predominantly of Anglo-Saxon descent (Walks & August 2008).

The working-class residents of South Riverdale were considered a vestige of the past, and not considered as part of the neighbourhood's future. As such the area was affected by the slum clearance and urban renewal craze of the 1960s. The first redevelopment occurred east of Broadview Avenue and south of Dundas Street. Work on a new housing project the Don Mount Court begun in 1965.⁴ The plan was to extend this initiative, which would have seen 800 homes demolished and replaced by 10,000 high-rise housing units (Walks & August 2008).

The Riverdale Community Organisation (RCO) was created to fight further "slum clearance." It empowered the working-class community and helped form the vision for South Riverdale: "strengthen the residential character of the area" and "to protect the industrial function of the area" (City of Toronto Planning Board, 1977, as cited in Walks & August 2008).

In 1968, a few Chinese businesses were established in the neighbourhood, which started to grow quickly as a cheaper alternative to the Chinatown in downtown Toronto. The first immigrants were from Hong Kong, followed by Chinese from Vietnam, and then from the Chinese mainland. By 2001, people of Chinese ancestry made up a quarter of the population of South Riverdale. The Chinese became part of the social fabric holding a large proportion of the housing stock and establishing businesses and institutions catering to members of their community (Walks & August 2008).

In the 1970s, escalating house prices on the west side of the Don Valley in the community now known as Cabbagetown put pressure on prices in Riverdale. In 1974 and 1975 a developer bought about 40 houses on three streets in the centre of the South Riverdale. These were renovated and sold for a good profit. However, South Riverdale did not experience the degree of gentrification that occurred in North Riverdale, likely due to the presence of heavy industry and related environmental concerns (The South Riverdale Community Health Centre 2020). As prices rose in North Riverdale, in the 1980's the business interests promoted South Riverdale as a cheaper alternative and local improvements were made along Queen Street East. which became known as Queen Broadview Village. The improvements included the cleaning of 40 historical facades (Walks & August 2008).

Starting in the 1980s, incomes of North Riverdale residents started to increase while those in South Riverdale remained more stable. This is likely because North Riverdale attracted an influx of higher income households. The discovery of termites in South Riverdale, followed by identification of widespread lead contamination, and the proposal for a new incinerator meant that the neighbourhood was less attractive as a place to invest or buy homes. This resulted in South Riverdale remaining quite stable between 1981 and 2001 (Walks & August 2008). Since then, South Riverdale has become an attractive community due to its greater affordability. A 2014 survey of residents indicated that people living on a low income were concerned about gentrification of their neighbourhood, as expensive shops replaced more affordable ones. This change has eliminated places where they could socialise, and there is now a need to travel out of the neighbourhood to find more affordable options (Planning South Riverdale 2014).

⁴ Don Mount Court was redeveloped in the 2000s and is now Rivertowne.

2. Health factors assessed

2.1 Transport

Riverside and Leslieville are already very walkable with good access to transit. Walk Score® ranks South Riverdale as the 14th most walkable neighbourhood in Toronto with a Walk Score of 87 (very walkable, most errands can be accomplished on foot), Transit Score of 93 (rider's paradise, world-class public transportation), and Bike Score of 91 (biker's paradise, daily errands can be accomplished on a bicycle) (Walkscore.com, accessed 2021-07-05).

Health benefits of improved transit

Improving public transit is a cost-effective way to improve health, and these improvements are one of the largest benefits of transit investments (Litman 2020).

Public transit, including the subway system, contributes to better health in many ways. In addition to reducing traffic-related injuries, improved transit results in increased walking and cycling to work, school and other activities such as shopping. This increase in physical activity helps prevent premature deaths and various chronic diseases such as diabetes. Transit also improves social connectivity and mental health. It contributes to improved equity by offering better access to employment, schooling and social/community services for people with low income and an aging population. And there are also the benefits that come with lower traffic-related air pollution and fewer greenhouse gas emissions (Mowatt et al 2014; TPH 2019b).

Transit offers mobility at lower cost than travel by private automobile. This reduces household transportation-related costs. The lower amount of income devoted to paying for transportation means more resources can go to pay housing, food, health and other essential services. Improved access is especially important for people on low income, with disabilities or who are not able to drive (Litman 2020; TPH 2013).

Good transit has many health benefits. Transit improves access to opportunities and services that contribute to health (for example, employment, education, health services, food, and recreation/social activities). Because transit improves access to economic, social and recreational opportunities, it contributes to mental health. Not only does employment provide a source of income, it contributes to a sense of identity and gives structure to daily life, which in turn promotes mental health. Being able to access health services also allows people to prevent illness and to improve their health and well-being (TPH, 2013).

Poor diets are linked to chronic illnesses such as heart disease, diabetes, high blood pressure, and poor self-rated health. Transit has an important role in improving access to healthy foods, especially for people who do not have access to a car. In addition, participation in recreation and cultural activities promotes social relationships and contributes to positive mental health (TPH 2013).

Transit also contributes to increased physical activity which is critical to good health. People who use transit walk and cycle more, not only to get to transit, but also for doing errands and getting to and from other activities. Compared to non-transit users, people who travel by transit are more likely to meet recommended physical activity guidelines (Litman 2020). Physical activity can lower the risk of chronic

health conditions such as cardiovascular disease, stroke, hypertension, diabetes, colon cancer, breast cancer, and osteoporosis (TPH, 2013).

Transit, especially when it is electrified, reduces both traffic-related pollution and greenhouse gas emissions as fewer people travel in private vehicles than otherwise would be the case. Studies have shown lower per capita traffic-related injuries and deaths in communities with better transit: transit has about one-twentieth the passenger fatality rate of automobile travel. As well, many commuters report they find traveling by transit less stressful than driving (Litman 2020).

The proposal

The proposal (Metrolinx [accessed 2021-07-19](#)) envisages the Ontario Line as a faster and easier way for people to travel to and from Leslieville, Riverside and Riverdale: It will mean shorter travel times for people travelling to the Exhibition, downtown, the Danforth and the Ontario Science Centre. In addition, the Line will make it easier for people to get to community spaces like the Jimmie Simpson Park and recreation centre as well as the unique shops and restaurants in the area. Three stations are planned, one at Gerrard and Carlaw, a second at Queen and De Grassi (Leslieville/Riverside), and a third south of Eastern Avenue (East Harbour). By 2041 these stations will serve approximately 27,000 people living within walking distance of these stations.

Advantages of an underground alignment

“Aboveground or underground” is not a simple choice. It involves the consideration of many factors including planning, urban design, engineering, construction, economic and social aspects. There is a balance of advantage that may differ between the urban core and more suburban areas of a city. The environmental and social benefits of an underground line need to be considered when making the choice, rather than focussing primarily on upfront cost of construction (ITA 2004).

While there may be little difference in ridership potential between an overground and underground alignment, social, aesthetic and environmental considerations generally favour an underground system in city centres. In terms of noise, underground alignments result in less noise as compared to either an at-grade or elevated route. Though the costs and benefits may be hard to quantify, when long-term benefits are taken into account, this generally favours an underground alignment in dense urban areas. Most cities that have opted for an underground alignment for transit near and adjacent to the city centre do not regret making that choice (ITA 2004).

Transport – underground compared to overground rail

Metrolinx (2021c) notes that an underground line would result in stations deep underground that could add four to five minutes to travel time and discourage people from using the Ontario Line. It also suggests that an underground alignment would require the permanent closure of either Eastern Avenue or Queen Street.

As noted above, the Lakeshore East Community Advisory Committee and Save Jimmie Simpson have endorsed a revised alignment which would see the Ontario line continue underground beneath Carlaw Avenue and emerge south of Eastern Avenue just before East Harbour (see figure 1-6 above). This option would not require tunnelling under the Don River, and it would impinge on industrial land rather than park land or residential properties. The consultation and analysis for the portion under Carlaw has

already been completed (Steve Munro, [accessed 2021-07-21](#)). It also would not require the permanent closure of either Queen Street or Eastern Avenue. The underground option as proposed by the community would have a station at the intersection of Queen Street and Carlaw Avenue, which would provide a better transfer point to other transit routes, compared to a stop at De Grassi Street in the overground alignment.

Improved transit provides many health benefits. Overall, there is likely little difference between the underground and overground rail options when it comes to improving access to jobs, education, food, recreation and various services that contribute to health and well-being. While an underground option could be more expensive to build, it would minimise impact on the character of the neighbourhood, including green space and heritage.

2.2 Noise

Noise in Toronto⁵

In 2017 Toronto Public Health released a study on noise in Toronto (TPH 2017b). The results of the noise monitoring showed the overall average noise levels in Toronto were 64.1 dBA during the day (7:00 am – 11:00 pm) and 57.5 dBA (11:00 pm – 7:00 am) at night. These differed by location with daytime levels ranging from 51.6 to 79.5 dBA and nighttime levels from 42.6 to 74.4 dBA (Oiamo 2017). Noise levels were higher during the week than the weekend. Presence of railways is a predictor of total noise levels and has a small but significant contribution to measured noise levels (Oiamo et al. 2017)

Noise measurements taken as part of the preparation of the Ontario Line Environmental Conditions Report (AECOM 2020) indicate that existing average daytime, evening, and night-time noise levels in the vicinity of the proposed alignment to be as follows:

- Daytime (7 AM to 7 PM) Leq (1hr): 48 dBA to 73 dBA;
- Evening (7 PM to 11 PM) Leq (1hr): 48 dBA to 71 dBA;
- Night-time (11 PM to 7 AM) Leq (1hr): 43 dBA to 70 dBA;
- Daytime (7 AM to 11 PM) Leq (16hr): 53 dBA to 67 dBA; and

⁵ Sound levels are reported in decibels (**dB**) or A-weighted decibels (**dBA**) which take into account the human perceptions of loudness to different frequencies. The loudness of sound (L) may be expressed in different ways:

- **Leq**: The equivalent continuous level, which is the average level of sound over a period of time (for example hour, day, or year)
- **Leq 24**: The equivalent continuous level, which is the average level of sound over a period of 24 hours
- **Ldn**: the average equivalent sound level over a 24-hour period with a penalty added for noise during the night-time hours
- **Lden**: the average equivalent sound level over a 24-hour period with a penalty added for noise during the evening and night-time hours
- **Lmax**: the maximum level of sound that occurs in a period of time
- **Lnight**: average level during the night (usually 8-hours, for example 11pm to 7 am)

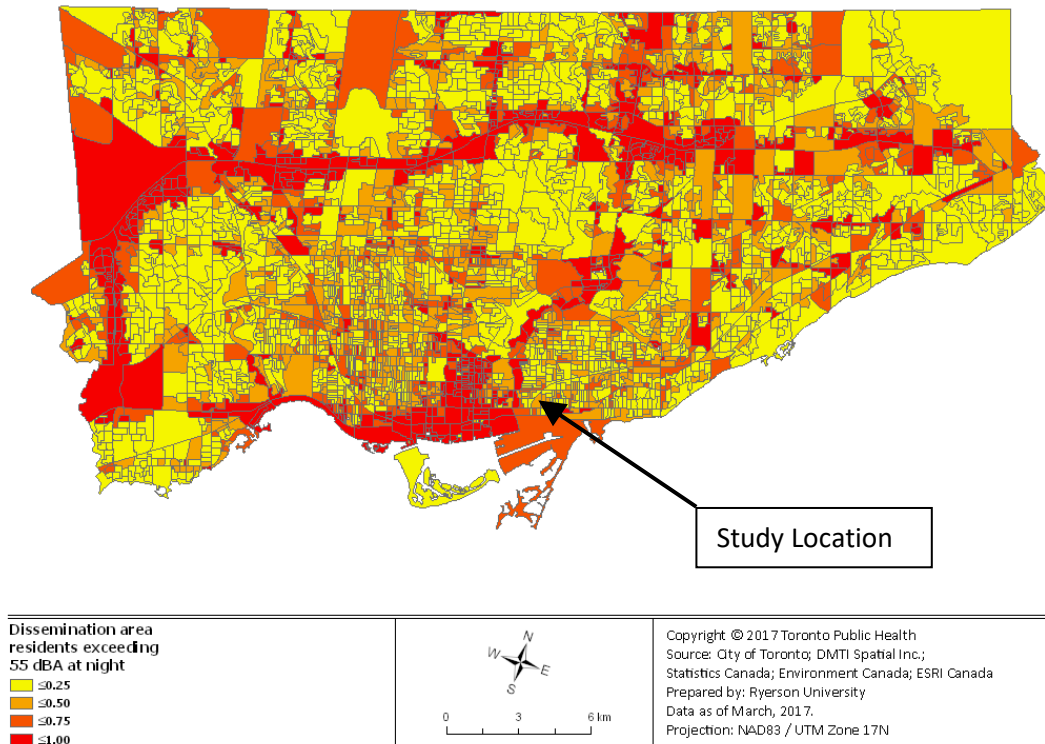
Other terms: **Plane** of door or of window is the centre of an exterior window or door opening in a building; **SEL** is the sound exposure level measured over one second.

- Night-time (11 PM to 7 AM) Leq (8hr): 49 dBA to 62 dBA.

Noise was measured at two locations in the study area: one at Pape/Riverdale Avenues and the other on Wardell Street south of Dundas St. These showed a daytime average level of noise of 64 dBA (16-hr Leq) and night-time average of 55-56 dBA (8-hr Leq) (AECOM 2020). No indoor noise measurements have been made in properties near the rail corridor to document the current exposures in people’s homes.

While levels of noise in Toronto are typical of large cities, they are higher than the World Health Organization (WHO) guidelines for community noise – 55 dBA Leq daytime average and 40 dBA nighttime average – as well as the Ontario noise thresholds for sensitive land uses near transportation sources – 55 dBA Leq daytime and 50 dBA nighttime (TPH 2017b). A large proportion of the population is exposed to average levels of above 55 dB at night (Figure 2-1). This points to the need to make efforts to reduce exposure to noise in Toronto, which means it is essential that new undertakings do not result in increased exposure to noise.

Figure 2-1: Percentage of residents exceeding 55 dBA at night (11 AM to 7 AM) by census tract
(Source: Oiamo et al. 2017)



Noise and health

The available evidence shows that exposure to levels of environmental noise commonly experienced in urban environments can impact cognition, result in sleep disturbance, affect mental health and contribute to cardiovascular illness. These health impacts can occur when outdoor levels are between 42 and 60 dBA (TPH 2017b). The biological effects of traffic noise have been observed in laboratory studies, field investigations and epidemiological research. “Effects range from acute reactions to short-term loud noise, occurring within seconds or minutes from the initiation of a noise stimulus, to chronic

effects of long-term exposure to more moderate noise levels, which may develop over years of exposure” (Eriksson & Pershagen 2018). There is evidence to suggest that risk to health increases when people are exposed to multiple sources of noise (Pyko 2018).

Most studies that have looked at the relationship between environmental noise and health have looked at noise from road traffic (Clark & Paunovic 2018). Fewer studies have looked at railway noise. Studies that have looked at annoyance⁶ have found differences in the response to noise depending on the source (Schreckenbergr 2018). There is no threshold for annoyance as it increases steadily with noise level (Fields 1979). In residential areas, reports of annoyance are more often related to noise from through-trains, maintenance activities and vibration. At the same noise levels, electrified trains appear to be less annoying than diesel ones. However, the degree of annoyance experienced is likely underestimated when the effects of vibration and all the various sources of railway noise are not taken into account (Janssen & Hong 2017).

In urban areas, the noise from the interaction between the rotating wheel and the rail (rolling noise) dominates (Kouroussis et al. 2021). A study of railway noise (Gidlöf-Gunnarsson et al. 2012) found that level of annoyance was related not only to the level of noise but also to the number of trains and presence of ground-borne vibrations. To compensate for this effect, noise levels would need to be kept 5-7 dB lower in areas with ground-borne vibrations and large number of trains. The researchers also found that residents in dwellings with a balcony or patio oriented towards the railway were twice as likely to report being annoyed; annoyance among residents with bedroom windows facing the railway as opposed to the quiet facade was 1.5 times higher.

The World Health Organization (WHO 2018) considers annoyance and self-reported sleep disturbance as health outcomes due to the evidence that these factors are possible causal pathways of noise-induced cardiovascular and metabolic diseases. Maximum sound pressure levels (SPLs) as low as 33 dBA have been shown to induce physiological reactions during sleep (Basner & McGuire 2018). Hahad and colleagues (2018) found an association between railway noise annoyance during sleep and atrial fibrillation, which can increase the risk of stroke, heart failure and other heart-related complications. While noise guidelines usually set exposure limits on the average sound level (Leq), the number and characteristic of noise events during the night are a better predictor of sleep disturbance (Basner & McGuire 2018).

Measures to mitigate noise

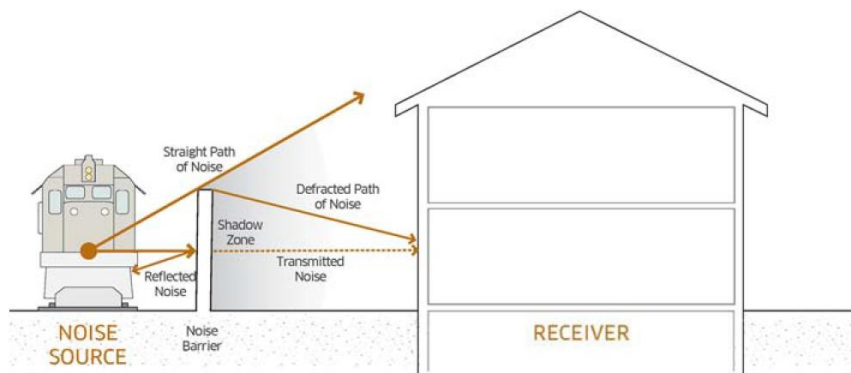
Many available measures to reduce noise are most feasible during the development of new railway tracks. Rail pads, bi-bloc sleepers, small noise barriers and tunnels, cuttings or earthwork barriers can be used. Other interventions include acoustic rail grinding, noise barriers built alongside the tracks, construction of quieter locomotives and railcars, and replacement of brakes on freight trains (WHO 2018).

A noise barrier can provide noise reduction of up 15 dBA when it blocks the line of sight between the train and the receiver, although it is typically less than that (FCM & RAC 2013). However, as can be

⁶ Annoyance is linked to adverse health effects. The World Health Organization (2018) defines annoyance as a feeling of displeasure, nuisance, disturbance or irritation caused by a specific sound or vibration. Studies use self-reported annoyance from surveys or number of reports of complaints.

deduced from Figure 2-2, sound barriers may not be effective in reducing noise impacts on upper floors of multi-storey buildings near the rail line. Underground trains are the quietest option especially when track isolation measures are used (ITA 2004).

Figure 2-2: Effect of a noise barrier on the path of noise (Source: FCM & RAC 2013)



Proposed noise mitigation

The Ontario Line environmental assessment is to study the combined noise impacts from the GO trains and Ontario Line operations along the segment of the rail corridor from East Harbour to Carlaw Avenue (Metrolinx 2021a). Appendix C of the Draft Early Works Report for the Lakeshore East Joint Corridor Early Works (AECOM 2021) provides the results of the noise assessment. Metrolinx followed the 1994 GO protocol with the Ontario Ministry of the Environment and Energy (now, Ministry of the Environment Conservation and Parks) for Noise and Vibration Assessment, the 1993 Ministry-TTC protocol, and the US Federal Transit Administration Manual (AECOM 2020, Appendix 3). The reference exposure limits Metrolinx used in its assessment are shown in Table 2-1.

Table 2-1: Rail Noise Limits for Residences used by Metrolinx (Metrolinx 2020)

Parameter	Measure	Exposure Criterion*
Airborne Noise	Daytime Adjusted Noise Impact (16-hour average, 7 a.m. to 11 p.m.)	5 dB relative to the higher of pre-project sound levels or 55 dBA
Airborne Noise	Night-time Adjusted Noise Impact (8-hour average, 11 p.m. to 7 a.m.)	5 dB relative to the higher of pre-project sound levels or 50 dBA
Airborne Noise	Subway vehicle L_{passby} **	80 dBA
Ground-borne Noise	Subway vehicle L_{passby}	35 dBA

* Limits apply outside building, except for ground borne noise

** L_{passby} The allowable noise level associated with a train passing by

Metrolinx has proposed noise walls along the existing GO rail corridor through the Riverside and Leslieville areas (Figure 2-3). Other noise mitigation approaches are being considered such as rail dampers, continuously-welded rail, ballast mats, floating slabs, resiliently supported rail ties and highly resilient fasteners. “Once the trains are running, there will be continual track and vehicle maintenance, combined with timely monitoring and inspections (Winterburn 2020).”

Figure 2-3: Recommended noise walls and vibration mitigation for GO service expansion between Greenwood and the Don Valley (Source: GO Expansion Program Public Consultation Meeting 3rd Round November-December 2020, [accessed 2021-06-19](#))



Noise – underground compared to overground rail

Available evidence shows when it comes to noise, underground trains cause less disturbance than either elevated or at grade alignments (ITA 2004; US FTA 2018).

A noise impact assessment was done for the underground Relief Line (IEC 2018). The potential sources of operational noise identified were 1) subway stations 2) traction power substations 3) tunnel ventilation and 4) emergency exit buildings. These stationary sources of noise are readily mitigated. The plan was to assess these at the final design stage when seeking an Environmental Compliance Approval, which would ensure they comply with the Ontario noise guidelines for stationary sources.

The Early Works report (AECOM 2021) provides an assessment of the noise impact of the expanded GO service and the Ontario Line. The main contributor to noise exposures are the GO trains. With noise barriers the modelling suggests that noise levels at many of the selected receptors would be lower than it is today (between 0.4 and 10 dBA less). A predicted increase in noise levels was noted for five high-rise buildings (327 and 345 Carlaw Avenue, 1189 Dundas Street E., 444 Logan Avenue and 369 Pape Avenue). These were estimated to be below 5 dBA, which are characterised as being either noticeable or negligible in the Ontario noise guidelines and do not require mitigation measures. Station-related noise was not assessed.

The community is very concerned about the impact of the planned service and large increase in frequency of trains on the level of noise residents along the railway corridor will experience. Agincourt Village Community Association reports that residents were devastated by the removal of mature trees that used to form both an acoustic and aesthetic barrier. They note that the noise barriers that were installed have not been effective at reducing exposure to noise. Residents continue to be disturbed by engine, brake, and whistle sounds (Potter 2021). Given the experience of the Agincourt community,

residents of Riverside and Leslieville question the effectiveness of the proposed mitigation measures and how well the noise assessment takes into account deflected and refracted noise.

While proposed mitigation measures would meet Ontario noise guidelines, it is worth noting that there are several limitations to these guidelines from a point of view of health.

The Ontario (2013) guidelines set 50 dBA L_{night} as the acceptable outdoor noise limit at night. This is higher than the recommended limit of 44 dBA L_{night} for railway noise established by the WHO (2018). WHO's limit is based on adverse effects on sleep and corresponds to levels at which 3% of people reported to be highly disturbed by railway noise. This criterion is consistent with Health Canada (2017)'s guidance, which considers the change in percent highly annoyed (%HA) an appropriate indicator of noise-induced human health effects from exposure to noise during the operational phase of a project. Health Canada also indicates that noise levels for susceptible populations in particular not exceed the WHO outdoor annual average 40 dBA L_{night} . Further, Health Canada suggests that WHO's ideal background noise level of 35 dBA be used as a reference level to determine the potential impact and the need for mitigation in the event of potential impacts on schools.

While guideline levels are set using equivalent noise levels (Leq), other characteristics of the noise, including peak noise, multiple sources of noise and simultaneous occurrence of vibration are known to influence perception of noise, annoyance, sleep and well-being (Basner & McGuire 2018; Cerletti et al. 2020; Guski et al. 2017; Lercher et al. 2017).

Another consideration is that when existing outdoor levels are above the guideline levels of 55 dBA L_{day} or 55 dBA L_{night} , the Ontario guidelines allow for an increase in noise of up to 5 dBA above current levels before mitigation is required. This 5 dBA threshold is based on perception – that is a person is unlikely to notice a difference in sound levels. It is not a health-based criterion. It in effect allows background noise to increase. As indicated above, background noise levels in Toronto, including in this neighbourhood, are already at levels associated with adverse health impacts.

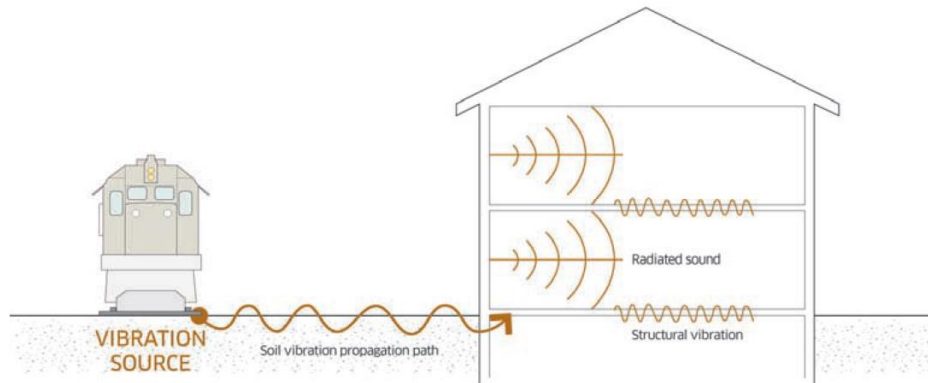
The available evidence therefore indicates that, from a point of view of health, the underground alignment is preferred as it would minimise any additional exposure to noise for people living near the rail corridor in this neighbourhood.

2.3 Vibration

Vibrations from trains

Vibration travels from the source through the transit structure and excites the adjacent ground, creating vibration waves that travel through the layers of soil and rock to the foundations of nearby buildings (Figure 2-4). The vibration then spreads from the foundation throughout the remainder of the building structure. Soil and subsurface conditions influence the levels of ground-borne vibration. The effects of ground-borne vibration can include perceptible movement of floors in buildings, rattling of windows, shaking of items on shelves or hanging on walls, and low-frequency noise (ground-borne noise). The vibration of the building structure and room surfaces can emit a low-frequency rumble called ground-borne noise (US FTA 2018).

Figure 2-4: Ground-borne vibration propagation (Source: FCM & RAC 2013)



The major sources of vibration from moving trains are 1) the moving load effect,⁷ 2) track unevenness, 3) defects on the rail surface, and 4) defects on the wheel surface (Kouroussis et al. 2021). Of the factors that contribute to ground-borne vibration and noise from rail, the most important one is the track support system. Special vibration control systems such as resilient fasteners, ballast mats, and floating slabs are effective in reducing vibrations. Heavier transit structures will lower vibration levels. Higher train speed will increase vibration, with a doubling speed resulting in an increase in approximately 4 to 6 VdB. Wheel flats and wheel roughness are major sources of vibration from steel wheel/steel rail systems. Rough tracks contribute to vibration, therefore maintaining a smooth surface is important. Stiff suspension systems will also contribute to higher vibration levels (US FTA 2018). Airborne noise at low frequencies (such as those caused by locomotives) can also induce vibration in lightweight elements of a building and can be perceived as ground-borne vibration (FCM & RAC 2013).

Vibration and health⁸

Vibration is perceived through complex physiological mechanisms. The magnitude, frequency, duration, and temporal characteristics of the vibration affect the way it is perceived. Available data suggest that

⁷ The effect of a moving load – in this case the railcar – on a structure.

⁸ There are different ways to measure and report vibrations. Ground-borne vibration can be expressed as root-mean square (RMS) velocity either in decibels or mm/sec, and ground-borne noise as A-weighted sound levels (dBA) (US FTA 2018). Another measure is the vibration dose value (VDV).

- **RMS (m/s)**: the frequency-weighted root-mean-square velocity measured in metres per second. In the US it is measured in inches per second
- **RMS (m/s²)**: the frequency-weighted root-mean-square acceleration is the preferred measure of vibration in the ISO standard (Peris et al. 2012)
- **RMS W_k (m/s²)**: The root-mean square acceleration for whole-body vertical vibration
- **VdB**: The vibration velocity level expressed in the decibel scale
- **VDV (m/s^{1.75})**: the vibration dose value is a measure of the cumulative exposure to vibration during a period or time using two frequency weighting curves for vertical and horizontal vibrations based on the human perception thresholds of vibration. VDV takes into account the number of events, their duration, and their vibration level and RMS takes account of the number of events and their level (Peris et al. 2012). The use of the fourth power method makes VDV more sensitive to peaks in the

people react differently depending on the source of vibration, including the type of train (Waddington et al. 2014). Factors that influence the degree of annoyance include:

- Time of day – lowest annoyance when vibration occurs during the day, higher annoyance during the evening and most annoyance at night
- Visibility – greater annoyance when the source of vibration is visible
- Time spent at home – higher annoyance among people who are at home less than 10 hours a day
- Property damage – people who are concerned about property damage report higher annoyance
- Future expectations – people who anticipate vibrations will get worse in future express more annoyance
- Noise sensitivity – people who describe themselves as noise sensitive report a higher degree of annoyance (Woodcock et al. 2014).

Table 2-2 below summaries the human response to different levels of vibration and accompanying sound.

A study in Sweden found that freight and diesel trains were more annoying than electric passenger trains. A statistically significant increase in annoyance was observed at a distance of up to 200 m for passenger trains (electric), 300 m for diesel trains, and 400 m for freight trains (Maclachlan et al. 2018).

Vibration from trains can reach 0.4mm/sec RMS or occasionally more (FCM & RAC 2013). Typically, humans will not notice vibrations at levels 0.1 mm/s RMS. Strength of vibrations from rail depend on the distance, soil structure, and type of infrastructure. However, the human response to vibration in buildings cannot be explained by the magnitude of the vibration alone. Some complaints are associated with vibration levels lower than the human perception threshold. This is because factors such as ground-borne noise, rattling, movement of hanging objects, and time of day all play a role in how individuals respond to vibration (US FTA 2018). Levels of vibration close to the tracks of rapid transit or light rail are around 70 VdB but can sometimes be more. Vibration levels from the heavier locomotives used on diesel commuter trains are 5 to 10 VdB higher than those from light rail. Experience shows that few complaints occur when vibration levels are below 72 VdB (US FTA 2018).

Ground-borne vibrations contribute to annoyance (Janssen & Hong, 2017). Annoyance has been found to be higher when residents can hear trains every day and when objects in the home rattle (Janssen et al. 2015). People report greater annoyance during the night. A study in England found that with the same vibration exposure [measured as 24-h RMS W_k of 0.004 m/s^2 or vertical vibration dose value (VDV_v) of 0.05 $m/s^{1.75}$] 4% of residents report being highly annoyed during the day, 7% during the evening, and 15% during the night (Peris et al. 2011; Peris et al. 2012). Night-time disturbances were better correlated with horizontal vibration exposure (VDV_d) (Peris et al. 2011). At an average exposure level (from 7:00 a.m. to 7:00 p.m.) of VDV_v of 0.01 $m/s^{1.75}$, about 2% of the respondents reported being

-
- acceleration waveform. VDV accumulates the vibration energy received over the daytime and night-time periods (NSW 2006).
- **VDV_v** ($m/s^{1.75}$): The vibration dose value for vibration in the vertical direction
 - **VDV_d** ($m/s^{1.75}$): The vibration dose value for vibration in the horizontal direction

highly annoyed. In the same survey, 50% of 931 respondents reported being able to feel railway induced vibration at exposures of VDV of 0.0082 m/s^{1.75} (Waddington et al. 2014). While vibration standards are usually set as time-weighted averages, the authors note this may not be the best measure to assess annoyance.

Table 2-2: Human Response to Different Levels of Ground-Borne Vibration and Noise (Source: US FTA 2018, p. 120)

Vibration Velocity Level	Noise Level Low frequency*	Noise Level Mid frequency**	Human Response
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound: usually inaudible. Mid-frequency sound: excessive for quiet sleeping areas.
75 VdB***	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise: tolerable for sleeping areas. Mid-frequency noise: excessive in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration tolerable only if there are an infrequent number of events per day. Low-frequency noise: excessive for sleeping areas. Mid-frequency noise: excessive even for infrequent events for some activities.

* Approximate noise level when vibration spectrum peak is near 30 Hz.

** Approximate noise level when vibration spectrum peak is near 60 Hz.

*** Few complaints occur when vibration levels are below 72 VdB. Vibrations impact sleep quality. Vibrations may cause people to wake up in the night or to wake up too early, and to have greater difficulty of going back to sleep. Exposure to vibration results in more reported sleep disturbance. As well, fewer people indicate feeling restored (Woodcock et al. 2014). Vibrations have been found to increase the heart rate and affect sleep structure (for example, reduction in REM sleep, shorter period of time between falling asleep and first awakening, and shorter uninterrupted time in slow wave sleep).

Both noise and vibration affect the natural rhythm of sleep. Evidence indicates sleep disturbance is more likely when noise occurs along with vibrations, such as with railway noise (Basner & McGuire 2018). Smith and colleagues (2013, 2014, 2016, 2017) undertook various experiments simulating exposure to train noise and vibration. Strength of vibration, number of trains and level of noise were found to contribute to the likelihood of sleep disruption. When vibrations were stronger and trains more frequent, sleep was more fragmented (Smith et al. 2013). Stronger vibrations also resulted in an increase in heart rate (Croy et al. 2013; Smith et al. 2013). Given that arousal from sleep is more likely during shallower sleep stages, older adults may be more sensitive to noise and vibration (Smith et al. 2017). As children need more sleep, it is also possible that they are also more vulnerable.

A study in the Netherland found that awakenings were associated with the vertical maximum vibration (Vmax). Increases of Vmax levels from freight trains of 0.1 mm/s were associated with about a 4% increase in reported severe sleep disturbance (Van Kamp et al. 2017). Factors related to higher disturbance included sleeping on a higher floor, with an open window or when vibrations were accompanied with rattling of objects within the home.

Measures to mitigate vibration

Metrolinx uses a vibration velocity of 0.1 mm/s RMS as its benchmark to decide if mitigation measures are needed (Table 2-3). Vibrations from underground trains can be an issue, but low-cost measures are available to reduce these to acceptable levels. A study of annoyance that looked at three rail lines, reported a very low level of annoyance from vibration along the line that had been covered (Janssen et al. 2015).

Many of the measures used to reduce noise are also used to reduce vibration (US FTA 2018). Special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, ballast mats and tire-derived aggregates can be used. In addition, preventative maintenance such as rail grinding and wheel truing to remove wheel flats.

Table 2-3: Rail Vibration Limits for Residences used by Metrolinx (Metrolinx 2020)

Parameter	Measure	Exposure criterion outside building
Ground-borne Vibration	Vibration Velocity RMS	0.1 mm/s RMS (equivalent to 72 VdB)

Vibration – underground compared to overground rail

While complaints of ground-borne vibration are more common in underground trains than those at grade, this is not because the vibrations are greater, but because underground rails are often closer to building foundations. As well, since they tend to be of higher frequency, they are more noticeable than those from at-grade tracks (US FTA 2018).

Typically, humans will not notice vibrations at levels 0.1 mm/s. The Relief Line noise and vibration assessment estimated vibrations to be between 12 and 14 percent of the Ministry-TTC protocol criterion of 0.1 mm/s along this segment of the line (IEC 2018). The Early Works report for the joint corridor identified nine receptors where vibration levels were estimated to be between 12 and 128 percent above the Ministry-GO protocol. Metrolinx indicates that further investigation will be needed before determining the required mitigation. In all but one location, the excess vibration was attributed to GO trains. The estimated level of vibration at the other receptors varied between 28 and 92 percent of the Ministry-GO criterion.

Hundreds of homes and apartments are well within 100 metres of the proposed OL and GO lines. This includes 365 properties, three of which are senior’s apartment buildings, that are less than 30 metres from the proposed rail lines (Metrolinx 2021). As noted above, complaints can be associated with vibration levels lower than the human perception threshold (US FTA 2018). So, even if the Ministry protocol limits are met, complaints related to vibration may still occur. While the difference between

the options is likely small, the available information suggests that the underground option is likely to result in a lower likelihood of sleep disruption and fewer complaints related to vibration.

2.4 Green space

Green space in Toronto

There are more than 1,500 parks in Toronto with a total area of 8,000 hectares, or about 13% of the land area of Toronto (Toronto 2019a). The degree of access to parks varies across the city (Figure 2-5). As Toronto's population grows and more people live in apartment buildings, the need for park space will increase, including in South Riverdale (Figure 2-6). Toronto's parkland strategy has identified the need for additional parks in the study area, particularly on the north-west side of the existing railway corridor (Figure 2-7). With about 11.5 million trees, Toronto's tree canopy covers about 30% of the city (Toronto 2020). While the tree canopy has increased, it is still below the 40% target set out in Toronto's Strategic Forest Management Plan (Toronto 2013). South Riverdale is one area of the city with the lowest tree canopy (Figure 2-8).

The benefits of Toronto's trees include improving air quality by trapping 1,905 tonnes of air pollutants a year. They also store about 1.1 million tonnes of carbon, the equivalent annual carbon dioxide emissions from 733,000 cars (City of Toronto 2015).

Figure 2-5: Park area per person in Toronto (Source: Toronto 2019a)

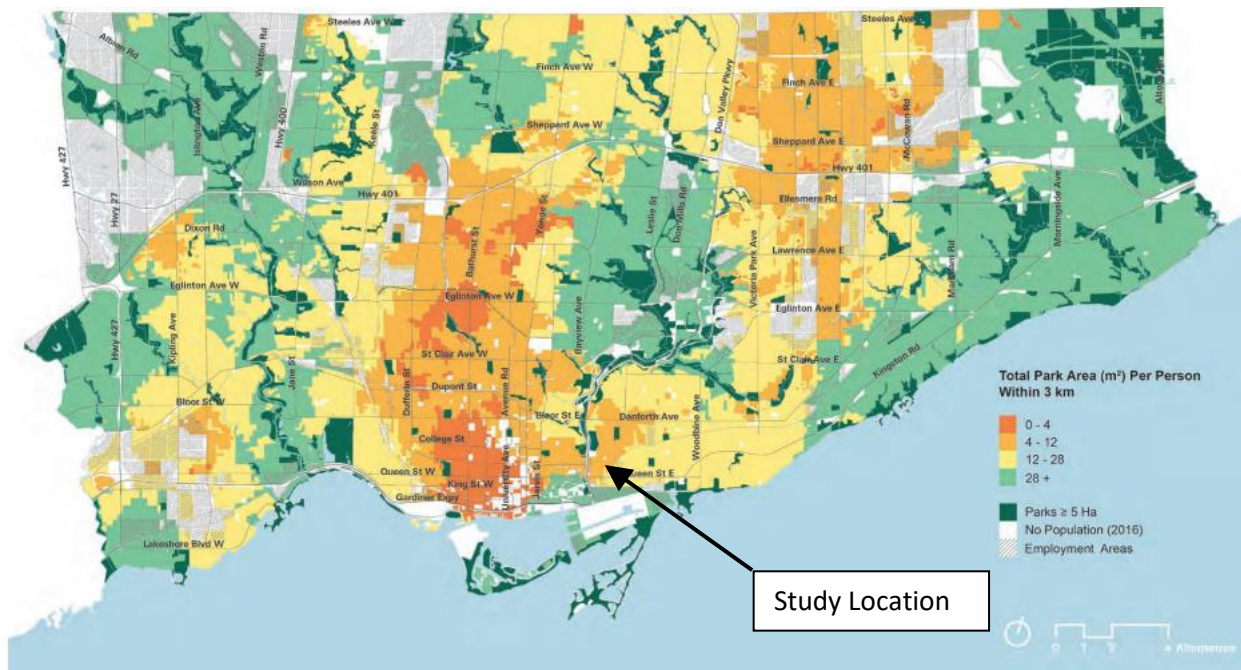


Figure 2-6: Percent change in available parkland supply in Toronto between 2016 and 2033 due to anticipated growth in population (Source: Toronto 2019a)

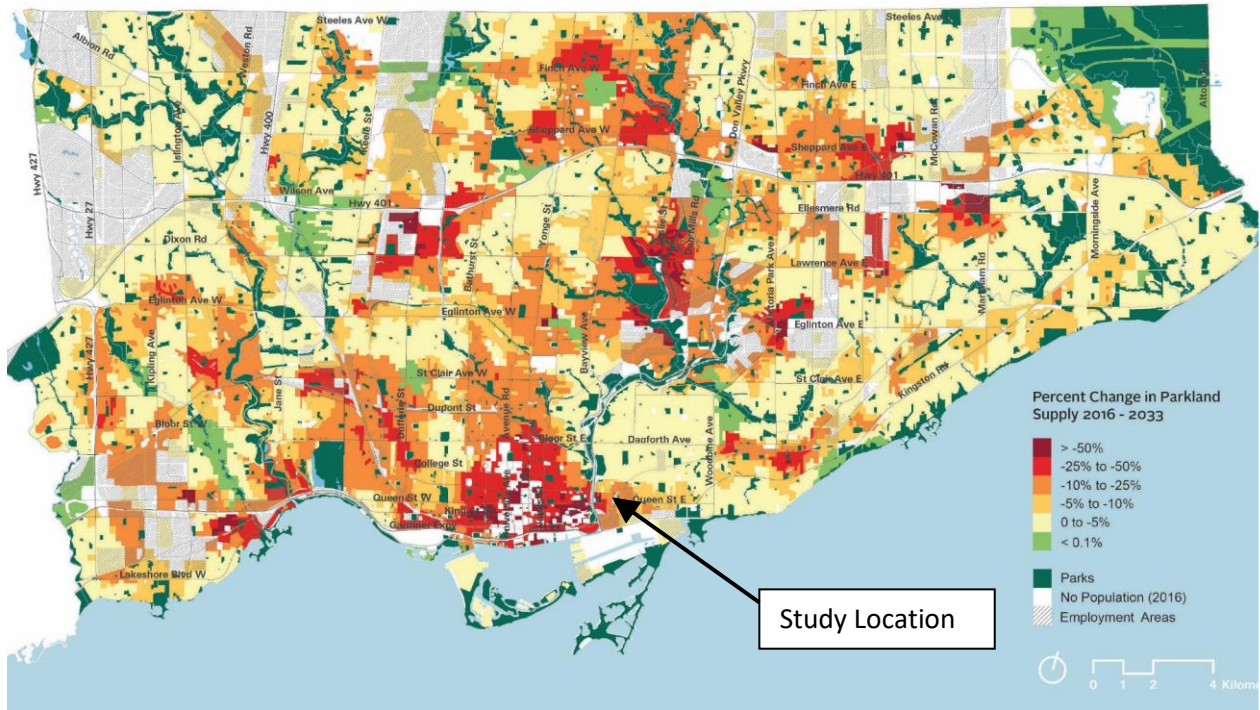


Figure 2-7: Areas of parkland need in Toronto (Source: Toronto 2019a)

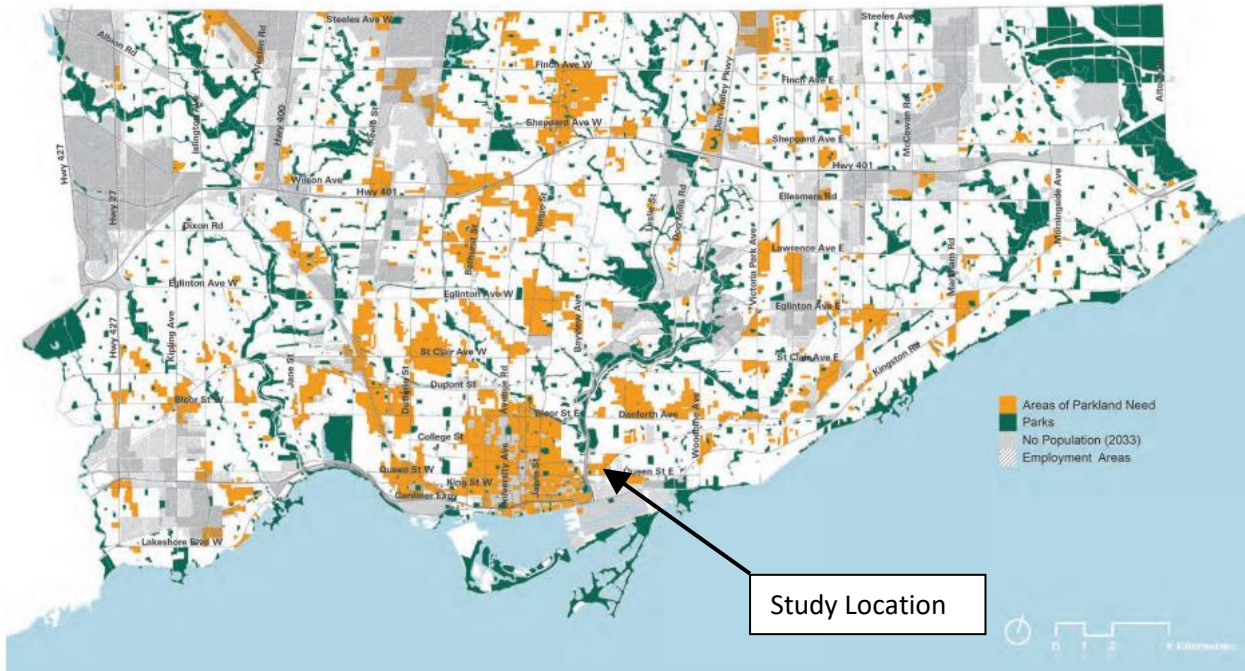
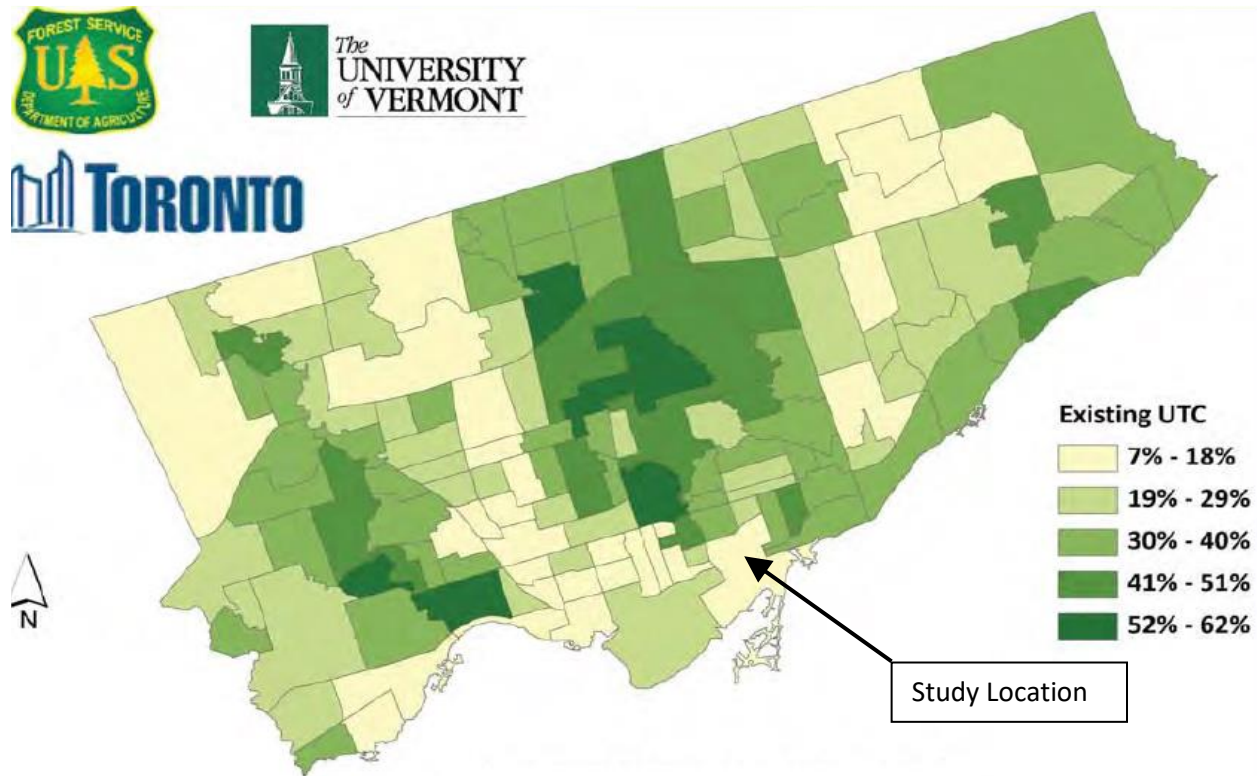


Figure 2-8: Average tree canopy by Toronto neighbourhoods (Source: Toronto 2013)



Green space and health

The contribution of green space to health is being recognised more and more (PHE 2020). In its review of the evidence, Toronto Public Health concluded that green space improves physical health, mental health and well-being of urban residents. It also noted that frequent access to nearby green space is important, especially for children and people living on low-income (TPH 2015a). Studies have found that living in greener communities reduces health disparities. Green space also reduces the negative effects of air pollution, excessive noise, heat and flooding (PHE 2020).

Studies have shown that people who live in greener neighbourhoods and have better access to green spaces have better health outcomes. A study that looked at greenness near a person's home and deaths among Canadian-born residents of 30 cities found that people living in areas with more green space had an 8 to 12% lower risk of dying from heart and lung disease (Crouse et al 2017). A health impact assessment estimated that increasing the tree canopy in Philadelphia from 20% to 30% would lead to a 3% reduction in death (Kondo et al 2020). Greenery helps people recover from illness and managing poor health. Green environments also contribute to improved mental health, including less depression, anxiety, and fatigue. They enhance the quality of life for both children and adults, help bind communities together, reduce loneliness, all of which result in an improved sense of well-being (PHE 2020). Studies have also found higher levels of physical activity among people who have more access to green space (Billings et al 2020; Glazener et al 2021). Green space reduces the urban heat island effect and lowers the levels of pollutants in the air (Zupancic et al, 2015).

The health benefits of green space include decreased risk of many different health outcomes: all-cause mortality, stroke and other cardiovascular diseases, respiratory diseases, premature mortality, stress, anxiety, type-2 diabetes, and high blood pressure. Green space is also associated with improved cognitive function, immune function, sleep patterns, pregnancy outcomes, and self-reported health (Glazener et al 2021). Green space is associated with longer sleep in both adults and children (Billings et al 2020). The more you are exposed to green space, the greater the mental health benefits (Engemann et al 2019). In an increasingly urban society, it is important to provide sufficient access to green spaces to protect children's and adolescents' mental health (Vanaken and Danckaerts 2018). Green spaces also provide a home for birds. A study in Europe found that when an area had a higher number of bird species, people indicated a higher level of life satisfaction, showing the importance of maintaining biodiverse green spaces (Methorst et al 2021).

How green spaces benefit health is still not fully understood. The health benefits could be related to the fact that green spaces encourage exercise, provide spaces for socializing, reduce exposure to heat, noise and air pollution, improve immune function and help to reduce stress. In addition, green spaces contribute to greater climate resiliency. Psychological restoration may be green space's strongest protective mechanism (Engemann et al 2019; Wilson et al 2020).

Green space and climate

Green space provides many benefits when it comes to reducing the impacts of climate change on health. The tree canopy and other greenspaces keep outdoor spaces cooler and reduce the urban heat island effect, which will become more important as Toronto experiences more hot days in a warming climate (Demuzere et al. 2014; Zupancic et al 2015). In addition, trees sequester carbon as they grow. The larger the tree and greater the leaf density, the greater the benefit. Compared to a tree with a 15 cm trunk, a 75 cm tree can store up to 90 times more carbon and adds up to 100 times more leaf area to the tree canopy. Green spaces also have an important role in reducing urban flood risks by reducing runoff and as flood plains next to rivers, streams and other bodies of water (Demuzere et al. 2014; PHE 2020).

Green space and noise

Green spaces mitigate the adverse effects of harmful, transportation-related environmental exposures like noise (Glazener et al 2021). A study that compared the noise levels from trains running on tracks using concrete or wooden rail sleepers in both green and open spaces found that the average noise levels from rail traffic were lower in green areas and when tracks had wooden sleepers (Aleknaitė and Grubliauskas 2018). Increasing residential green is associated with reduced road traffic and railway noise annoyance with an equivalent level of 3 dB reduction of railway noise (Schäffer et al 2020).

Figure 2-9: Satellite view of the rail corridor from the Don River to Jones Avenue (Source: Google Maps, accessed 2021-06-19)

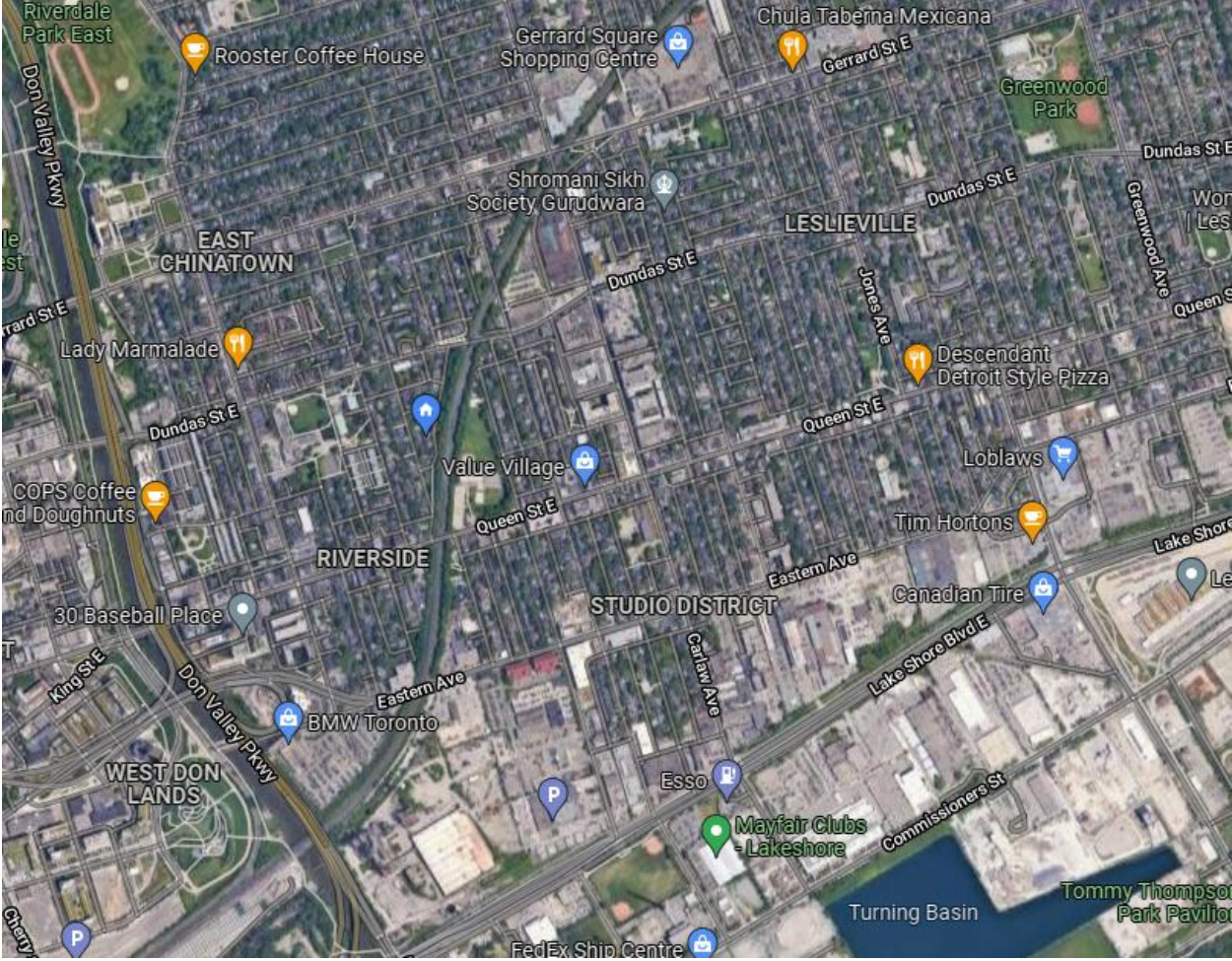


Figure 2-10: Satellite view of the rail corridor showing the potential canopy loss related to tree removal along the rail corridor (view next to the Jimmie Simpson Recreation Centre) (Courtesy of the South Riverdale Community Health Centre, referenced cross section drawing by Metrolinx)



Ontario Line – impact on green space and proposed mitigation

A large portion of the current rail corridor is lined by trees (Figure 2-9). To install additional tracks, Metrolinx will need to remove much of this natural barrier (Figure 2-10). The Early Works report (AECOM 2021) notes Metrolinx will remove vegetation along the existing corridor. An expected 2.24 hectares of woodland, about 0.53 hectares meadow and up to 0.86 hectares of cultural hedgerow are anticipated to be removed. There will also be an impingement on Bruce Mackey Park and the Gerrard-Carlaw Parkette.

Metrolinx has noted that it will consider vegetation, landscaping and streetscaping to enhance noise walls so they fit well with surrounding spaces, like parks (Wilbur 2021). Specifically, Metrolinx has indicated that it will limit impact on green space by building new noise and retaining walls almost entirely within the existing rail corridor. They note that building the walls closer to the tracks than the current fence will allow more land to be accessible to the community. It has also indicated that green space will be added to the four park spaces in the area – Jimmie Simpson Park, Bruce Mackey Park, McCleary Playground and the Gerrard-Carlaw Parkette – increasing the area of park space by nearly 2,600 m² or 0.26 hectares (by comparison Jimmie Simpson Park is 2.4 ha in size).

Green space – underground compared to overground rail

South Riverdale is a neighbourhood with lower-than-average tree cover and a park deficiency. Removing the existing trees along the existing rail line will reduce the tree canopy in a neighbourhood where tree cover is well below the city average. It will also remove greenery which contributes to the character of the area and acts as a carbon sink. While Metrolinx has indicated that it will plant trees for every tree removed for the construction of the line, it will take many years for these new trees to achieve the same aesthetic and climate value as the existing mature trees. Still unknown is where these trees will be planted and what will be done to ensure they thrive. The removal of trees in the railway corridor will also eliminate the cooling effect these currently provide the neighbourhoods.

A decrease in green space will be detrimental to health. As of the date of writing, there are insufficient details to accurately assess the impact of an overland alignment on green space, including tree cover along the rail corridor. Some trees may need to be removed as part of the GO rail expansion and electrification, but how much more will need to occur to accommodate the Ontario Line is unclear.

An examination of the maps provided (Winterburn 2021) shows that, except for the addition to 500 square metres to the Gerrard-Carlaw Parkette, much of the additional park space that Metrolinx will make available is within portions of the rail corridor that are already green space. Therefore, it will not result in new green space in the community. As well, with the proximity of the retaining walls and noise barriers, the quality of this space is still unknown (Munro 2021b).

Given that an underground option can be expected to have less impact on current green space in this neighbourhood, from the point of view of health, an underground alignment is preferred.

2.5 Recreation/Leisure

Amenities in the community include:

- Three libraries (Jones, Queen & Saulter, Riverdale)
- Two recreation centres (Matty Eckler Community Recreation Centre, Jimmie Simpson Recreation Centre)
- Twenty parks including parkettes and playgrounds (see Figure 2-11)

A range of sports amenities are located in Jimmie Simpson Park. These include a ball hockey pad/ice rink, an outdoor basketball court, two outdoor tennis courts, and a sports field.

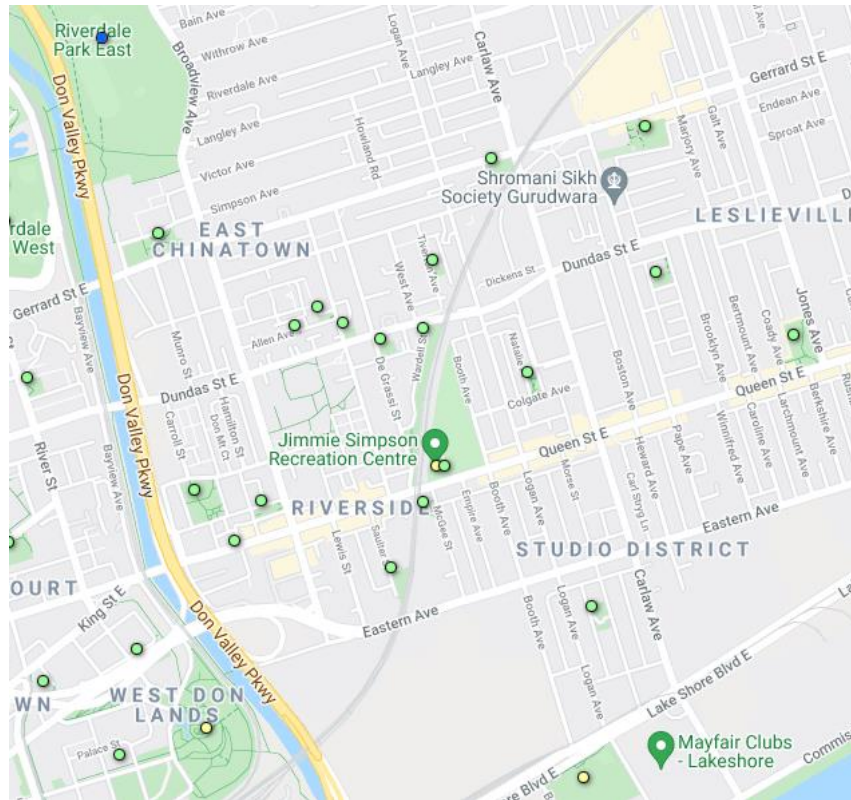
Health benefits of recreation and leisure

The combined health and social benefits make parks and recreation facilities one of the most cost-effective public services (California 2005). Recreation is known to confer physical and mental health benefits. Some of these benefits can be attributed to physical activity which reduces the risk of disease, boosts the immune system, helps maintain a healthy weight and results in overall increase in life expectancy. Access to playgrounds is important for children's health (TPH 2015a).

Recreational activities contribute to quality of life and improved mental health as well as provide social benefits. These include promoting social bonds and strengthening community ties. Youth who are

engaged in recreational activities are less prone to exhibiting negative behaviours and show improved educational outcomes (California 2005). Participants in a consultation undertaken by Planning South Riverdale (2014) noted that “the absence of places where low-income people can meet and socialize was identified as limiting opportunities to connect with friends and neighbours.”

Figure 2-11: Locations of park, parkettes, playgrounds in the study area (Source City of Toronto Maps, accessed 2021-07-23)



Park Size: ● less than 25,000 square metres ● 25,000 to 75,000 square metres
 ● more than 75,000 square metres

Recreation and leisure – underground compared to overground rail

The advantage of an underground alignment compared to an overground one is that it would reduce the impact on surface land-use, include park and recreational spaces.

As mentioned in the section on green space, except for the additional space at the Gerrard-Carlaw Parkette, much of the additional park space that Metrolinx will make available is within portions of the rail corridor that are already green space. Access to recreational amenities is essential for health and well-being. Members of the community have expressed concerns that an over ground Ontario Line would adversely impact the quality of green space both during and after construction in an area that already has a limited supply of parks and recreation facilities. They also noted the particular importance of recreational spaces for children. And, as the population continues to increase, the need for these amenities will become more critical.

2.6 Air quality

There are four air quality monitors in Toronto. The downtown station is the one closest to Riverside/Leslieville. For the 10-year period between 2009 and 2018 the levels of fine particles and ozone in downtown Toronto have remained fairly stable (Table 2-4). During that same period, concentrations of nitrogen dioxide, which comes primarily from the combustion of fossil fuels, have declined about 27 percent. The largest source of air pollution released within Toronto is transportation (City of Toronto 2017).

Table 2-4: Trends in annual average concentrations of selected air pollutants in downtown Toronto between 2009 and 2018. (Source: Air quality in Ontario 2018 report, accessed 2021-06-30)

Pollutant	Concentrations (2009)	Concentrations (2018)	Trend	Canadian Ambient Air Quality Standards (2020)
Fine particles (PM _{2.5})	7.06 ug/m ³ (estimate)	7.94 ug/m ³	None	8.8 µg/m ³
Ozone (O ₃)	24.64 ppb	25.8 ppb	None	62 ppb
Nitrogen dioxide (NO ₂)	14.36 ppb	10.99 ppb	-27%	17 ppb (NO ₂)

Air pollution and health

Both short- and long-term exposure to air pollution can lead to adverse health outcomes. It contributes to various lung and heart diseases. These include the onset and exacerbation of respiratory disease, particularly asthma, wheezing, reduced lung function, hypertension, stroke, and heart attack. Air pollution is also associated with increased risk of childhood cancer, lung cancer, adverse birth outcomes, neurodevelopmental issues, reduced cognitive function, dementia, and diabetes (City of Toronto 2017; Manisalidis et al. 2020).

In Canada, air pollution is a major risk factor for premature death and disability with an estimated economic cost of \$120 billion in 2016 or approximately 6% of Canada's real gross domestic product (Health Canada, 2021). In Toronto, air pollution gives rise to around 1,300 premature deaths and 3,550 hospitalizations from respiratory and cardiovascular illness each year (City of Toronto 2017). Particulate matter (PM_{2.5}) ozone (O₃) contribute the most to cardiovascular and respiratory ill health, accounting for about 96% of premature death and about 97% of hospitalizations.

Ontario Line – impact on air quality

The Ontario Line will use electric trains. Air pollution and greenhouse gas emissions from running these trains will come from the source of the electricity used – the cleaner the source, the less the pollution. In addition, the friction generated between the brakes and the wheels, the friction between the wheels and the rail, and maintenance activities release particles into the air. These are rich in metals including, barium, chromium, copper, iron, and manganese (TPH 2019b). Lower levels of fine particle matter have

been found in the Montreal metro system compared to those in Toronto and Vancouver. This could be because the trains in Montreal run on rubber wheels and have wooden brake pads (Ryswyk et al. 2017).

The community has raised concern about reduced air quality as the result of the transit expansion that is affecting the neighbourhood. Although this is a legitimate concern, this impact is related to the GO rail service rather than the Ontario Line. Impact on air quality from construction is discussed in the section on impacts of construction below.

Air quality – underground compared to overground rail

The emission profile between an underground and overground Ontario Line is not expected to be significantly different. Where there is a difference is in the release of metals and other particles due to friction. Underground, these are released in a more closed environment, and could result in higher exposure for passengers using the system. The Medical Officer of Health (TPH 2019a) identified various measures, including platform edge doors, as ways that could be used to reduce exposure to particulate matter in Toronto’s subway system. Such doors are planned for the Ontario Line. A study conducted in Italy found particulate matter concentrations in a “high-quality” metro system to be lower than the ones measured in “traditional” railways, as well as lower than outdoors (Carteni & Cascetta 2018). This suggests that, with appropriate measures in place (for example, rubber tires, platform screen doors, advanced ventilation system and a variable slope of the longitudinal profile of the line), an underground option would not result in an increase exposure to pollutants to passengers, but might even result in lower exposure to pollutants than an overground alignment, where these pollutants would be directly released into the wider environment.

2.7 Health & social services

Transit improves access to health and social services, especially for people on low income or who do not drive. These services help maintain health, prevent disease, restore function, and improve well-being (TPH 2013). There is likely no difference between the overground and underground options on access to health and social services in the neighbourhood. However, as described in the gentrification section, displacement of businesses could decrease access to services that cater to existing residents, especially people who have less facility in speaking English.

2.8 Social equity

The social and economic circumstances of Toronto residents, and the area where they live, work, learn and play, influence how healthy they are. A person’s social-economic circumstance is the most influential factor. Some people are more likely to experience poor health or be at higher risk of illness (PAHO 2013; TPH 2015b; WHO 2005). These include:

- Children, older adults, people with a health condition and/or who are socially isolated
- People living on low-income and people who are unemployed or not working due to disability
- People who live in areas with lower access to goods and services, including parks and recreational facilities

- People who face discrimination, including Indigenous Peoples, Black and people of colour, refugees, migrant and undocumented workers, single-parent families, LGBTQ2S+ people, people with a disability, and women
- People with a lower level of formal education, homeless people and those who live in inadequate or unaffordable housing, and people who work in hazardous conditions

The impact of urban development is not equally distributed among the population (Tehrani et al 2019). For this reason, health impact assessments pay particular attention to equity to ensure that people who are already at higher risk of ill health do not experience an even greater burden to their health.

Vulnerable groups living in South Riverdale

Table A-4 in the Appendix summarises a few demographic parameters for South Riverdale, which corresponds closely to the study area (City of Toronto, 2018). When it comes to vulnerable populations, the proportion of the population that identifies as Indigenous is about twice that of Toronto as a whole (1.9% vs 0.9%). While the proportion of people of colour is lower than that of the city as a whole, a higher proportion (8.1%) of the population does not speak either of the official languages. The rate of poverty (20.7%) and the percentage of households with income less than \$20,000 (14%) is similar to that of Toronto as a whole. The proportion of single-person households (35.9%) and of seniors living alone (29.1%) is higher than the city average. Compared to Toronto as a whole, a larger proportion of households own their homes, while fewer households live in apartments. The proportion of people living in unsuitable (5.9%) or unaffordable housing (31.1%) is slightly lower than the city average, but when it comes to living in inadequate housing, the proportion (7.7%) is slightly higher than for Toronto as a whole.

Indigenous populations

An estimated 34,000 to 69,000 Indigenous People make Toronto their home, the largest and most diverse Indigenous population in Ontario. Seventy three percent were born outside of Toronto. Compared to the National Health Survey, the results of the *Our Health Counts Toronto* survey of Indigenous Peoples showed a much higher percentage Indigenous Peoples in Toronto live under the low-income cut-off (LICO) – 90% vs 26%. Indigenous Peoples also have a lower formal education attainment – 25% are without a certificate, diploma or college degree. About 16% are homeless (TIHAC 2016).

There is little data on Indigenous People's health in Toronto. However, available data show that they have poorer health compared to non-Indigenous populations (TIHAC 2016). Diseases that occur at increased rates in Indigenous Peoples of Canada include: infectious diseases, cancer, cardiovascular disease, type 2 diabetes, and mental illness (Park et al. undated). Indigenous Peoples experience higher rates of poverty, unemployment, homelessness, involvement with child welfare, food insecurity and challenges within the education system, all factors that contribute to poor health outcomes (TIHAC 2016). There is insufficient information to assess the impact of the Ontario Line on Indigenous residents in the study area. However, given the level of low-income among members of this community, they will face similar risks as other people on low income in general, but likely exacerbated by the trauma related to systemic influences such as historical oppression and marginalization (Park et al. undated).

People living on low-income

While family or household income in South Riverdale is higher than the city average, the number of people on low-income is similar to the city average (City of Toronto 2018). People on lower income are more likely to live in inadequate, substandard or unaffordable housing which is a stressor that contributes to poor health.

There is a well documented gradient between income and health – the higher your income, the better your health (TPH 2015b). An analysis of different indicators showed significant inequities between people living on low-income in Toronto compared to those on high-income. More people in the lowest income bracket (quintile) rated their health as poor or fair. Negative health outcomes included: lower life expectancy; higher premature mortality; as well as higher rates of cardiovascular disease, diabetes, lung cancer, low birth weight, teen pregnancy, and certain sexually transmitted infections in youth. The following risk factors were also more prevalent: lower readiness to learn; less physical activity and higher smoking rates (TPH 2015b). “When compared to the health status of the highest income group:

- Men in the lowest income group are 50% more likely to die before age 75
- Women in the lowest income group are 85% more likely to have diabetes
- Young women aged 15 to 24 in the lowest income group are twice as likely to be reported with chlamydia infection
- Babies in the lowest income group are 40% more likely to be born with a low birth weight” (TPH 2015b).

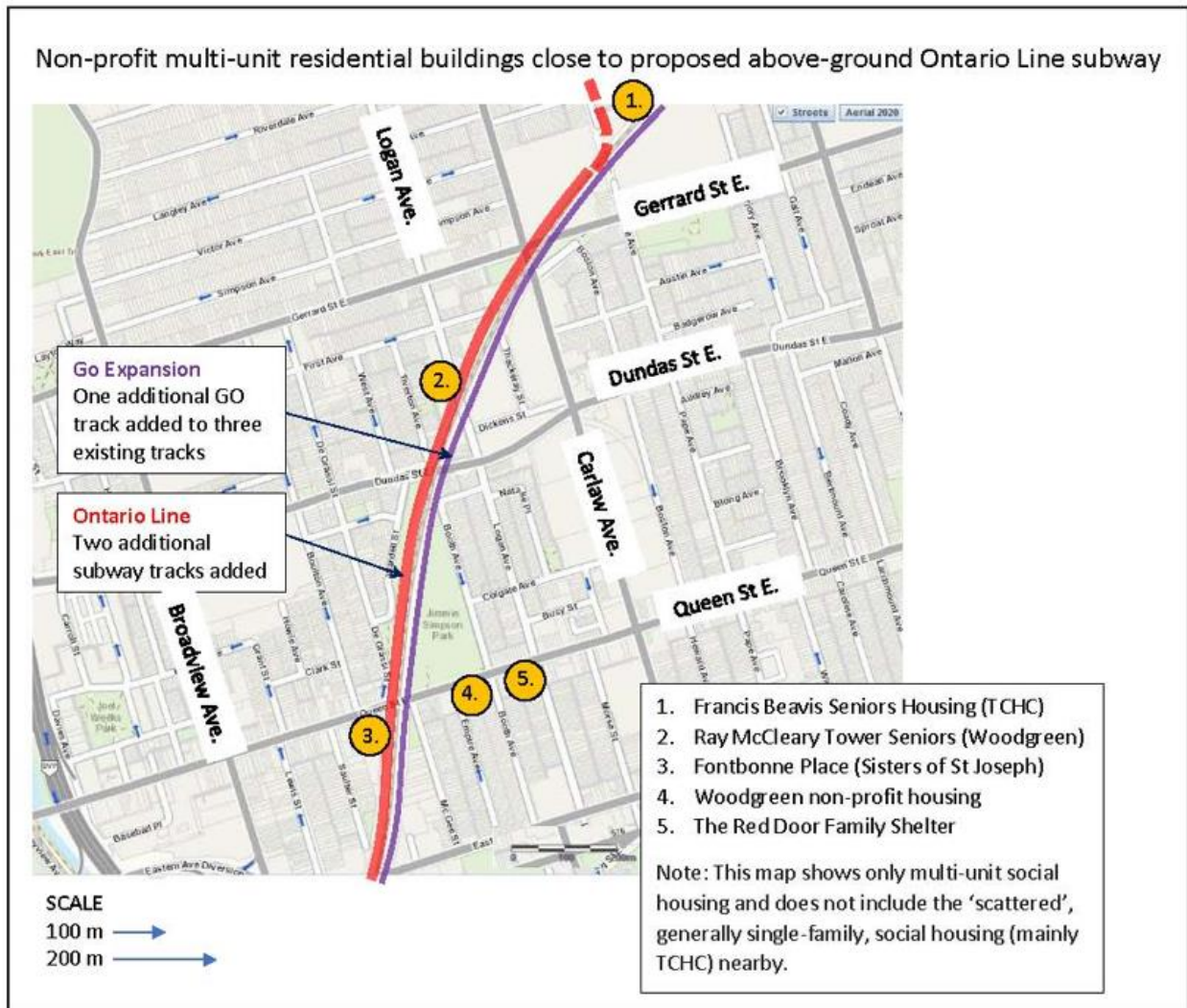
Improved transit has a positive impact on access to employment, education, and other services for people living on low income. Negative impacts are mostly related to gentrification (see section below). There are several buildings housing people with low-income near the proposed overground alignment of the Ontario Line. Three such non-profit residential buildings are immediately adjacent to the corridor (Figure 2-12). People living in these buildings can be expected to experience higher exposure to noise and vibration. It will also reduce the tree canopy near their homes. This will negatively impact the health of people who are already at higher risk of poor health due to their socio-economic status.

Language and cultural diversity

About two thirds of people living in South Riverdale report English as their mother-tongue. Of the 31% who report a non-official mother tongue the top three are Cantonese, Mandarin, and Vietnamese (City of Toronto 2018). While the proportion of people who indicate a non-official language as mother tongue or language spoken at home is lower than Toronto’s average, the proportion of people who speak neither official language is higher: 8.1% compared to 4.9% for Toronto as a whole. This increases the risk of social isolation when the community ties are broken as people and businesses that cater to their needs are displaced by gentrification and the transformation of the neighbourhood (Tehrani et al 2019).

Greater disruption to the neighbourhood is expected to occur during the construction of an overground alignment. This is likely to result in larger negative impact on the viability of small businesses that serve the local community. This would compound the risk of social isolation among equity deserving groups living in the neighbourhood.

Figure 2-12: Non-profit multi-unit residential buildings close to the proposed above-ground Ontario Line (Prepared by the South Riverdale Community Health Centre)



Seniors

The number of seniors in Toronto is growing. The 2016 census estimated that 11% of residents of South Riverdale were 65 or over, with nearly 30% of them living alone (City of Toronto 2018). With living alone comes a higher risk of social isolation. Socially isolated seniors are at more likely to be hospitalized. They are also more likely to have poor eating habits, to be less physically active, and more prone to falls and depression. They are at higher risk of death from suicide, heart disease and stroke and may also suffer from elder abuse and neglect (TPH 2017a). Changes in the neighbourhood are more likely to be detrimental to their health and well-being as social ties are affected by outward migration of family, neighbours and local businesses (Tehrani et al 2019).

Greater neighbourhood disruption from the construction of the overground option could result in negative impact on the viability of businesses and contribute to a higher level of displacement. This could affect access to services used by older adults in the neighbourhood and lead to increased social

isolation. An overground option would also have greater negative impact on the quality of public and private green spaces, which are regularly used by older adults. By making these spaces less attractive, this could result in a higher risk of social isolation and decrease in physical activity among this population.

Children

Children are often more vulnerable to environmental stressors. Noise can impact children's ability to learn, contribute to hyperactivity, lead to negative behaviour and affect emotions (TPH 2017; WHO 2018). Children are sensitive to air pollution because: they often spend more time outdoors; their lungs are developing; and they have higher breathing rates (City of Toronto 2017). Having access to green space is also important for children's health. For children, benefits of living near parks and playgrounds includes being more active and having a healthy weight, improved cognitive function, and reduced stress (TPH 2015a). Exposure to noise and air pollution and reduced access to green space during construction is especially of concern.

2.9 Community design

Urban design has been called the art of creating and shaping cities and towns (The Center for Design Excellence, [accessed 2021-07-30](#)). It refers to the look and feel – form, shape, and character – of a group of buildings or a neighbourhood which is shaped by the layout of buildings, public spaces, roads, amenities and services.

More compact cities are more sustainable. Higher urban densities are associated with improved health as compared to lower density areas comprised of single-family dwellings on large lots (Connon et al 2018; Kimball et al. 2013; Lehmann 2016; Stevenson et al 2016). Higher densities are associated with more walking, cycling and use of transit. More compact communities reduce the amount of land needed to accommodate the residents living in a city. They also reduce the cost of infrastructure and help preserve natural areas and agricultural lands. In addition, people who live in compact communities tend to emit fewer greenhouse gases, because their homes are more energy efficient and they rely less on the use of private automobiles for transport. South Riverdale is among the most walkable neighbourhoods in Toronto where daily errands can easily be done by bicycle, and easily accessible by transit (Walkscore.com, accessed 2021-07-05).

Complete communities

That said, density by itself is not sufficient to ensure good health (Connon et al 2018; Kent et al. 2011; Lehmann 2016). The urban design elements that, when combined, create a healthy living environment are essential. These elements include: provision of sufficient pedestrian space, safe cycling infrastructure, easy access to transit, landscaping, shade, street trees, green spaces and parks, recreation facilities, open spaces, features that contribute to a sense of place and character or identity for the neighbourhood (Connon et al 2018; Lehmann 2016). Dwellings must be affordable and of sufficient size to prevent overcrowding (Connon et al 2018). They must also minimise exposure to noise that comes from both outside the building and neighbouring apartments (Connon et al 2018; Lehmann 2016).

The City of Toronto has various planning policies in place to promote complete communities and complete streets. Chapter 3 of the Toronto Official Plan (City of Toronto 2021b) outline the elements of a successful city including the public realm, built form, public art, heritage, affordable housing, community services, parks and open spaces, and natural environment. It also recognises the need for a vibrant economy and culture. The City has also various design guidelines to support the creation of healthy neighbourhoods, streets and buildings.⁹

There is no uniform measure of urban density (Towers 2013). A common way to describe it is by the floor area ratio (FAR), calculated by dividing the total area of the built floor space by the area of the land on which it is built. Given the focus on reducing urban sprawl, which is dominated by low-density single-family homes, many studies refer to number of dwellings per hectare or acre.

Various minimum densities which can support transit use and enable access to goods and services within easy walking distance have been suggested. These range from 60 to 120 dwellings per hectare (Connon et al. 2018; Lehmann, 2016). While there are examples of high-density neighbourhoods that have not been successful, no maximum densities have been identified. This is likely because other characteristics of the neighbourhood, including the level of income of the residents, may be more important determinants of health (Connon et al 2018; Haigh et al 2011; Towers 2002).

Several authors have suggested that mid-rise perimeter blocks provide an optimal approach to creating healthy density (Lehmann 2016; The Center for Design Excellence, [accessed 2021-07-30](#); Towers, 2002). Such a built form (see the centre illustration in Figure 2-13), which is typical of the older town and city centres in Europe, can achieve densities as high as 6,000 people per square kilometre (Lehmann 2016). The 105 km² central core of Paris achieves a density 20,169 people per square kilometre (Lennard, undated). This approach results in a smaller building envelope, which means the building is more energy efficient and due to shared walls, reduces summer heat gain and winter heat loss. This also results in less material being used in the construction, which lowers the amount of embodied energy in the structure (Lehmann 2016). Pomponi and colleagues (2021) looked at the life cycle greenhouse gas emissions of different urban forms and concluded that high-density low-rise development had lowest per-capita energy use compared to high-density high-rise, low-density high-rise and low-density low-rise typologies.

A perimeter block allows for retail at the street level. It is also possible to integrate an office building on one edge of the quadrangle, which could face a main street while having residences facing quieter side streets. Another feature is the inner courtyard, which provides open and green space where residents can socialise and children can play away from traffic.

An example of creating density while still fitting into the surrounding neighbourhood is Canada's first social housing project Riverdale Courts (now Bain Avenue Co-op). Built starting in 1913 and complete in the mid-1920s, it is composed of housing units of 1 to 4 bedrooms around large courtyards. It illustrates how one can increase density and also provide families with an opportunity to live in the city rather than moving to suburbs (Toronto Neighbourhood Walks, 2011).

⁹ <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Figure 2-13: Achieving housing density per hectare using low-rise, mid-rise and high-rise building forms (Source: Lehmann 2016)



Transit-oriented communities

Transit-oriented communities (TOCs) or transit-oriented developments (TODs) are specially zoned areas around a major transit node which permit higher building densities than would otherwise be allowed. They are created as a way to increase transit ridership by increasing the number of people living within easy walking distance to a station or transit hub (Noland et al. 2014; Padeiro et al 2019).

Mixed-use developments that are integrated with transit services contribute to a city’s “triple bottom line” – providing social, environmental and economic benefits. TODs that create compact and walkable neighbourhoods reduce distances travelled by car, traffic congestion and vehicular emissions. Less car-dependant neighbourhoods also help with climate change mitigation and adaptation (Flannery et al. 2014). However, because station areas attract people, they can also attract cars which then leads to congestion. Reducing the speed of traffic and improving the walking and cycling environment are ways to create a safer environment for pedestrians and cyclists (Noland et al 2014).

Transit-oriented development can reduce the demand for greenfield development that results in sprawl and also helps households minimise their transportation costs. Higher densities and increased land values lead to higher revenues for municipalities and thus offset part of the cost of providing improved transit. The building of transit-oriented communities is an opportunity to create affordable housing and to integrate social services (Flannery et al. 2014). Potential benefits of transit-oriented communities also include:

- Lower dependence on driving
- Allowing residents to live, work, and play in the same area
- Improved access to jobs, services, entertainment and recreational facilities
- Improved local economy, and
- Revitalisation of urban areas (Ali et al. 2021).

Transit-oriented developments aim to attract investment from private developers who will need to recover their costs for the various design elements and amenities required, such as attractive streets and open public spaces. This results in the building of dwellings that will attract higher income groups. In addition, such developments tend to attract one-person households and young professionals because of lifestyle factors, green areas, and attractive public spaces (Padeiro et al. 2019).

A study of eight train stations in New Jersey found that compared to those who lived further away, people who lived closer to the stations were more likely to walk, use transit, and drive less (Noland et al.

2014). The study also found that a denser local street network was associated with greater walking frequency. While population density around the station did not seem to impact the amount of walking, higher employment density was associated with lower frequency of both walking and transit use. People with longer daily commutes were more frequent transit users and also tended to walk more. Vehicle ownership is another factor that influences the degree of walking and transit use, with those who own cars driving more while walking and using transit less frequently than people who do not own a car.

Noland and colleagues (2014) report that residents who live close to a station appreciated the access to transit provided by the TOD, the ability to walk to destinations and the rejuvenation of the neighbourhood. These residents described the area as a good place to live and that their neighbourhood gave them a sense of community. Residents identified a need for more retail stores that would cater to their more day-to-day needs. Pedestrian safety around the stations was also mentioned as a concern.

Overall, Noland and colleagues (2014) concluded that TODs provide many benefits to individuals, municipalities, and transit authorities. TOD increases transit usage and reduces vehicle travel, which means lower commuting costs for new transit users. They also contribute to less congestion, air pollution, accidents, and noise. Living near a station was associated with higher social capital, however, people living in apartments had lower social capital than those living in single-family homes. The actual benefits associated with a TOD depend on their design features (land use, transportation, and walkability) (Vale 2015).

Community design and health

The community you live in influences your health. People who live in neighbourhoods with sustainable transportation options (walking, cycling, transit), affordable housing, fresh foods, good schools, and safe parks report better health and improved quality of life compared to people who lack access to these amenities (Malekafzali and Bergstrom 2011). By creating a community with a larger number of people living close to transit, transit-oriented communities encourage more people to travel by transit. People who take transit tend to walk more. Stations located in highly liveable neighbourhoods are associated with lower rates of obesity, cardiovascular disease, and asthma (Appleyard et al 2019).

When a community is built using Active City principles (including, a mix of land uses, density that supports the provision of local services, retail and transit, short distances to transit, bicycle and pedestrian infrastructure, interesting destinations, attractive streets and public spaces, parks, and recreation facilities), it encourages people to be more physically active by promoting more active travel (walking, cycling) and recreation (sports, running) (Appleyard et al 2019; MAPC 2020; TPH et al. 2014). This contributes to improved mental health, and a decrease in risk of chronic disease.

In their study, Noland and colleagues (2014) were not able to determine a relationship between TODs and health. This was due to confounding with age: people who lived in the TODs or near the stations tended to be younger compared to those who lived outside a TOD or further away from a station. They did find areas with higher population densities had a lower incidence of traffic-related injuries and death. The incidence of cycling injuries and deaths were higher near stations, whereas vehicle-related injuries and deaths were higher further from the stations. A higher incidence of pedestrian injuries and deaths near stations was detected, but this association was weak. Several factors are likely at play, including: lower vehicular speeds around stations and in higher density neighbourhoods; and the quality of pedestrian and cycling infrastructure around stations and in the TOD.

In their study of four residential communities in Sydney (Australia), Paine and colleagues (2014) found that positive health outcomes were often related to unplanned co-benefits of other interventions such as green features and other amenities that would attract people to the community. At the same time, when interventions planned to enhance healthy living were poorly implemented, they did not always result in the intended outcomes. The authors indicated a need for ongoing assessment of design, construction and ongoing management of urban areas to evaluate health impacts.

Gentrification and displacement impacts of transit improvements and transit-oriented communities are discussed in section 2.10.

Transit-oriented communities and social capital

While some features of transit-oriented communities promote social capital, the degree to which this happens depends on features of the community. Higher levels of employment in TODs are associated with lower levels of social capital and the perception that the neighbourhood is not the best place to raise children. People living in wealthier areas were more likely to rate their neighbourhood as good place to raise children. While residential densities do not appear to influence the degree of social capital, higher social capital is found in single family housing (Noland et al 2016).

Transit-oriented communities and noise

Noise is often a concern in high density living (Haigh et al. 2011). While there is a mix of evidence, several studies have found TODs to be noisier than single-use residential developments. A study in Dallas-Fort Worth (Texas) found that noise levels in TODs were nearly 9 dB(A) higher compared to non-TOD stations (Yildirim & Arefi 2021). Land uses that are associated with higher noise levels include commercial establishments and nightclubs. Wider streets are also associated with higher noise levels. Human activity in parks, public space and recreational areas can increase exposure to noise. Yet at the same time, trees, landscaping, and water features may attenuate noise; parks and conservation areas can provide respite.

Transit-oriented communities and climate change

Transit oriented communities are promoted as a way to reduce greenhouse gas emissions as they encourage cycling, walking and transit rather than the use of private automobiles for travel (MAPC 2020). Compact communities are generally more energy efficient, which, depending on the energy source, can result in lower climate emissions per person or household (Connon et al 2018; Lehmann 2016).

Temperatures experienced in the dense central core of cities is often hotter than those of greener and less built-up areas (Heaviside et al 2016). There is a danger that the move towards higher housing densities will result in a reduction in the extent of the urban tree canopy, which would lead to a stronger urban heat island (UHI) effect (Brown et al. 2018). A study in Brisbane (Australia) compared heat gain between TOD and non-TOD urban areas and found the UHI effect to be more pronounced in areas classified as TODs (Kamruzzaman et al. 2018). Factors that most influenced heat gain were land use diversity and the proportion of porous land. The authors suggest the use of green roofs and living walls to reduce the UHI in transit-oriented communities.

Extreme weather events can be accompanied by widespread power failures. Without adequate back-up power, heating, air conditioning, and ventilation systems will be affected. This will increase the risk of exposure to excessive heat or cold, as well as food spoilage from lack of refrigeration. This is of particular concern for people who are socially isolated (MAPC 2020).

Building complete communities

Various provincial and municipal policies guide development in Toronto. These include the Provincial Policy Statement (Ontario 2020b) under the Planning Act and A Place to Grow (Ontario 2020a), the growth plan for the Greater Golden Horseshoe. A Place to Grow describes complete communities as “communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.”

The Official Plan is the overarching document that guides development in the city. It supports and implements both the provincial policy statement and the growth plan. It guides the creation of an attractive, liveable and safe city and addresses elements such as transportation, land use, housing, employment and the natural environment. It aims to ensure that Toronto grows, improves and realises its full potential (City of Toronto 2021b).

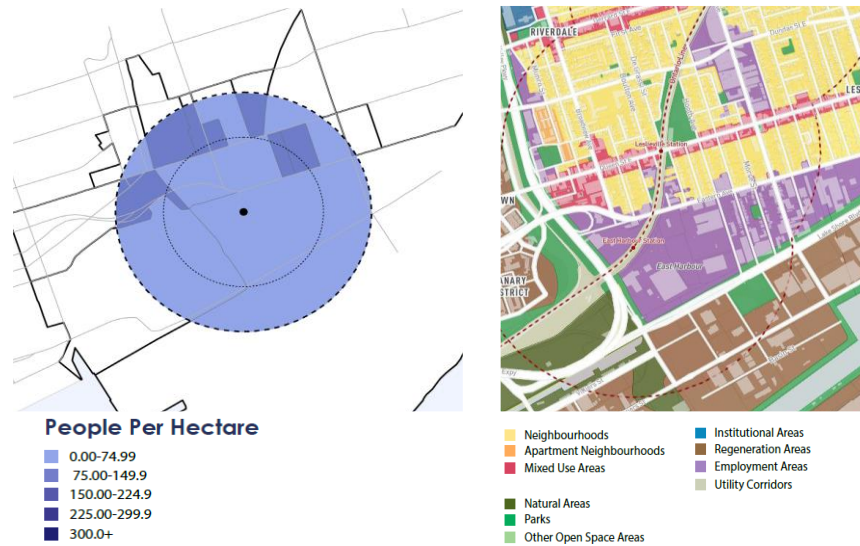
New construction is governed by various tools including Official Plan Amendments, Secondary Plans, Zoning By-laws, urban design guidelines and special area studies such as Avenue Studies. When the portion of an avenue is not subject to another instrument, the Avenues and Mid-Rise Buildings Study stipulates the as-of-right maximum height of a building is the width of the street’s right-of way (City of Toronto 2010). Design guidelines have been developed for tall and mid-rise buildings, retail design and complete streets).¹⁰ Adopted in 2020, the Planning for Children in New Vertical Communities Urban Design Guidelines set out objectives for high-rise residential buildings to include a range of unit types and sizes that are suitable for families with children as well as households of different composition and at different life stages. They also provide guidance on ensuring the building itself and the neighbourhood in which it is sited provide a favourable environment.

East Harbour – proposed transit-oriented community

The proposed East Harbour Transit Hub will provide connections between the GO Train service (Lakeshore East and the Markham/Stouffville line), SmartTrack service, future TTC light rail transit (linking the Queens Quay LRT with Broadview Avenue) and the Ontario Line. Figure 2-14 shows the current population density and land-use designations around the new transit station.

¹⁰ <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

Figure 2-14: Current density and land use designations around the East Harbour Station



Credit: Smart Density 2021

Credit: Radio City

In 2016, the City of Toronto began a planning study to guide the transformation of the Unilever Precinct. This resulted in the development of the Unilever Precinct Planning Framework, Unilever Precinct Secondary Plan, and the East Harbour Zoning By-laws which were adopted by Toronto City Council in June and July 2018 (City of Toronto, [accessed 2021-09-30](#)). These documents set out the parameters for the development of the area, including allowable density, building heights, and types of uses. They also made provisions for parks, public and community spaces and outline community design elements (for example, design of streets and public realm, preservation of cultural heritage, building heights, and transition to lower density neighbours). The study incorporated significant input from members of the community, landowners and stakeholders. Conditions include preservation of listed heritage structures, and cash contribution to be allocated to building affordable rental housing in the immediate area and for the provision of community services and facilities (for example, childcare, multi-purpose community space, and/or improvements to library and recreation facilities) (City of Toronto 2018b).

The majority of land in the Unilever Precinct is currently owned by Cadillac Fairview. Consumers Gas and the City own the remainder (City of Toronto, [accessed 2021-09-30](#)). East Harbour is designated as an employment area (City of Toronto 2021a). Cadillac Fairview is now seeking changes in the zoning bylaw to allow for a mix of commercial space, residential space, retail, food, cultural uses and outdoor space. When completely built, this would create employment opportunities for 50,000 people and 4,300 units of housing (Figures 2-15 and 2-16). If approved it will provide about 1.23 million square metres of office, residential and retail space in 18 buildings. Proposed office building heights range from 143 metres (31 storeys) to 214 metres (48 storeys) and residential building heights from 75 metres (23 storeys) to 207 metres (65 storeys). The community is expected to include 15,000 square metres of parks and open spaces. This represents about one third increase in density compared to the approved East Harbour precinct secondary plan and zoning by-law amendment (Urban Strategies 2021).

Figure 2-15: Master Plan of the future East Harbour transit-oriented community (Source: Cadillac Fairview 2021, accessed 2021-07-23)



Figure 2-16: Conceptual drawings of the proposed East Harbour transit-oriented community viewed from the west and from the south. Source: Engage East Harbour Virtual Open House #1 (accessed 2021-07-23)



Riverside/Leslieville and Gerrard Stations

The Toronto Official Plan designates Gerrard Street East (from the Don Valley to Jones Avenue) and Queen Street East (from the Don Valley to Neville Park) as Avenues (City of Toronto 2019). The City has developed urban design guidelines for the portion of Queen Street between Jimmie Simpson Park to Leslie Street (City of Toronto 2014a). The Carlaw-Dundas area which roughly bounded by Logan Avenue to the west, the rail line to the north, Boston Avenue to the east, and Queen Street East to the south is designated as an employment area. The character of this area is guided by the Carlaw + Dundas Community Initiative, which updates the 2000 Carlaw/Dundas Neighbourhood Improvement Plan (City of Toronto 2014b). Figures 2-17 and 2-18 show the current population density and land-use mix around

the proposed Riverside/Leslieville and Gerrard stations. How the Ontario Line will affect these two areas is uncertain at this time.

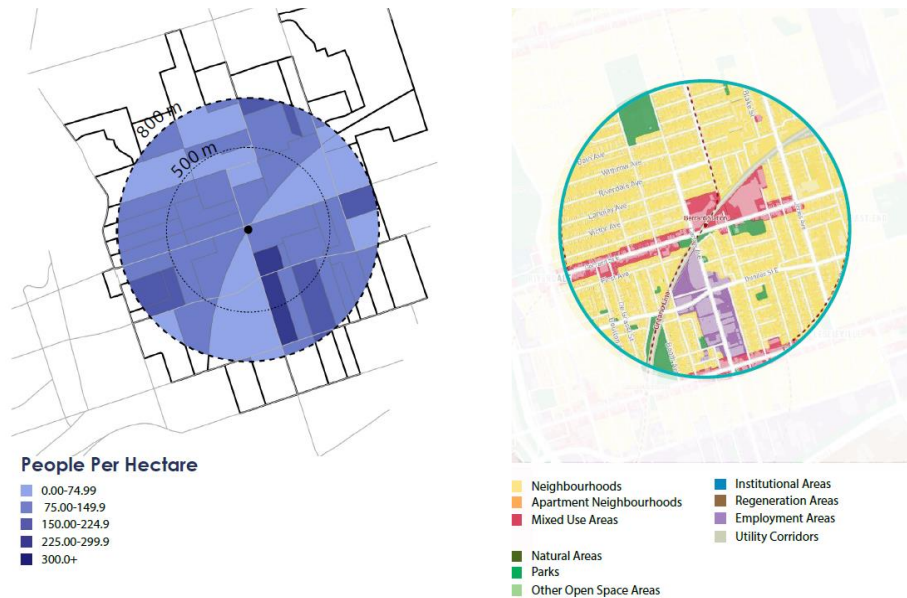
Figure 2-17: Current density and land use designations around the Riverside/Leslieville station



Credit: Smart Density 2021

Credit: Radio City

Figure 2-18: Current density and land use designations around the Gerrard station



Credit: Smart Density 2021

Credit: Radio City

Community design – underground compared to overground rail

The most important difference between the underground and overground options on community design is the impact on land-use adjacent to the line. The underground option, as proposed by the community,

is less disruptive to the community. In this option, the Ontario Line would enter/exit the tunnel at a portal south of Eastern Avenue, which is currently employment land awaiting redevelopment. The line would be on the south side of the current railway tracks. While this could impinge on the development proposal for East Harbour, given that its design is yet to be finalised and construction has not begun, this could be accommodated with less interference to the existing community.

In comparison, under the overland alignment, the portal would occur on the northeast side of the vicinity of Riverdale and Pape Avenues and bring the rails to the north side of the current railway tracks. This would locate the portal near an elementary school and also result in more disturbance to the community as it impacts an existing neighbourhood, including its green space.

Transport-oriented development – underground compared to overground rail

The community has raised concerns around the pressures the Ontario Line would have on the character of the neighbourhood, including gentrification. The new transit service, whether underground or overground, will likely add to the existing forces that are leading to gentrification in Riverside and Leslieville.

Experience shows that improvements in transit infrastructure makes a neighbourhood more attractive and results in an increase in land and property values (Connon et al 2018; Tehrani et al 2019). New residential and commercial space that is built is usually more expensive. As property taxes and rents increase, this makes living less affordable and running a business less viable. This causes the current residents and businesses to move out of the area, weakening their social ties as they disperse to different areas of the city or further away. At the same time, as new businesses that cater to the new residents establish themselves, the character of the neighbourhood can change, and make the existing residents feel out of place (Tehrani et al 2019). Higher land values put pressure on existing uses and encourages change in land tenure and higher density development. This could particularly impact the areas surrounding the East Harbour development.

The introduction of residential uses in East Harbour could have implications for Toronto as a whole (Engage East Harbour 2021). As part of the downtown planning study (TOCore), the area south of Eastern, which includes East Harbour, is identified as a location that could accommodate projected demand for office and institutional space that would otherwise not find space within the core (Mathew et al 2018). The request to include residential units in East Harbour constitutes a request to convert a designated employment land to residential use. Permitting residential buildings would likely result in increased demand for employment to residential conversions in other parts of the city, which could be detrimental to retaining quality employment in Toronto and ensuring that employment grows along with its population. The Growth Plan and the City's Official Plan contain policies on how to address these requests. The City is also in the midst of a Municipal Comprehensive Review of the Official Plan. A decision on allowing residential uses in East Harbour needs to be done with consideration of city-wide implications (City of Toronto 2021a).

Inclusion of residential areas in East Harbour may have a positive impact on the degree of physical activity and social capital associated with the development, but this will depend on various design factors. These factors include: 1) building layout and design as well as materials that attenuate noise; 2) areas to socialise and encourage social interaction; 3) services such as libraries and health care providers in close proximity; and 4) for families, larger unit sizes, playgrounds close to their home and schools

within walking distance. In addition, East Harbour needs to be evaluated in the context of Toronto as whole.

Not only is the relationship between space and health complex, it is only one of the social and environmental determinants of health (Connon et al 2018). There are many lessons to be learnt from the past (see for example Easthope et al. 2017; Graham 2013; Randolph 2017; Troy et al. 2017). City planning involves taking into account various objectives with the aim of finding an optimal approach. The regular monitoring of quality of life and health of people living and working in the community would help evaluate its functioning as designed and identify any changes needed to achieve the goal of a healthy city for all (Paine et al 2016).

2.10 Gentrification

A thriving neighbourhood needs reinvestment and revitalization. However, this may lead to gentrification where those who live in the community benefit unequally (Qiang et al. 2020). There is ongoing debate about the distributive consequences of this gentrification (Lester & Hartley 2013). On one hand, supporters of gentrification focus on aggregate impact, which appears positive on balance. On the other, people who are concerned focus on the distribution of the negative impacts which fall disproportionately on the poor. Gentrification involves the balancing of modest benefits to many with the significant burden imposed on a smaller number but more vulnerable people (Holland 2016).

Gentrification is a process where investments in a community result in increasing property values and in-migration of people with higher income and education than the residents living in the neighbourhood (Tehrani et al. 2014; Zuk et al. 2017). The renovation and demolition of existing buildings that occurs in this process, and the increase in property values, which often leads to higher rents and taxes, make the area less affordable for people on lower incomes and small independent and family run businesses, who then move out of the neighbourhood.

The economic development impact, increases in property values, and enhanced liveability are considered benefits of transit-oriented development (TOD). As benefits and negative impacts of TODs are not evenly distributed, not all individuals and communities experience gentrification the same way (Tehrani et al. 2019). Gentrification may result in residential displacement, cultural displacement and/or disruption of local community ties.

Teasing out the contribution of gentrification to displacement is made more difficult given the natural rate of moving to a different home (Brummet & Reed 2019). Data from 2018 showed that 34% of Ontario residents moved in the previous 5 years (Statistics Canada 2019). Of these 20% moved within the same municipality, and 12.4% from a different place in Ontario or Canada. There are many reasons people choose to move. Over a 5-year period for example: 9.1% of households move to upgrade to a larger or better-quality dwelling; 4.9% to reduce housing costs; 6.6% to be in a more desirable neighbourhood; and 2.3% because they were forced to move by the landlord, government or financial institution.

Creating a more compact city and investing in transit are important investments in health and can promote equity when it improves access to employment, education, recreation, and services for people living on low-income (Mowatt et al. 2014). However, the benefits of transit improvements are often not equally distributed (Tehrani et al. 2019). These investments can reinforce processes of gentrification and

displacement. The higher land-use intensity and transit accessibility that result from transit investments often encourage people with higher income to move into these areas. This changes the demographic characteristic of the neighbourhood with a change in racial mix and a disproportionate increase of young, well-educated, middle- or high-income professionals and small families (Tehrani et al. 2019). Some authors have concluded that the changes associated with gentrification are mostly due to the change of population mix from in-migration to the area, rather than the result of displacement (Brummet & Reed 2019).

Looking at the period from 2000 until 2013, Richardson and colleagues (2019) found that gentrification and displacement in the US occurred mostly in the largest cities, especially those with vibrant economies. They also found that most low- to moderate-income neighbourhoods did not gentrify or revitalize rather they remained impoverished, untouched by the building booms elsewhere. This supports the hypothesis that a concentration of wealth and wealth-building investment is occurring in only a few areas of the US, while the rest of the country languishes behind.

A study of 100 US metropolitan areas prepared for Federal Reserve Bank of Philadelphia concluded that, overall, gentrification benefits residents (Brummet & Reed 2019). However, renters with lower educational attainment were likely to experience more adverse impacts. No impact was observed on employment, income, and commuting distance. Less-educated residents made up about 25% of the population in neighbourhoods that are at risk of gentrification. Of these 30% of renters and 60% of homeowners chose to remain in the neighbourhood as it gentrified. There was an increase of 4-6% in the numbers of renters with lower educational attainment who moved. This is a small increase over the background moving rates of 70-80% among renters and 40% among homeowners (Brummet and Reed 2019).

Among those people who stayed, exposure to neighbourhood poverty was reduced by 7%. No change was observed among those who moved, suggesting that the move was to a community with similar socioeconomic status. Compared to homeowners who moved away, those who remained experienced a greater increase in the value of their home, an important contributor of their overall wealth. Renters with more education did pay higher rent, but no change was observed among renters with less education (Brummet & Reed 2019). Unlike owners, not only are renters more likely to be displaced, they do not reap the rewards of rising home prices or higher rents (Brummet & Reed 2019; Richardson et al. 2020).

A study in New York City found that residents who lived in public housing next to neighbourhoods with increasing or high incomes also had higher household income (USD 3,000-4,500) compared to people living next to a lower-income neighbourhood. Similarly, children in these housing complexes performed better in school with higher math and reading test scores. At the same time, public housing residents living next to a neighbourhood with increasing income expressed concern that the improvements in the neighbourhood were for the “condo residents” and not for them. Residents that lived next to a high-income area appreciated the amenities that became available, but were concerned about being forced out. While their rents remained affordable, the higher costs of goods and services around them created pressure to move out (Dastrup et al 2015).

A study in Montreal found that over the 10-year period between 1996 and 2006, gentrification was associated with increased collective efficacy – the capacity of community members to coordinate their members to achieve collective goals (Steinmetz-Wood et al. 2017). Neighbourhoods with high levels of

collective efficacy are more likely to work together and mobilise the resources to address community concerns. High collective efficacy is associated with many health benefits including better self-rated health, lower all-cause mortality, as well as lower rates of cardiovascular disease, obesity, sexually transmitted diseases and improved mental health. However, this study does not look at the impact on people who were displaced.

Little Portugal – a case study of gentrification

The experience of the people living in Little Portugal in Toronto highlights how gentrification benefits some, but tends to affect people living on low-income more negatively (Murdie & Teixeira 2011). Portuguese immigration to Toronto began in the early 1950s and peaked in the 1970s. Many made their home in an area that became known as Little Portugal neighbourhood. By 1981 more than half of residents in the neighbourhood reported Portuguese as their mother tongue. After this, the proportion of Portuguese speaking people started to decline as families moved to other areas of Toronto and beyond, immigrants from other nationalities settled in, and the arrival of middle-class professionals.

Little Portugal became a complete community with the local Catholic Church as focal point. A whole range of Portuguese language retail and services were available: grocery stores, bakeries, restaurants, furniture stores, travel agencies and real estate agencies as examples (Walks & August, 2008). This meant people who had no or limited English could easily meet their day-to-day needs within their neighbourhood. The Portuguese community had low rates of higher education and were predominantly employed in blue-collar occupations. Many would supplement their income through renting out part of their homes – many of which were converted into apartments.

A study carried out in 2006 documented the experience of people of Portuguese descent, British descent and newcomers in and around Little Portugal (Murdie & Teixeira 2011). There was a mix of reaction to the changes happening around them among the Portuguese speaking residents. The rising property values were seen as a benefit to home or business owners who sold, but low-income residents feared they would at some point have no option but to move out as rents or taxes continued to rise. They also noted the diminishing job opportunities for people like them as industrial activity declined in the area. Some appreciated the presence of the professionals who were moving into the neighbourhood as a contribution to the future of the area. Others noted the disappearance of the shops that catered to their needs, as more up-market retailers they could not afford moved in. Some residents described the gentrifiers as an elitist group who formed their own “white-collar world” outside of their Portuguese world, which was a working-class or blue-collar one. Others saw things differently. “It’s positive the arrival of gentrifiers into Little Portugal ... it destroys the ‘ghetto’ that we had for decades.”

Gentrification and employment

Gentrification brings investments to an area, stimulates the local economy and creates new employment opportunities. It is also often accompanied by an influx of highly educated workers. Studies have found that while gentrification increases the number of high-paying jobs in the neighbourhood, it tends to result in a reduction in low and moderate wage employment opportunities, especially jobs in local services and good-producing sectors (Meltzer & Ghorbani 2015; Qiang et al. 2020).

The findings of a Working Paper from the Federal Reserve Bank of Cleveland (Lester & Hartley 2013) point to higher employment growth in gentrifying neighbourhoods compared to non-gentrifying ones.

However, there is a shift in the type of employment with lower-paying jobs in restaurants and retail replacing those in manufacturing. The authors found that, while there was little displacement overall, people with the greatest socio-economic disadvantage were most likely to move. While this move did not seem to make them economically worse off, it did incur moving costs which could be substantial for a low-income household. It also reduced social capital from the loss of proximity to friends, family, and networks.

In contrast, a study of New York City found that while there was an overall increase in jobs, local job loss could be as much as 63% (Meltzer & Ghorbani 2017). Tenants of three New York City Housing Authority developments indicated that they did not get the jobs at the new stores that established themselves in the higher income areas near them. They also said that the former local retail and services were replaced by upscale establishments that they could not afford (Dastrup et al. 2015).

A study of 100 metropolitan areas in the US found that, overall, the original residents of the affected neighbourhoods benefited from gentrification (Brummet & Reed 2019). Many of these residents were able to remain in the neighbourhood and gain from the improvements that occurred. This allowed existing residents to experience decreased neighbourhood poverty and increased education and employment opportunities, factors known to be beneficial to health and to lead to better employment prospects among people living on low income.

A study of the impacts of gentrification in Los Angeles, California (Qiang et al. 2020) found that the negative impacts of gentrification were concentrated among lower-income renters and people of colour. Low-income renters living in the gentrifying neighbourhood were more likely to change jobs, and more likely to earn less when they did. Low-income renters were also more likely to be displaced and tended to move to lower quality neighbourhoods. This move can affect their income due to changes in employment opportunities in the new locality and can also result in longer commutes.

Gentrification and health

Gentrification in urban centres can perpetuate existing health inequalities when the new development caters to single people and those with higher income (Thompson & Paine 2017). While studies have shown an improvement in health in gentrified neighbours, these studies do not necessarily look at the impact on those who were displaced (Tehrani et al. 2019). In contrast to those who have remained in a gentrified neighbourhood, people who have been displaced experience poorer health: lower life expectancy; poorer mental health; and increased rates of cancer, birth defects, infant mortality, asthma, diabetes, and cardiovascular disease (Tehrani et al. 2019).

As the neighbourhood changes and people leave, social ties with neighbours and shop keepers are weakened. This weakens social networks and sense of community, which in turn reduces resilience. As new businesses replace “mom and pop” or small family-owned stores and restaurants that were there previously, long-time residents may feel a diminished sense of place and community, and start feeling unwelcome (Tehrani et al. 2019).

When the change is perceived as negative, it increases stress, leads to unhealthy behaviours, and can impact a person’s mental health (Tehrani et al. 2019). A study in New York City, NY found that loss of cultural and historical asset, racial biases of incoming residents, and police behaviour was associated with higher stress levels among long-time residents who remained in the neighbourhood (Shmool et al.

2015 as cited in Tehrani et al. 2019). Financial and social pressures related to concern about being able to remain in their homes or potential to become homeless, lower access to affordable food and reduced access to medical care can also result in stress and feelings of disenfranchisement (Tehrani et al. 2019).

In children, gentrification has been linked to negative impacts on performance in school children, emotional difficulties; and increased rates of adolescent pregnancy (Tehrani et al 2019). When comparing children who lived in gentrified neighbourhoods, to those in ungentrified neighbourhoods of New York City, Dragan and colleagues (2019) did not find any difference in children's use of the health services, asthma or obesity among those assessed at ages 9–11. They did find an increase in anxiety or depression, particularly among children living in market-rate housing in gentrified neighbourhoods.

Older adults prefer to age in place. As the neighbourhood changes and people move away, this can reduce the sense of belonging, weaken social ties and decrease availability of social supports that are important to healthy ageing. As well, with the change in socioeconomic status of the neighbourhood, long-standing residents can face social or financial barriers to access recreational amenities and other services (Tehrani et al 2019).

Gentrification – underground compared to overground rail

As a large city with a vibrant economy, Toronto is at greater risk of gentrification and associated displacement. Increased access to transit is considered a benefit to people on a low income as it provides better access to employment, goods and services that are too far to reach by walking or cycling. It also alleviates the need for travel by motor vehicle, resulting in lower transportation costs. However, many people living on low-income, equity deserving groups, and seniors will not necessarily benefit and in some cases may be worse off due to the changes in the neighbourhood.

The gentrification pressures of the underground or overground alignments are likely to be similar given that both will improve transit access and make South Riverdale a more attractive place to live and run a business. This will likely result in increasing property prices, higher taxes, pressures for higher densities, and redeveloping the area.

Gentrification is the result of economic and social forces. Socio-economic factors such as income, immigration status, belonging to a racialized group and ability to speak English are important determinants of health. As described in the section on community design, it is possible to create a community that fosters equity, but many other boarder policies and programs are needed to ensure that new transit lines and associated transit-oriented communities do not result in inequitable impacts.

Minimising adverse health equity impacts

There is an opportunity to address equity concerns when careful consideration is given to them at the planning stage of either a new transit line or transit-oriented community. The *Community Health Impact Assessment of Transit-Oriented Development Policy in St Paul MN* (Malekafzali & Bergstrom 2011) identifies factors to consider in order to foster a healthy economy, healthy affordable housing, and safe and sustainable transportation (Appendix, Table A-5).

The Metropolitan Area Planning Council of Massachusetts performed a health impact assessment of TODs and made recommendations to minimise negative health and equity impacts (Appendix, Table A-

6). Some of the policies suggested are already in place in Toronto, which, if adhered to, should contribute to reducing adverse health impacts and enhance positive ones.

3. Impacts of construction

Constructing a new transit line will cause disruption. Long-term disruptions can affect the viability of local businesses and result in either displacement or closure, with detrimental impact on the community and the health of people most affected. It is therefore important to minimise any such disruption.

Experience elsewhere indicates that an underground alignment, which makes use of tunnelling equipment for the tunnel and mining techniques for the stations, is likely to cause the least disruption to a community (ITA 2004). In part, this is because the areas of construction impacts are more localised around specific points such as stations. While in its blog of February 21, 2021 ([accessed 2021-09-13](#)), Metrolinx counters the claim that building the Ontario Line underground would be less disruptive. The blog refers to an underground alignment along the current rail corridor, and not the community's proposal that would see the line continue south along Carlaw to Queen Street (as the previously approved design for the Relief Line). Since then, Metrolinx has indicated that in order to accommodate the above ground Ontario Line, it needs to reconfigure the rail corridor. It plans to move an in-use GO track and replace or widen the 5 existing rail bridges along this segment of the line (Metrolinx 2021d). And it will install retaining walls to raise the existing track bed by approximately 1.5 metres. These activities will also cause disruption, and need to be taken into account before making a final decision on the optimal option.

Early works

Assessing the impacts of the construction of the Ontario Line on the neighbourhood is made more difficult due to the lack of a comprehensive overview that considers the three undertakings affecting the corridor (GO expansion, GO electrification and the Ontario Line). For example, for the GO electrification project, Metrolinx is assessing the noise and vibration impacts of the construction phase of infrastructure components at a given location independently of each other (Metrolinx 2021b). The Early Works report (AECOM 2021) outlines the anticipated impacts of the initial phase of construction along the Lakeshore East Joint Corridor between approximately Eastern Avenue and Pape Avenue which does not include the impacts related to the construction of the stations or the portal near Pape Avenue. The stages of the Early Works are outlined as follows:

- reconfiguration of existing GO tracks
- replacement of the existing bridges at Queen Street East, Dundas Street East and Logan Avenue
- construction of two new bridges at Dundas Street East and Logan Avenue
- construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure for the fourth GO track
- construction of retaining walls, and
- construction of noise barriers, including part of the corridor east of Pape Avenue.

Figure 3-1. Lakeshore East joint corridor early works components (Source: [Metrolinx](https://www.metrolinx.com) accessed 2021-10-10)

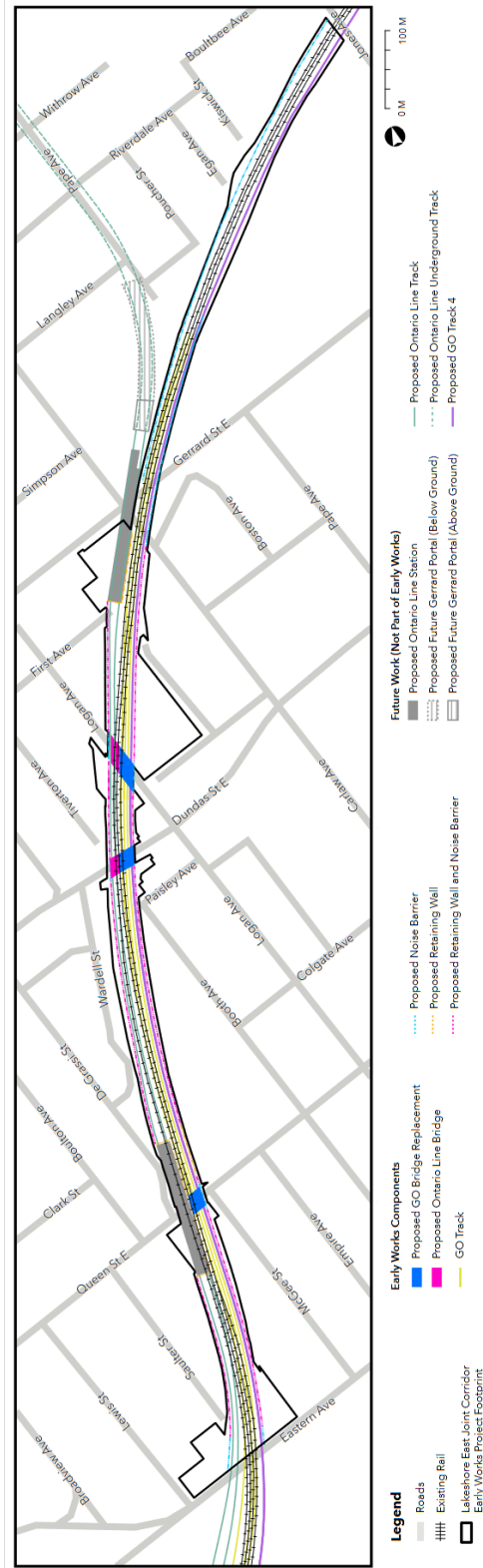


Figure 3-1 shows the footprint of the early works and identifies the location of the retaining walls, noise barrier, stations, portal as well as the project footprint. A timeline for construction of the Early Works in the joint corridor is set out in Table 3-1.

Table 3-1. Proposed timetable for the early works along the Lakeshore East joint corridor

(<https://hdr.wistia.com/medias/czrk84lfbg> accessed 2021-10-09)

Approximate timing	Activity
1. 2022	Existing conditions
2. Mid 2022	Begin Phase 1 track work and grading Begin traffic management at Queen St and Dundas Street bridges
3. Summer 2022	Construct eastern retaining wall from Eastern Avenue to Queen St; Reinforce existing Queen St bridge
4. Fall 2022	Construct eastern retaining wall from Jimmie Simpson Rec Centre to Dundas St
5. Fall 2022	Shift local Go Service lines west
6. December 2022	Begin Phase 2 track work and grading Demolish the eastern portion of existing Dundas St bridge Construct eastern retaining wall Queen St to Jimmie Simpson RC
7. 1 st quarter 2023	Demolish eastern portion of existing Queen St Bridge
8. 1 st quarter 2023	construct eastern portion of new Queen Street and Dundas St GO bridges
9. 1 st quarter 2023	construct easter noise barrier wall (Eastern Avenue to Dundas)
10. Late 2023	Shift local GO service lines east Construct western retaining wall from Eastern Avenue to future Leslieville Station
11. December 2023	Begin Phase 3 track work and grading; demolish western section of Dundas Street Bridge
12. Early 2024	demolish western portion of existing Queen Street bridge
13. Early 2024	Construct western retaining wall from future Leslieville Station to Dundas Street; Construct western portion of new Dundas St GO bridge
14. 1 st quarter 2024	Construct western portion of new Queen St bridge
15. 1 st quarter 2024	Construct retaining wall at future Leslieville Station; construct new Dundas street Ontaril Line bridge
16. 2 nd quarter 2024	Construct western noise barrier wall
17. 3 rd quarter 2024	Restart service on GO express line
18. 4 th quarter 2024	begin to construct Leslieville Station
19. 2028	Substantial complete Leslieville station
20. Mid 2029	Complete construction on Ontario Line tracks (final conditions)

Noise and vibration impacts

The Early Works assessment found that noise limits could be exceeded at some sensitive receptors within the project screening area, particularly at night. Noise mitigation measures have been identified and could be refined. These could include restricted hours of operation, improved hoarding, moveable noise barriers, use of enclosures and/or silencers. AECOM (2021) notes that noise monitoring may be required at some locations.

Vibrations are likely to be felt in a large area around the project footprint (AECOM 2021). There are 29 properties identified where vibration levels could exceed permitted levels and will require mitigation measures. These could include monitoring and pre-construction inspections, using equipment at lower vibration settings and/or the use of alternative construction methods.

The Early Works report does not go into detail of the construction phasing or schedule (AECOM 2021). The report notes that construction work will be done during day-time hours where feasible, but does not describe which work will need to be done outside of those hours. So that existing train service is not disrupted during the construction of the overground Ontario Line, it can be expected that a major portion of the construction work will need to take place at night. Noise from such activities, including movement of machinery and vehicles, will impair people's ability to sleep.

Health Canada's guidance indicates that impacts on sleep should be considered when determining the impact of short-term construction noise (Health Canada 2017). Based on the above schedule, it is possible that some locations could be affected for more than a year. Health Canada's guidance recommends that "construction noise lasting longer than 1 year be assessed as operational noise." While there would be some local impacts, in the case of an underground alignment, most construction could take place during the day or early evening, greatly minimising disturbance, especially at night when a majority of people, including children and seniors, sleep.

Air quality impacts

Current air quality data for Toronto show that the polyaromatic hydrocarbon (PAH) benzo (a) pyrene and benzene are found at levels above Ontario's ambient air quality criteria. Both of these compounds are components of vehicle diesel and gasoline exhaust (AECOM 2021). The draft Early Works report notes that construction activity will result in emissions of dust including silica, fine particles and exhaust from diesel and gasoline equipment and vehicles. The report outlines mitigation measures which reflect current good practice.

However, there are numerous references to study limitations. Due to the lack of precision, the community continues to express concerns about exposure to pollution from construction activities related to an overground alignment which is very close to existing homes. Diesel exhaust is a carcinogen and also contributes to local air pollution. Short-term exposure to air pollution can result in people experiencing breathing difficulties, asthma exacerbation, pneumonia, bronchitis and other effects on the lung as well as contribute to heart disease (Manisalidis et al 2020). People who are more susceptible to air pollution include older adults, children, people with diabetes and others with existing heart or lung disease, especially asthma. The duration of construction is outlined as 8 years assuming no delays (Table 3-1).

Given that South Riverdale was home to a number of heavy industries in the past, the potential for contamination remains a question for residents (TPH, 2005). For example, International Varnish Company, which was located north east of the intersection of Gerrard and Carlaw, sold varnishes and insecticides such as DDT and 2,4-D (Georgiou, undated; MyCo, undated). The possibility of releases of contaminated soil during construction of the proposed portal at this location has not yet been assessed.

Impacts on green space

The project footprint includes the Gerrard-Carlaw Parkette. It is still unclear what impact construction will have on other parks along the corridor. Metrolinx states: “Streamlining Ontario Line construction work with planned GO Expansion work within the existing Metrolinx-owned rail corridor means we can keep mostly within our existing property boundaries and significantly reduce impacts to surrounding neighbourhoods, including park spaces.” Without clear demonstration of how this will be achieved, and a comparison to the impacts during construction of the community’s preferred underground alignment, there will continue to be concern about what will actually happen to green space.

Community disruption

The potential impact of construction on businesses in the area is of concern. Disruption during construction can have long-term impacts on the community. Many establishments are already struggling from the impact of COVID, and further disruption would make it that much more difficult for them. Potential impacts on programs such as CaféTO (roadside dining), which have been popular and have assisted businesses to remain viable, and on sidewalk circulation need to be taken into account in order to support small businesses.

The Early Works report indicates that temporary lane restrictions/closures, travel time delays, realignment of sidewalks and bike lanes, and rail closures can be expected. A traffic impact assessment will be completed at a later date once detailed construction staging schemes become available to determine the specific mitigation measures that will reduce impacts on vehicle, bicycle and pedestrian travel. However, a thorough analysis that compares the various negative impacts – also referred to as dis-benefits or transitional effects – would help identify the optimal approach to construction (Transportation Economics Committee, undated). If such an analysis were done for both the underground and overground options, this would help in selecting a preferred option.

Principles of engagement

A good community engagement process is essential to effectively address community concerns (Health Impact Project 2019; Health Canada 2017; US FTA 2018; WHO 2005). Involving the community in the identification and selection of options makes residents and business proprietors appreciate the necessary trade-offs as well as increasing community acceptance of the project and the measures taken to minimise adverse impacts during both construction and the operation phase.

While an aboveground alignment is often chosen because of its lower construction cost, to ensure the right decision is made, it is important to accurately include the long-term social and environmental benefits that accrue from an underground option (ITA 2004) as these benefits are also important contributors to good health.

Construction – underground compared to overground rail

Long-term disruptions can affect the viability of local businesses and result in either displacement or closure, with detrimental impact on the community and the health of those most affected. Evidence available suggests that the underground alignment (as proposed by the community) is likely to have the least disruption during construction. While Metrolinx has countered this assertion, it has not presented a comparative analysis to support their view. In addition, the underground option is expected have less impact on health due to reduced exposure to noise and air pollution, traffic disruption, and less disturbance of green space during construction. It is important to accurately include the long-term social and environmental benefits in the assessment of impacts before deciding on the preferred option.

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Appendix

Ontario environmental noise guidelines

When assessing noise from rail, the Ontario (2013) guidelines indicates that the “sound level should be assessed in an OLA [outdoor living area], such as a rear yard or a patio, and in indoor living areas, such as bedrooms and living rooms, and compared with MOE guidelines. Noise control measures are not required if the sound level estimated in the OLA is 55 dBA or less during the daytime [07:00 – 23:00] and 50 dBA or less in the plane of bedroom windows during daytime or night time.... The outdoor noise impact should be assessed in the OLA during daytime hours, considering a combination of only two sources of rail traffic noise, namely the locomotive and the wheel-rail interaction. Whistle noise is not included in the outdoor noise impact assessment.”

“A major characteristic of railway noise is its high pass-by sound level for short periods and a major low frequency component produced by the operation of the diesel locomotive. This special character of the sound should be taken into account, particularly when assessing the indoor sound levels. Consequently, in order to account for the special character of railway sound, the indoor sound level limits for rail noise, Table C-2 [see Table A-1], are 5 dBA lower than the indoor sound level limits for road traffic noise. This difference results in a requirement for acoustically superior architectural components such as windows and walls, for railway noise (Ontario 2013).”

Table A-1: Table C-2 “Indoor Sound Level Limits – Rail” of the Ontario Environmental noise guideline (NPC-300). (Ontario 2013)

Type of Space	Time Period	Leq (dBA) Rail
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	07:00 - 23:00	40
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	23:00 - 07:00	40
Sleeping quarters	07:00 - 23:00	40
Sleeping quarters	23:00 - 07:00	35

Note: The specified indoor sound level limits are maxima and apply to the indicated indoor spaces with windows and doors closed.

Health Canada’s noise guidance

When evaluating sleep disturbance, Health Canada’s Guidance for Evaluating Human Health Impacts in Environmental Assessment – Noise recommends the use of World Health Organization (WHO)’s noise guidelines. Health Canada notes that the WHO guideline levels should not be exceeded for susceptible populations, such as those in hospitals, or convalescent or senior homes (Health Canada 2017). It also recommends that noise levels for susceptible populations in particular not exceed the WHO annual average 40 dBA L_{night} outdoors. It also notes that it is good practice to consult with people running such facilities to determine if there is any potential for sleep disturbance during the day and to take this in consideration in the assessment. While there may be times when the sound levels are above and below 40 dBA, as long as the annual average does not exceed this value, long-term impacts on health are not expected to occur.

When a school could be affected by noise from the project, Health Canada suggests that the EA use WHO's ideal background noise level of 35 dBA in the classroom to determine the potential impact and the need for mitigation.

High annoyance is one way to estimate a community response to noise. Health Canada considers the change in percent highly annoyed (%HA) an appropriate indicator of noise-induced human health effects as the result of exposure to noise during the operational phase of a project. Because the relationship between noise and %HA is non-linear, a relatively small change in the noise level can result in a substantial increase in %HA in areas where the initial baseline noise level is high. Health Canada recommends that %HA be assessed for representative receptors. Mitigation measures should be considered when the calculated %HA at any given receptor location increases by more than 6.5%.

While Ontario's guidelines assume closed windows or doors when evaluating acceptable noise exposures, Health Canada "recognizes that in many cases, people will want to keep windows at least partially open, depending on the season." Therefore, good practice is to assess noise impact with such an assumption. Health Canada does recognise that there may be situations when baseline noise levels would not allow meeting WHO guidelines. In such cases noise mitigation measures should be considered so that project noise is kept at 75 dBA L_{dn} or less.

World Health Organization guidelines

The 2018 Environmental noise guidelines for the European Region outlines several principles including (WHO 2018: p. 105):

"The **first principle** is to reduce exposure to noise, while conserving quiet areas... existing large quiet outdoor areas should be preserved."

"The **second principle** is to promote interventions to reduce exposure to noise and improve health.... The potential health impacts from environmental noise are significant, especially when considering the widespread exposure to environmental noise across the population and the high baseline rates for various health outcomes associated with environmental noise."

The guidelines set evidence-based guidelines of different source categories of noise including rail. There are limited data available on the impacts of railway noise on health. Using a precautionary approach, recommendations for average exposure to railway noise were based on annoyance studies, since there is supportive evidence of health effects occurring from exposure to other sources of transportation noise.

The WHO (2018) strongly recommends:

- For average noise exposure: Reducing noise levels produced by railway traffic below 54 dB L_{den} ¹¹ as railway noise above this level is associated with adverse health effects. At this level, 10% of people reported that they were highly annoyed by railway noise.

¹¹ The L_{den} a weighted average equivalent sound level over a 24-hour period with a penalty added for noise occurring during the evening and night-time hours.

- For night noise exposure: Reducing noise levels produced by railway traffic during night time to below 44 dB L_{night} ¹² as night-time railway noise above this level is associated with adverse effects on sleep. At this level 3% of people reported to be highly disturbed by railway noise.
- To reduce health effects: Policymakers to implement suitable measures to reduce noise exposure from railways in the population exposed to levels above the guideline values for average and night noise exposure.

¹²The European Noise Directive defines L_{night} , as an equivalent outdoor sound pressure level, measured at the most exposed façade, associated with a particular type of noise source during night time (at least eight hours), calculated over a period of a year.

Vibration guidelines

Few studies have assessed the human response to intermittent vibrations induced by railway corridors. While there is no universally accepted approach, several organisations have developed guidelines, including: International Standard ISO 2631-2 (2003), American Standard ANSI S2.71 (2006) Australian Standard AS 2670-2 (1990), British Standard BS 6472-1 (2008), New Zealand Standard NZS/ISO 2631-2 (1989) and Norwegian Standard NS 8176.E (2005) (FCM & RAC 2013). Australian and US limit values are provided in the Tables A-2 and A-3 below.

Table A-2: Australian acceptable vibration dose values (VDV) for intermittent vibration such as rail traffic measured as $m/s^{1.75}$ (Source: NSW 2006)

Location	Daytime		Night time	
	Preferred value	Maximum value	Preferred value	Maximum value
Critical areas*	0.10	0.20	0.10	0.20
Residences	0.20	0.40	0.13	0.26
Offices, schools, educational institutions and places of worship	0.40	0.80	0.40	0.80

* Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.

Table A-3: US indoor impact levels for ground-borne vibration (GBV VdB re 1 micro-inch /sec) and ground-borne noise (GBN, dBA re 20 micro-Pascals) criteria (Source: US FTA 2018)

Land Use Category	Frequent GBV events	Occasional GBV events	Infrequent GBV Events	Frequent GBN Events	Occasional GBN Events	Infrequent GBN Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB	65 VdB	65 VdB	N/A	N/A	N/A
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.

Table A-4**Population characteristics of South Riverdale compared to that of Toronto**

(Source: City of Toronto, 2018)

Demographic Parameter (2016 census)	South Riverdale	Toronto
Population of South Riverdale	27,876	
Between 2011 and 2016 South Riverdale increased by about twice the rate as Toronto as a whole	8.7%	4.5%
The proportion of the population that identifies as Indigenous is about twice that of Toronto	1.9%	0.9%
There are proportionally more citizens and fewer immigrants than in Toronto	91.5% 30.3%	85.3% 51.2%
The proportion of people of colour (visible minority) is lower than the city as a whole, but a higher proportion of the population does not speak English or French	41.5% 8.1%	51.5% 4.9%
The median family income in 2015 was higher than for Toronto as a whole	\$101,037	\$82,859
Based on the market basket measure, the poverty rate in South Riverdale is slightly lower than that for Toronto	20.7%	21.9%
The percentage of households with income less than \$20,000 is a little higher than the Toronto average	14%	13%
Compared to the city as a whole, more households report an income of greater than \$125 000	29%	22%
A higher percentage of people have a university education (bachelor's degree or higher)	48.2%	44.1%
Fewer people are unemployed	6.5%	8.2%
The percentage of single-person households and of seniors living alone is higher than the city average	35.9% 29.1%	32.3% 26.7%
Compared to the city as a whole there are fewer renter households as well as many fewer households living in apartments with five or more storeys	40.1% 17.7%	47.2% 44.3%
A smaller percentage of people are living in unsuitable or unaffordable housing, but slightly more are living in inadequate housing	5.9% 31.1% 7.7%	12.1% 36.6% 7.1%
A similar proportion take public transit to work but fewer commute more than an hour to work	38.6% 10.8%	37.0% 16.2%

Table A-5

Factors to consider when planning healthy transit and transit-oriented communities.

(Adapted from Malekafzali & Bergstrom 2011)

<p>To foster a healthy economy:</p> <p>Objective 1: <i>High Quality, Healthy Jobs that Increase Wealth, Income, and Equity for All Residents</i> How will the proposal change the amount and quality of jobs that will be available to residents in the neighborhood?</p> <p>Objective 2: <i>Diverse, Local Businesses—Existing and New—Are Developed and Supported</i> How will the proposal affect small, locally and minority-owned businesses that are located along the corridor?</p> <p>To foster healthy affordable housing:</p> <p>Objective 3: <i>Protect Residents from the Negative Impacts of Gentrification</i> How will the proposal affect the likelihood of neighbourhood gentrification and the involuntary displacement of current residents?</p> <p>Objective 4: <i>Construct and Preserve Affordable and Diverse Housing in Proportion to Demand</i> How will the proposal impact the cost of housing in the neighborhood and the availability of affordable housing?</p> <p>To foster safe and sustainable transportation:</p> <p>Objective 5: <i>Maintain and Improve Affordable and Accessible Transportation</i> How will the proposal coordinate with, and affect, affordable and accessible public transportation?</p> <p>Objective 6: <i>Safe, Connected Walking Routes to, from, and across Transit Stops</i> How will the proposal coordinate with, and affect, access to safe and connected routes to, from, and around rail and bus stops</p>
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Table A-6

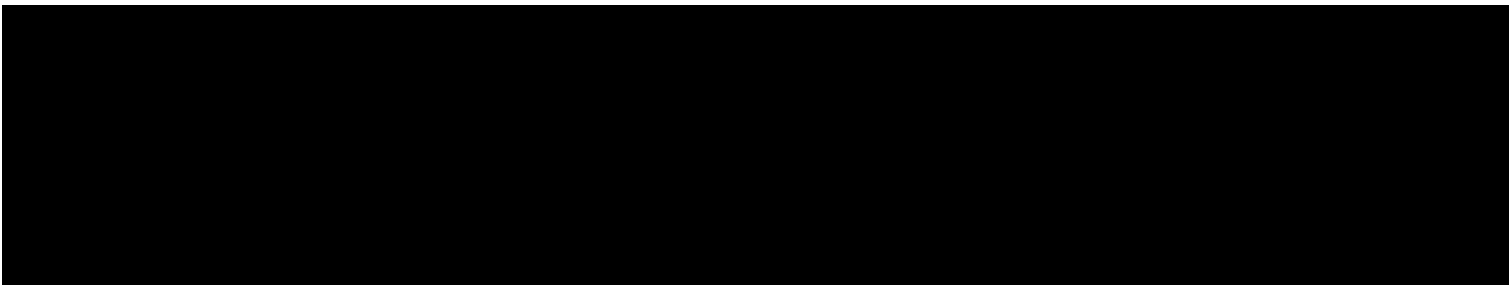
Recommendations to maximise the health-related benefits of transit-oriented communities

Adapted from MAPC 2020.

Health Pathway	Potential Health Impacts	Recommendations
Walkability/Active Transport	Physical activity Mental health Chronic disease Obesity	<ul style="list-style-type: none"> Promote density, mixed land-use, availability of destinations and amenities, short distances to transit, bicycle, and pedestrian. Accommodations, and lower ratios of on- and off-street parking into the development design.
Safety from Traffic	Injury Air quality Real and perceived safety	<ul style="list-style-type: none"> Support developments that promote a Complete Streets approach to accommodate safe bicycle, pedestrian, and transit trip-making for the new residential and/or commercial development. Encourage a context-sensitive approach for proposed roadway improvements so that new or reconstructed roads are designed with narrow travel lanes and for slower vehicular speeds.
Safety from Crime	Injury Physical activity Mental health Real and perceived safety	<ul style="list-style-type: none"> Incorporate Crime Prevention through Environmental Design (CPTED) strategies into the development design. Encourage developers to be aware of internal and external pathways/connections to other destinations, particularly for routes to a transit station.
Economic Opportunity	Economic stability and mobility Mental health	<ul style="list-style-type: none"> Require or encourage measures that result in construction-related employment opportunities (part- or full-time) for residents in the impacted neighborhood. Encourage or create job training components to assist residents to acquire skills that allow them to access job opportunities can offer higher wages and job stability. Prioritize ground floor commercial space for locally owned, minority owned, and women owned businesses.
Affordable Housing	Economic stability	<ul style="list-style-type: none"> Support developments that maintain a diverse housing stock, including affordable deed-restricted housing units for households with low incomes.

Health Pathway	Potential Health Impacts	Recommendations
Moving to Opportunity	Mental health Economic mobility Chronic disease	<ul style="list-style-type: none"> • Provide housing search and relocation assistance for families with children who desire to move away from the impacted areas to a preferred neighbourhood. • Promote neighbourhood changes that reduce neighbourhood level poverty and include housing, with potential support services, for current residents. • Include programming with new developments that provide opportunities for community building among new residents and current residents, for sharing of cultural and ethnic backgrounds, and that provide opportunities for youth leadership.
Social Cohesion	Mental health Social capital Chronic disease	<ul style="list-style-type: none"> • Promote developments that seek to enhance the social impact of the public spaces and social and cultural programming of these spaces. • Promote initiatives and programs that value inclusiveness, diversity and health promotion across all ages and backgrounds.
Displacement/Gentrification	Air quality Asthma Other respiratory diseases Cardiovascular disease	<ul style="list-style-type: none"> • Identify what types of community-level displacement forces, if any, are currently occurring in the area of the proposed development. • Promote the use of anti-displacement strategies and local regulatory changes that support existing residents right to remain and apply policies such as inclusionary zoning, prevent condominium conversion, and one for one affordable housing replacement. • Support initiatives that increase housing stability for existing residents, such as right to counsel, rental assistance, and community wellness staff.
Ownership of Neighbourhood Change	Physical health Mental health	<ul style="list-style-type: none"> • Document understanding of community vision, reflecting the needs and priorities of current residents, as part of development process. • Promote sharing of decision-making on proposed developments with residents in the impacted neighborhood.

Health Pathway	Potential Health Impacts	Recommendations
Food Access	Mental health Chronic disease Diet	<ul style="list-style-type: none"> • Encourage expanded access to healthy, affordable food through walking, bicycling and frequent transit connections. • Consider use of mobile markets and farmers market as means to expand access to local, healthy foods.
Green Space	Physical activity Mental health Thermal comfort Social cohesion Respiratory health	<ul style="list-style-type: none"> • Promote expansion, upkeep, and programming of green spaces. • Promote introduction of vegetation, including trees, low level bushes and shrubs and ground cover plants in public and private spaces. • Design sites to reduce potential for trees to restrict dispersal of air pollutants and to contribute allergens.
Air Quality	Mental health Economic stability Social cohesion	<ul style="list-style-type: none"> • Encourage air quality analyses associated with increased motor vehicle use. Consider background concentrations. • Monitor air quality during construction and after the development is complete to ensure that air quality levels do not degrade beyond projected levels. • Consider mitigation measures such as reinforcing the bicycle/pedestrian infrastructure and low-emission construction equipment.
Climate Change	Exposure to natural hazards such as heat and extreme rain events Injury	<ul style="list-style-type: none"> • Assess project vulnerability using a community exposure, sensitivity, and adaptive capacity framework. • Build resiliency in neighborhoods by addressing physical environmental risks and socioeconomic factors that increase vulnerability. • Promote use of building designs that reduce reliance on carbon-based energy sources and minimise utility costs for residents.
Residential Energy Efficiency	Exposure to environmental contaminants Economic stability Mental health Thermal comfort Chronic disease	<ul style="list-style-type: none"> • Encourage housing that meets the highest energy efficiency standards. • When applicable, retrofit existing homes to meet higher energy efficiency performance.



From: Ontario Line
Sent: October 18, 2021 3:59 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Noise data

Hi [REDACTED]

I can look into the engineer's availability but this week may be tough. For the sake of time, can you forward me your additional questions on the data over email which I can ensure get answered ASAP?

We did have a comprehensive discussion with the LSE CAC last week and you can find the recording here: [REDACTED]

Best,

Daryl

From: [REDACTED]
Sent: October 18, 2021 2:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Noise data

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Hi Daryl,

We'd like to set up a time to review the data with the engineer. Are you available Wednesday or Friday afternoon?

If we have an extension to respond to early works, it can be later in the month.

Thanks,

[REDACTED]

From: Ontario Line

Sent: October 20, 2021 11:07 AM

To: [REDACTED]

Cc: [REDACTED]; Councillor Fletcher <councillor_fletcher@toronto.ca>;

Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>; [REDACTED]

[REDACTED] Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: RE: SJS Request for Comment Period Extension - Early Works Reports

Hi [REDACTED],

Please see below for the answer to question 7:

- Lpeak, Lmax and the various 1-hour Leq scenarios were not assessed as per the MOE/GO and MOE/TTC protocol criteria as they are outside of the assessment framework and thus not applicable to the Lakeshore East Joint Corridor assessment.
- Lpassby is a metric applicable to a single Ontario Line train passby event, and was assessed as per the MOE/TTC protocol. Lpassby values at various receptors with and without noise barriers are outlined in the Lakeshore East Joint Corridor Noise and Vibration Operations report.
- Both Lpeak and Lmax apply to single noise events. Lpeak, the true peak or maximum value reached by a sound pressure wave, is typically used for hearing damage assessments, impulse noise or very loud noises such as blasting or hammers rather than transit projects. Neither the applicable provincial protocols nor our model incorporate this metric.
- Lmax represents the maximum value of the sound pressure during a noise event (e.g., single train passby) for a very short duration (typically, 0.125 or 1 sec). Similar to Lpeak, this metric is not used in the provincial protocols applicable to the Joint Corridor assessment and our model does not incorporate it.
- The various 1 hour Leq scenarios for various numbers of GO and Ontario Line trains are outside of the assessment framework which looks at 16 hour and 8 hour Leq's, and are thus not applicable to the project. Note that Metrolinx assessment conservatively combined the noise impacts from both GO and Ontario Line trains – rather than looking at GO and Ontario Line trains separately – as well as freight and VIA trains, and looked at the highest projected service levels for GO Expansion and Ontario Line, subsequently using this as the basis for mitigation investigation.

Best,

Daryl

From: [REDACTED]

Sent: October 15, 2021 5:46 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED] Councillor Fletcher <councillor_fletcher@toronto.ca>;

Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>; [REDACTED]

[REDACTED] Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: Re: SJS Request for Comment Period Extension - Early Works Reports

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Hi Daryl,

Thanks for the answers. While not complete, it gives us more context to interpret the data. We will review and follow up separately.

I am disappointed that it took Metrolinx more than 10 days to respond. I note Metrolinx did not answer Q7 concerning Leq max and peak values. This data will be crucial in understanding the impact of multiple projects in our neighbourhood.

We'll have less than a week to review the data if received on Monday, assuming no extension.

Ontario Regulation 341/20 makes no mention of releasing two separate early works reports on the same day. This appears to be an underhanded tactic by Metrolinx to deliberately discourage public participation in this process.

May I ask you to escalate this extension request to Malcolm Mackay, project sponsor?

Thanks,

[REDACTED]

On Fri., Oct. 15, 2021, 3:44 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I appreciate your patience as we worked through your questions. Please see below for the answers. Question 7 requires more work and we will get you an answer next week.

1. **Why did Mx not measure current noise levels?** In accordance with the MOEE/GO and MOEE/TTC protocols, operational noise is assessed based on predictions. Both existing and future noise levels are predicted in order to provide an 'apples to apples' comparison, at many receptor locations. However, existing noise levels were measured in several locations within the Ontario Line study area and documented in the *Ontario Line Final Environmental Conditions Report*.

2. **What is the margin of error with these predicted noise levels? For instance, when your predicted current noise data is 65 dB, what is the realistic range that you'd expect the actual noise level to be? +/- 5dB? 10dB?** The noise prediction model is an established approach based on measurements of transit systems in North America. The predictions are typically considered conservative and where noise levels were measured in similar locations to model receptors in the Lakeshore East Joint Corridor study area, the results corresponded well (within 3 dB).

3. **How reliable are your predicted future noise levels? If we were to measure noise levels in 20 years, assuming exactly the same types of trains and frequency as used in the input, how much deviation would you expect from the predicted noise levels vs. actual noise?** The noise levels from new trains and rail vehicles will be specified as part of the procurement process, so we are confident that they will achieve similar or lower noise emissions to those modelled.

4. **What are the noise profiles for each type of train (GO diesel/GO electric/VIA/freight/OL)?** As noted in Appendix E of the *Lakeshore East Joint Corridor Noise and Vibration Operations Report*, sound level data for Lakeshore East GO, Richmond Hill GO, freight, and VIA trains are referenced from the US Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual, and Federal Railroad Administration reference levels. All future diesel locomotives will have an exhaust silencer installed which will reduce the base sound level by 3 dB. Ontario Line vehicles were modelled based on an 80.4 dBA sound exposure level at 15 m based on a reference length of 80 m, reference speed of 80 km/h and source height of 0.6 m. Adjustments were made based on speeds, throttle settings, and track types, in accordance with the FTA manual and additional assumptions as outlined in Appendix E of the *Lakeshore East Joint Corridor Noise and Vibration Operations Report*.

5. **Did you use separate values for east bound trains vs west bound trains?** Yes, the tracks are modelled separately with assigned train volumes, throttle, and speed parameters.

6. **There's no date for electrification conversion. In the worst case scenario of continued diesel service, which is the case for the next number of years, what do the noise predictions look like?**

In May 2021, Metrolinx completed a Significant Addendum to the 2017 GO Rail Network Electrification TPAP. GO Expansion, including electrification, is part of a system wide project to design, build, operate and maintain the network, currently in the procurement phase. Once a proponent (contractor) is selected there will be further information in terms of construction scheduling and sequencing of electrification on the rail network. Community updates will be provided to the public and stakeholders prior to construction.

To achieve the GO Expansion service levels identified in the Business Case and included in the noise model, the GO rail fleet will need to be electrified to the greatest extent possible. The Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report modeled the future electrification scenario. A continued diesel service scenario was not modeled as Metrolinx is committed to electrification of the rail corridor. Note that the model, which forms the basis for mitigation investigation, included highest projected service levels of both GO and Ontario Line.

In the interim, Metrolinx is continuing to improve on its GO operations, for example by purchasing Tier 4 diesel trains, which is a type of train that meets more stringent air quality standards. Metrolinx's ongoing train silencer program will also install exhaust noise silencers on all diesel trains which will decrease the sound by an estimated 3dB.

8. Vibration data needs to account for multiple trains passing by. Please advise what cumulative vibration looks like for simultaneous passby from multiple trains. It is standard practice to assess vibration based on single passby events, but in the rare occurrence of additive vibration during a simultaneous passby event, the overall level would not be significantly higher than the dominant individual source (e.g., a GO train travelling along the GO track closest to a given receptor) because secondary sources would be relatively further away (e.g., Ontario Line train travelling along Ontario Line track further away from that receptor).

9. Does “Future – with project” include noise sources from all types of trains (OL, GO, VIA, Freight) and does it include cumulative impacts of simultaneous passby? Yes, all train services are included in the Future - with project scenario. The Leq,16h and Leq,8h noise levels evaluated take into account the number of cumulative pass-bys from OL, GO, VIA, and Freight trains during the day-time and night-time periods, respectively, described as an equivalent continuous sound level (the constant sound pressure level that would result in the same total sound energy as the fluctuating sound level within the same period) per the MOEE/GO and MOEE/TTC protocol. The Lpassby criteria is based on a single passby event of an Ontario Line train, as per the MOEE/TTC protocol criteria.

10. What is the difference between “Future – with project” and “Objective sound levels”? The Future - with project sound levels are the predicted sound levels with future train services operating on the proposed track infrastructure. The Objective sound levels are the higher of the predicted Existing Conditions or 55 dBA Leq,16hr (daytime) / 50 dBA Leq,8hr (night time).

11. Will you conduct indoor noise levels in bedrooms facing the rail corridor to ensure people can sleep and carry on with their daily lives? The assessment criteria are based on exterior points of reception as there may be variations in individual building facade constructions and room acoustic conditions. However, the predicted changes in noise levels would be expected to be similar indoors. For example, if the residual noise impact is noted as -2 dB based on a plane of window receptor, a similar impact would be expected in the associated interior space. Overall noise levels are expected to be significantly lower indoors than outdoors.

It's important to note we are following the timelines set out through **Ontario Regulation 341/20** under the **Environmental Assessment Act** which outlines a 30 day timeline to provide feedback. We have had two virtual open houses on September 23 and October 5 to provide summaries and answer questions. Last night, we met with the LSE CAC to answer their questions about the Lakeshore East Joint Corridor Early Works Report. We are also working to respond to the 60-70 questions the LSE CAC provided as well as respond to questions from residents directly. Public participation is very much encouraged.

Will get you the answer to number 7 once I have it. Have a good weekend,

Daryl

From: [REDACTED]

Sent: October 15, 2021 11:52 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED] councillor_fletcher@toronto.ca; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca> [REDACTED]

Subject: SJS Request for Comment Period Extension - Early Works Reports

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Hi Malcolm and Daryl,

Metrolinx released two Early Works reports on September 24: East Harbour and Joint Corridor. Both of these reports concern our neighbourhood.

It's highly unusual to release two important reports on the same day and give just 30 days to respond. Together these reports contain over 3,000 pages of dense material. One can't help but feel this is intended to discourage public participation.

While we're working diligently to meet this unreasonable timeline, Metrolinx has failed to respond to basic questions about noise methodology, hampering our ability to interpret the data. We *still* don't have answers to questions posed on Oct 4.

Noise and vibration in our neighbourhood is a key issue with the above ground Ontario Line. GO environmental assessment excluded our neighbourhood from the study area, and we're seeing the important data for the very first time. We need more time to review the cumulative impacts of multiple projects planned in our neighbourhood (above ground Ontario Line, existing GO, VIA and freight trains, GO expansion and electrification).

We are requesting an extension to respond to Early Works reports. It is crucial that we get this right, and the public is given an opportunity to provide meaningful feedback.

[REDACTED] on behalf of Save Jimmie Simpson

CC:

Paula Fletcher, Councillor councillor_fletcher@toronto.ca

Peter Tabuns, MPP for Toronto-Danforth tabunsp-co@ndp.on.ca

Julie Dabrusin, MP for Toronto-Danforth Julie.Dabrusin@parl.gc.ca

[REDACTED]

[REDACTED]

[REDACTED]



From: Ontario Line

Sent: October 14, 2021 12:07 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Questions about Metrolinx Early Works Noise and Vibration Data

Hi [REDACTED]

I followed up with the appropriate folks and expect to get an answer by the end of this week.

Daryl

From: [REDACTED]

Sent: October 12, 2021 7:32 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Questions about Metrolinx Early Works Noise and Vibration Data

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Hi Daryl,

We have a very limited time to respond to early works. I'm really not sure why it's taking this long for methodology questions. Can you please advise when we can expect a response?

AECOM is getting paid to do this work, unlike volunteers in our community. We're not dumping 3000 pages of technical stuff here. We really do need to insist on having answers in the next day or two.

Let me know,

[REDACTED]

On Thu., Oct. 7, 2021, 10:38 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I sent your list of questions directly to AECOM (consultant who carried out the noise and vibration studies) for response. I will follow up to see when answers can be expected.

I also copied you on the answers to [REDACTED] questions.

Best,

Daryl

From: [REDACTED]
Sent: October 7, 2021 10:21 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Questions about Metrolinx Early Works Noise and Vibration Data

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Hi there,

I'm following up to see when we can expect answers to the questions.

Would appreciate if you could please provide detailed responses to the questions below asap.

[REDACTED]

On Mon., Oct. 4, 2021, 1:19 p.m. [REDACTED] wrote:

Hi there,

We have some questions after reviewing the noise and vibration report for Lakeshore East Early Works report. We have a limited time window to respond to this report. Would appreciate your prompt feedback.

Thanks,

[REDACTED]

= = =

1. Why did Mx not measure current noise levels?
2. What is the margin of error with these predicted noise levels? For instance, when your predicted current noise data is 65 dB, what is the realistic range that you'd expect the actual noise level to be? +/- 5dB? 10dB?
3. How reliable are your predicted future noise levels? If we were to measure noise levels in 20 years, assuming exactly the same types of trains and frequency as used in the input, how much deviation would you expect from the predicted noise levels vs. actual noise?
4. What are the noise profiles for each type of train (GO diesel/GO electric/VIA/freight/OL)?
5. Did you use separate values for east bound trains vs west bound trains?
6. There's no date for electrification conversion. In the worst case scenario of continued diesel

- service, which is the case for the next number of years, what do the noise predictions look like?
7. Mx only shows 16 and 8 hour averages. Please provide Leq max and peak values, including effects of multiple trains passing concurrently.
 8. Vibration data needs to account for multiple trains passing by. Please advise what cumulative vibration looks like for simultaneous passby from multiple trains.
 9. Does "Future – with project" include noise sources from all types of trains (OL, GO, VIA, Freight) and does it include cumulative impacts of simultaneous passby?
 10. What is the difference between "Future – with project" and "Objective sound levels"?
 11. Will you conduct indoor noise levels in bedrooms facing the rail corridor to ensure people can sleep and carry on with their daily lives?

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From: Ontario Line
Sent: October 6, 2021 3:56 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Chat with Carrie or someone on the Noise Team?

Hi [REDACTED]
Please see below for the answers to your questions. I am also copying [REDACTED] as he had some similar questions and I think he would appreciate reading the responses to yours.

- **What does N/A mean?**
The MOEE/GO protocol for single unit dwellings with outdoor spaces assigns outdoor receptor locations as the point of assessment for the day-time period, and the building facade as the point of assessment for the night-time period. The N/A note within the result tables indicates that the receptor type is not applicable for the assessed time period (e.g., an outdoor receptor during the night-time for a house with a yard).
Please see the description of why N/A is used within the table above.
- **Why are there N/A for existing conditions? And for Project levels w or w/o barrier?**
Please see the description of why N/A is used within the table above.
- **Why would existing levels be higher when 3 tracks are being added w/o sound barriers? Single passby or cumulative?**
Noise levels are predicted to decrease at some outdoor receptor locations on ground level where the lower elevation at the receptor locations, relative to the tracks and retaining wall, results in a noise screening effect by the retaining wall, even before the addition of a barrier. This would be applicable to Leq,16h day and Leq,8h night time levels, as well as GO train pass-bys.
- **Future w Barrier levels show over 55 DBA Day & 50 DBA night - why?**
As per the MOEE/GO protocol, the noise level objective is the **higher** of existing day-time (Leq,16h) or night-time (Leq,8h) levels, or 55 dBA (day)/50 dBA (night). As existing levels were predicted to be higher than 55 dBA during the day and 50 dBA during the night time periods at all assessed receptors within the report, the existing predicted railway noise level was used as the objective noise level for the assessment. For additional reference, Leq,16h (day) and Leq,8h (night) noise levels at Wardmill and Pape Avenue were also measured above 55 dBA and 50 dBA (respectively), as documented within the August 2020 environmental conditions report.
Why aren't the levels shown in "Future w Barrier" reflected in noise contour maps? Where is that data coming from?
Noise contours can only be generated for a consistent elevation throughout the project area, and were provided within the report at a height of 1.5 metres above ground for day-time periods, and 4.5 metres above ground for night time periods to depict noise contours applicable to the majority of receptors. For receptors such as third storey windows (assessed at a height of 7.5m) or above or high rise buildings, results in the report reflect assessed levels at the specific receptor height.
- **Where barrier levels showed no decrease or rise - and DBA over 55/50 levels - what are planned further mitigations?**
All receptors within the report are predicted to meet MOEE/GO and MOEE/TTC protocol criteria with the modelled barriers implemented, and as such do not require further mitigation per the applicable protocol. Further mitigation is being implemented at Metrolinx's discretion to provide seamless noise barriers with a minimum height of 5 metres between Eastern Avenue and Pape Avenue, which are expected to provide additional noise reduction at most locations beyond the reductions presented in the report.
- **Mitigated OL - is this a single passby or both directions? What does "mitigated" mean?**
Mitigated indicates that this is during the "with barrier" scenario. This column is the Lpassby level for a single Ontario Line train pass-by (passing by on the predicted louder of the 2 tracks at each receptor), as per the MOEE/TTC protocol.
- **How are Mitigated OL DBA's different from "Future w Barrier" DBA's?**
The mitigated OL Lpassby column is for single Ontario Line train pass-bys per the Lpassby limit within the MOEE/TTC protocol with modelled noise barriers. The "Future-With Barriers" column is the 16 hour day-time Leq and 8 hour night time Leq for combined Ontario Line train and GO train impacts (includes all predicted pass-bys), with those same modelled noise barriers. Where:
Lpassby = The passby sound level, defined as the A-weighted equivalent sound level, Leq, over the passby time interval given by the total length and speed of the vehicle and
Leq = Constant sound pressure level which would result in the same total sound energy as would the measured time-varying sound pressure level over equivalent time duration.
The Leq16hr, for example, describes the equivalent continuous sound level over a 16-hour period.

Best,

Daryl

From: [REDACTED]
Sent: September 27, 2021 11:46 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Subject: Re: Chat with Carrie or someone on the Noise Team?

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Hi Daryl;

Here are a few:

RE: TABLE 3-4: PREDICTED 'WITH BARRIER' NOISE IMPACTS

Questions:

- What does N/A mean?
- Why are there N/A for existing conditions? And for Project levels w or w/o barrier?
- Why would existing levels be higher when 3 tracks are being added w/o sound barriers? Single passby or cumulative?
- Future w Barrier levels show over 55 DBA Day & 50 DBA night - why?
- Why aren't the levels shown in "Future w Barrier" reflected in noise contour maps? Where is that data coming from?
- Where barrier levels showed no decrease or rise - and DBA over 55/50 levels - what are planned further mitigations?
- Mitigated OL - is this a single passby or both directions? What does "mitigated" mean?
- How are Mitigated OL DBA's different from "Future w Barrier" DBA's?

Thanks!

On Mon, Sep 27, 2021 at 11:19 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]
As a start, can we get those clarification questions you have in written form? I would be easier to pull information from various folks who worked on it.

I am mindful of our environmental team resources with the recent virtual open houses, early works report releases and more. Keep in mind, we will have them available at the open house on October 5 as well.

Daryl

From: [REDACTED]
Sent: September 26, 2021 11:15 AM
To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: Chat with Carrie or someone on the Noise Team?

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Hi Daryl: Is it possible to arrange a quick zoom chat with someone from Carrie's Team who can speak to the Operational Noise Report **data** and answer some questions about it to clarify this week? I would just need under an hour probably - maybe on my lunch break? I don't want to roll this out to the community until I have some clarification that I'm reading this right particularly "Table 3-4: Predicted "With Barrier" Noise Impacts"

Also, wanting to see the corresponding data tables that Noise Contour maps are based on - I can't seem to find that table in the report.

Thank you.

From: Ontario Line

Sent: September 30, 2021 6:44 PM

Subject: East Segment Virtual Open House on October 5 at 6:30pm

Hello there,

Reaching out to let you know the registration for the October 5th East Segment virtual open house is live on Metrolinx Engage [here](#). I would appreciate if you can circulate widely using your networks. This will be an excellent opportunity to dive into the Lakeshore East Joint Corridor and East Harbour early works reports, ask questions and provide feedback.

While I have you, I also want to draw attention to the [questionnaire about the noise and retaining wall design](#). Feedback received here will shape future design choices. Please take a moment to circulate this within your community as well. This questionnaire will close on October 14. I have heard from some of you that you have completed it, thank you.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: Ontario Line

Sent: September 8, 2021 3:28 PM

To: [REDACTED]

Subject: RE: Ontario Line East Virtual Open House - September 23 at 6:30pm

Hi [REDACTED]

Unfortunately it is. We have teams working towards it and materials printed/designed with that date in mind so no flexibility there.

Daryl

From: [REDACTED]

Sent: September 8, 2021 3:21 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line East Virtual Open House - September 23 at 6:30pm

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Daryl,

Is this date set in stone? We have a [REDACTED] consultation the same time.

[REDACTED]

On Wed., Sep. 8, 2021, 3:20 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Good afternoon,

We invite you to the [Ontario Line East Segment Open House](#) on September 23 at 6:30 p.m. to learn more and collect feedback for the Ontario Line serving the East Harbour, Riverside/Leslieville and Gerrard stations. Please share the information below with your resident and business networks:

Sample message for email/newsletter/Facebook: Join Metrolinx on Thursday, September 23 at 6:30 p.m. for an Ontario Line presentation and feedback opportunity focused on the East Harbour, Riverside/Leslieville and Gerrard stations. Learn more, register, and submit questions at [Metrolinxengage.com/en/olLIVEsept23!](https://metrolinxengage.com/en/olLIVEsept23)

Sample tweet: Join @Metrolinx on Thursday, September 23 at 6:30 p.m. for an @OntarioLine presentation and opportunity to provide feedback on #East Harbour, #Riverside, #Leslieville and #Gerrard. Register and submit questions at [Metrolinxengage.com/en/OLLIVEsept23](https://metrolinxengage.com/en/OLLIVEsept23)

This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback.

As always, please do not hesitate to reach out if you have any questions or want to connect. Please stay in touch with us at 416-202-5100 or OntarioLine@Metrolinx.com, and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Thank you!

Daryl

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

[REDACTED]

[REDACTED]

From: Ontario Line
Sent: September 16, 2021 4:23 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: N&V Data

Sorry for all the emails.

Clarifying that we can meet directly with the South Riverdale Community Health Centre and [REDACTED] [REDACTED] to walk them through the findings and data within the environmental report.

Daryl

From: Ontario Line
Sent: September 16, 2021 4:12 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: N&V Data

Hi [REDACTED]

Following up here.

Would your team be interested in a meeting with our noise and vibration experts so we can walk you through the findings of the Lakeshore East Joint Corridor environmental report after the release?

We offered the same briefing with the LSE CAC. I understand your preference is for us to engage [REDACTED] team but I wanted to offer the opportunity anyways.

Thank you,

Daryl

From: Ontario Line
Sent: September 15, 2021 9:48 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: N&V Data

Hi [REDACTED]

The environmental report for Riverside and Leslieville is currently tracking for public release on **September 23rd**. I will keep you updated if this date changes.

Daryl

From: [REDACTED]
Sent: September 13, 2021 10:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: N&V Data

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Thanks for looking into it, Daryl. Is the report still expected to be published on Sept 15?

[REDACTED]

On Mon., Sep. 13, 2021, 3:46 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Unfortunately, we cannot share the noise and vibration data as there is still additional approvals and verification underway. The release of this environmental report is tracking for the second half of September.

Once it is released to the public, I plan to send a notification to all area community groups and BIAs so they have access to it ASAP.

Daryl

From: Ontario Line
Sent: September 8, 2021 1:44 PM
To: [REDACTED]
Cc: [REDACTED] >
Subject: RE: N&V Data

Good afternoon [REDACTED]

Thanks for your email. I am going to check in with our teams to see if the noise and vibration data is ready to share. I understand there is still additional approvals and verification underway before

it can be shared with any member of the public. The release of this environmental report is tracking for the second half of September.

I have not forgotten about your safety question / Standards Council of Canada. I am waiting for one team member to review the response for accuracy and once that is complete, I will share it with you directly.

While I have you, I want to draw attention to the virtual open house on September 23rd. Residents in Riverside and Leslieville can sign up [here](#). Our third party consultant will be reaching out shortly to schedule a briefing with your community group ahead of the open house.

Talk to you soon,

Daryl

From: [REDACTED]
Sent: September 7, 2021 2:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: N&V Data

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Hi there,

Save Jimmie Simpson and South Riverdale Community Health Centre have commissioned a Health Impact Assessment in order to understand the impact of the above ground Ontario Line in our neighbourhood.

Metrolinx has confirmed that it will not consider health impacts as part of their environmental assessment. We believe the final Ontario Line design must reflect any potential impact on public health and community safety.

I understand the noise and vibration data is expected next week. I'm writing to ask if you're able to release N&V data earlier so that it can be incorporated into the HIA.

We will not publicize the data other than with the consultant who is carrying out the research. Please advise if you are able to send an advance copy of the N&V data.

Thanks,

[REDACTED]
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From: Ontario Line

Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

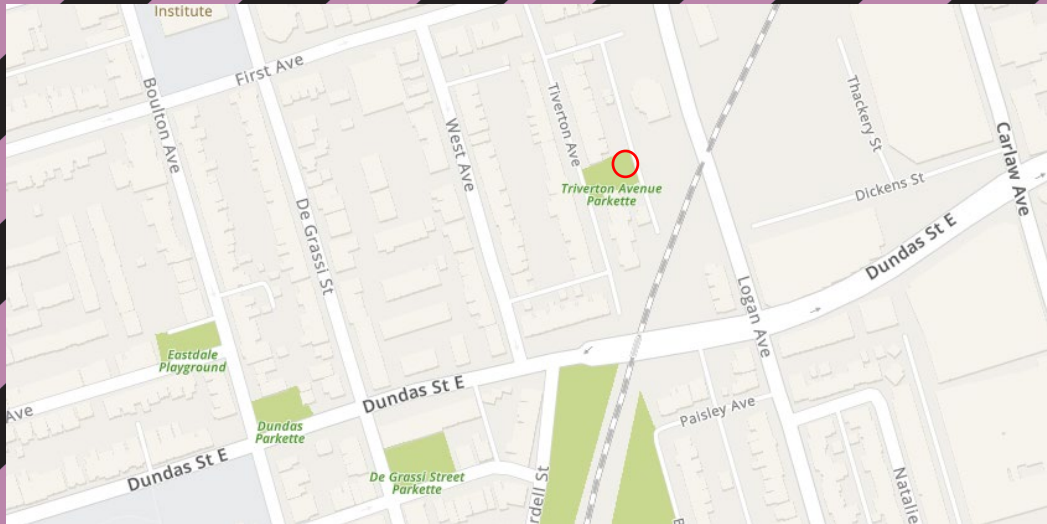
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing

- **Work will take place on a single day either on August 31 or September 1.**
- **Duration:** Up to 4 hours to capture ambient sound and video
- **Hours:** 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
- This work includes taking photographs and notes.
- All field crew members will be wearing high-vis vests.
- There will be no noise, pedestrian or traffic impacts.
- Work may be intermittent, delayed or rescheduled due to inclement weather or unforeseen circumstances.

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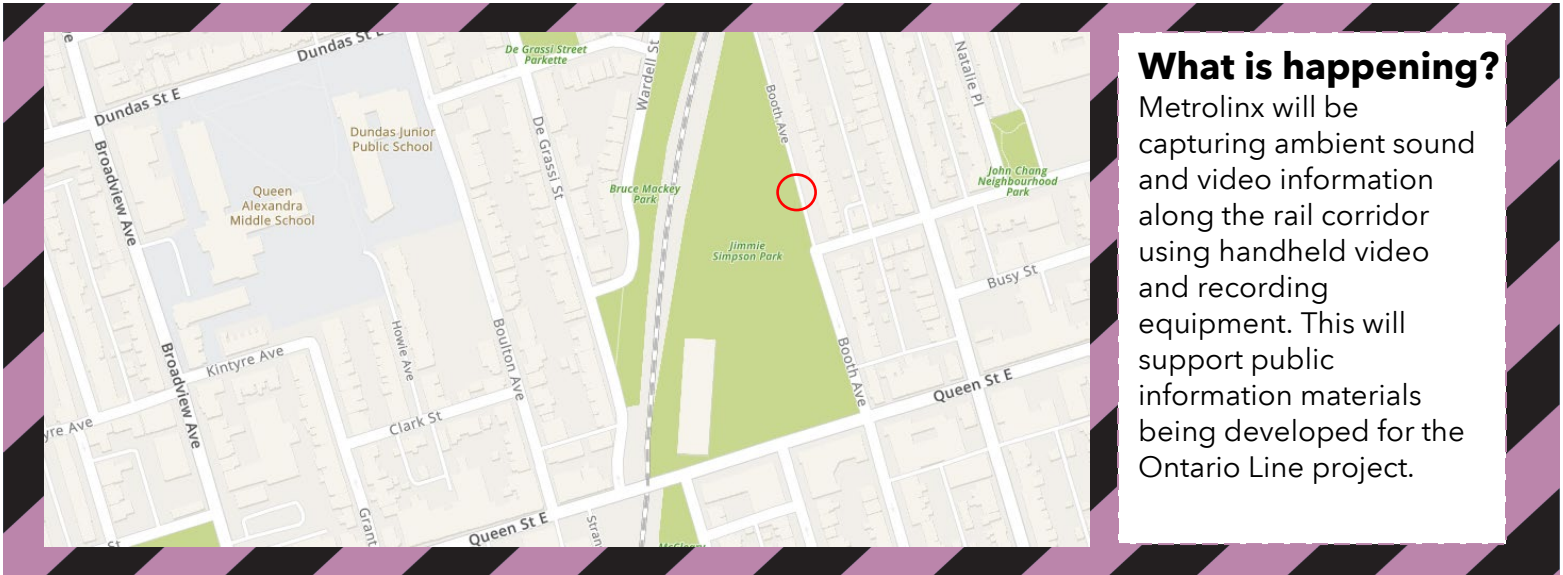
Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: July 27, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.

Capturing ambient sound and video information in Jimmie Simpson Park

Starting as early as August 31, 2021



What is happening?
 Metrolinx will be capturing ambient sound and video information along the rail corridor using handheld video and recording equipment. This will support public information materials being developed for the Ontario Line project.



Timing



- Work will take place on a single day either on August 31 or September 1
- **Duration:** Up to 4 hours to capture ambient sound and video
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What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
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Write to us at: OntarioLine@Metrolinx.com
 Call us at: 416-202-5100
 Visit the website: [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
Information as of: August 3, 2021



Disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à OntarioLine@Metrolinx.com.



From: Ontario Line

Sent: August 25, 2021 11:09 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Big red machine

Good morning [REDACTED]

Thanks for your patience as I tracked this work down.

This is geotechnical work to understand underground conditions. No trees were impacted and the red work equipment is a drill rig related to this work. After the drilling concludes, there will be short duration site visits to complete sampling work and there will be no noise related to this work.

Please see here [for the notice](#) which was circulated to you late June.

[REDACTED] I am still following up on the Safety/Standards Council of Canada response. It is been circulated with all the teams working on the partnership to ensure accuracy. Once complete, I will share with you immediately.

Have a good day and thanks for reporting this to me,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line

Sent: August 25, 2021 9:20 AM

To: [REDACTED]

Subject: RE: Big red machine

Thanks [REDACTED] this is helpful.

Daryl

From: [REDACTED]
Sent: August 24, 2021 10:12 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Big red machine

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Hi Daryl: The big red machine is still sitting on the tracks over Dundas rail bridge, snapped this picture this evening walking by. Why is it there and what is it doing?

[REDACTED]
[REDACTED]
[REDACTED]

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[REDACTED]

From: Ontario Line
Sent: September 20, 2021 3:51 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Standards council of Canada

Hi [REDACTED],

Apologies for the delay in getting this to you. Many teams had to provide input.

I'm pleased to give you an update on some of the safety guidelines and approaches that we are taking for the GO Lakeshore and Ontario Line joint corridor.

Ensuring safety of the community, our employees and our contractors is of utmost importance to us. Metrolinx has worked together with the Standards Council of Canada (SCC) to create the *Independent Safety Assessor for Railway Systems Accreditation Program*. Following this program, SCC-accredited Independent Safety Assessors will review and provide recommendations of safety assurance during the design, build and testing & commissioning phases of the project, as well as continuing review of proposed changes to the railway once a project is in operation. Independent Safety Assessors who are accredited under the Program undergo annual assessments and witness audits by the SCC to ensure continued conformance with accreditation criteria. You can find more information about the program [here](#).

The risk assessments carried out by the contractor throughout the design, construction and operation phases of the project are based on [CSA EXP11, Canadian method for risk evaluation and assessment for railway systems \(CMREA\)](#) which Metrolinx worked with the Canadian Standards Association (CSA) to create. The CMREA sets out requirements for evaluating the significance of changes being made to a railway as well as detailed requirements for the corresponding risk management process and criteria for independent assessment by an independent safety assessor (ISA.) The Working Group for the development of the CMREA included representatives from Metrolinx, the private sector, and the Ontario Ministry of Transportation. Based on the European Union's Commission Implementing Regulations (EU) No. 402/2013 of April 30, 2013 on the common safety method for risk evaluation and assessment, CMREA introduces into Canada best practices as established and widely implemented in Europe for making any change to a railway system that is technical, operational, or organizational in nature.

The framework for SCC: accredited safety assessor reviews and evaluates safety risks in the operation of the Ontario Line provided by the contractor, including possible interactions and any proposed mitigations with adjacent railways, property and associated facilities.
Regarding set-back distances from the railway right-of way to adjacent properties: we can confirm this has been considered and reviewed. Metrolinx has carried out initial risk

assessments both for the railway system as a whole, and specifically related to the alignment of the railway through the Lakeshore East and Lakeshore West corridors. Continued evolution risk assessments are carried out by the design team throughout the design process, ensuring that if risks are discovered, mitigations are created and captured in the design and construction of the project.

The CMREA risk evaluation process will address a wide spectrum of potential risks and will include proximity of Ontario Line operations to property and other buildings, along with any mitigations proposed by the designer team, all of which the Independent Safety Assessor will review in evaluating the safety case for the Ontario Line.

On your question of noise and vibration, Metrolinx is working closely with the Ministry of the Environment on the standards which have been developed and will be incorporated into the project contract for the constructor to follow. More details will be shared in the upcoming Lakeshore East Joint Corridor Early Works Report which will be released to the public this fall.

Happy to answer any additional questions you have or organize a meeting to discuss further,

Daryl

From: [REDACTED]
Sent: August 19, 2021 10:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Standards council of Canada

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Daryl,

Following up on this email.

Thanks, [REDACTED]

On Tue., Aug. 10, 2021, 9:24 p.m. [REDACTED] wrote:

Hi Daryl,

Could you please provide the scope of work undertaken by Standards Council of Canada (SCC)? In particular, I'd like to know if SCC will address the proximity issues.

- Will SCC carry out quantitative analysis and literature review to ascertain health concerns around noise and vibration (both during years of construction and the subsequent operational phase)?
- Will it address safety setback distance for residents who live around the rail corridor?

Thanks,



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From: Ontario Line

Sent: August 4, 2021 12:15 PM

To: 

Cc: 

Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi 

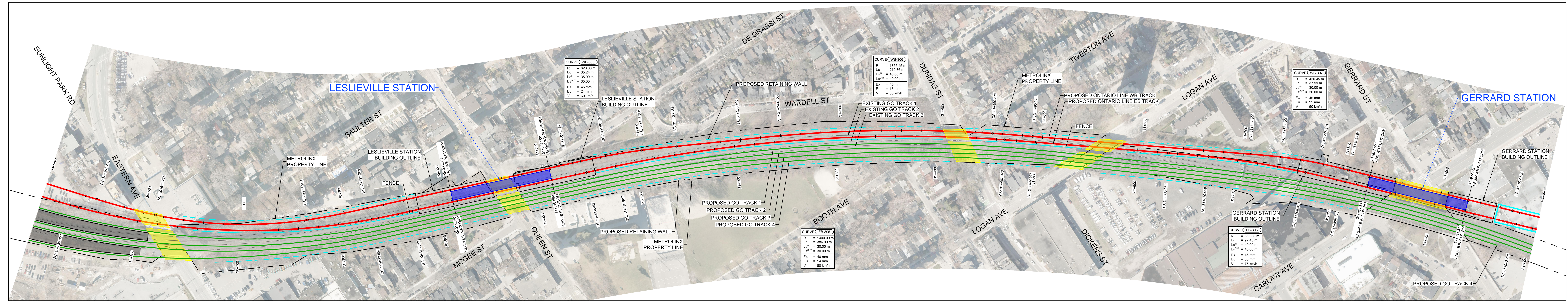
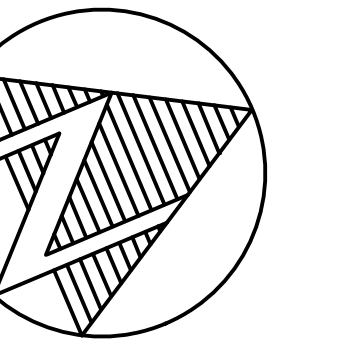
Due to your request, the team has added property lines to the rollplot (see attached).

I checked in with our property team again on that specific retaining wall in Jimmie Simpson Park. They are still figuring it out with City staff and do not have an answer yet. I will update you when I hear something.

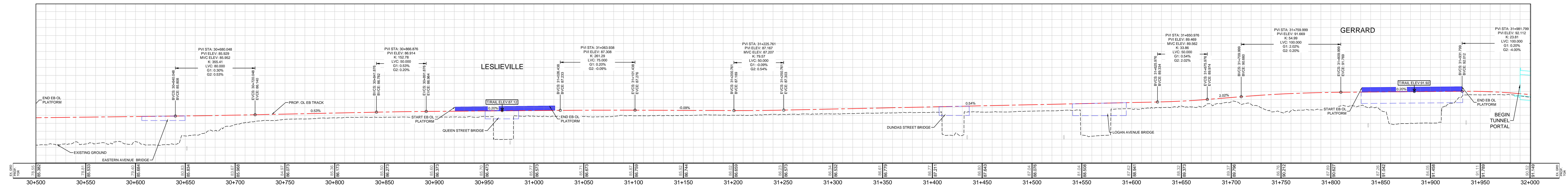
For the trees, if they fall within the existing fence, they are most likely Metrolinx trees. The forthcoming environmental report this fall will provide more details regarding the extent of tree removals.

Daryl

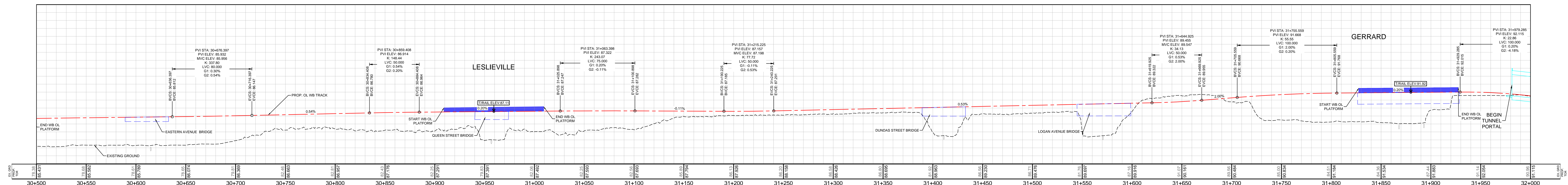




PLAN
ONTARIO LINE TRACK
RP300



PROFILE
ONTARIO LINE EASTBOUND TRACK
RP300



PROFILE
ONTARIO LINE WESTBOUND TRACK
RP300

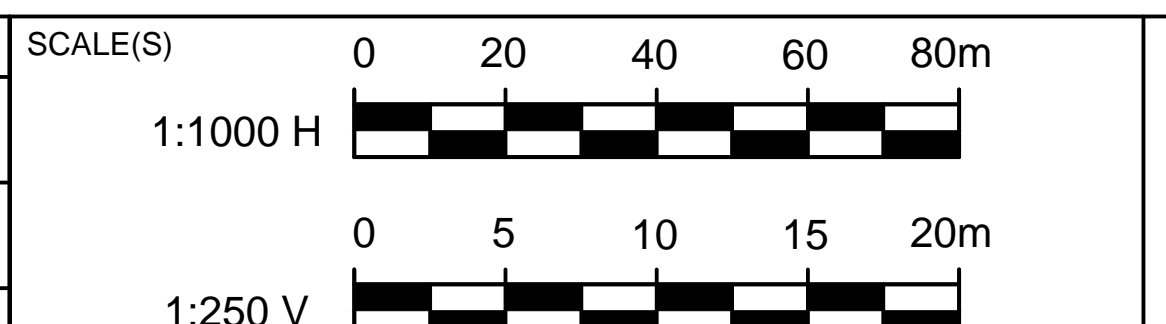
LEGEND

OL TRACK ALIGNMENT	OL PLATFORMS	GO TRACK ALIGNMENT	PORTALS
TUNNEL	EXISTING GROUND ELEV.	GO PLATFORMS	TBM PORTAL WALL
FENCE	NEW BRIDGE FOOTPRINT	RETAINING WALLS	

CONCEPT ONLY
WORK IN PROGRESS



REVISIONS	REVISIONS



TITLE
LAKESHORE EAST SEGMENT ROLLPLOT
OL STA. 30+500 TO STA. 32+000

DESIGNED	
DRAWN	
CHECKED	
APPROVED	

ONTARIO LINE SUBWAY

[Redacted]

From: [Redacted]
Sent: August 3, 2021 11:26 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Just following up from several weeks back. Has Metrolinx determined where the property lines are and specifically who owns the retaining walls and trees that appear to be in Jimmie Simpson Park? And similarly on the opposite side, who owns the trees in Bruce Mackie Park?

Thanks,

[Redacted]

[Redacted]

[Redacted]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 15, 2021 1:24 PM
To: [Redacted]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Once I hear back, I will share what I hear with you.

The video and additional retaining wall detail is being developed to share alongside the upcoming retaining/noise wall consultation. The current estimate to hold this consultation is sometime in August and I will send you a note once we finalize a date.

Daryl

From: [Redacted]
Sent: July 15, 2021 1:11 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [Redacted]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl,

So if the wall is in question, the trees are certainly in parks property yes? When will you know by?

And when would a retaining wall detail be available? Happy to get a drawing prior to a video being made.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 15, 2021 10:38 AM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi [REDACTED]

I inquired internally on your question of ownership of that specific retaining wall. Right now, we are investigating who is responsible for it and I will send you a note when I hear back. There was talk that it might be leftover from the old Grand Trunk Railway.

As part of the upcoming noise/retaining wall consultation, we are working with our construction team to develop a video detailing the construction sequencing for the T-wall retaining system. This will help the community understand the 'look and feel' of this work.

Best,

Daryl

From: [REDACTED]
Sent: July 12, 2021 11:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl.

Is the wall in Jimmie Simpson (cited below) in metrolinx property ownership? And is there a construction detail of the T-Wall retaining system?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: July 12, 2021 11:13:35 AM

To: [REDACTED]

Subject: RE: Follow up - detailed OL drawings - Property Lines

Morning [REDACTED]

I hear you. Invasive trees still provide oxygen and shade despite their impacts to biodiversity and local ecosystems. In the vegetation guideline I linked previously, we have a section on invasive species (page 39).

I know the wall you are talking about. Unfortunately, I cannot provide an answer at this moment until the tree impact analysis is complete and shared with the community in the forthcoming environmental report this fall. We specifically used a T-wall construction method for the retaining wall because it minimizes impacts to trees. The report will provide details on trees that will be protected and those that will be removed/pruned.

Best,

Daryl

From: [REDACTED]
Sent: July 12, 2021 10:24 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl,

1. For the record, "invasive species", from a health standpoint still provide oxygen and much needed shade and (as I am sure you would agree) are far better than no trees when tackling climate change. The birds certainly do not discriminate.

2. More specifically, there is a very old retaining wall along the west boundary of JS Park. I presume this is the property line as you mention below. When the tire factory was converted to a park, trees were planted on the east side of the wall. I believe they are about 50 years old, providing shade, co2 sequestration, noise and visual screening. They run between JS rec centre and Paisley Ave. Will those trees be removed? Have they been identified as "to remain" in any reports?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Ontario Line

Sent: July 2, 2021 9:50 AM

To: [REDACTED]
[REDACTED]

Subject: RE: Follow up - detailed OL drawings - Property Lines

[REDACTED]

It is an interesting question to which I do not have full understanding of the history behind it.

The property line is defined by the existing fence/berm/retaining wall. It is not perfect as these items may have shifted around the many years they existed. For areas where we are exceeding our property lines, conversations are underway with the City and individual property owners.

For the trees, I am not aware of who planted them but I do know Metrolinx is responsible for any vegetation within the rail corridor/property boundary and we have our own [vegetation guideline](#) we follow. I also believe many of the trees in the existing corridor are invasive and the tree survey in the forthcoming environmental report will provide more details.

If you did not get a chance to attend our open house, we [provided more details](#) about how future retaining wall locations will unlock more green space for the community. There is a table on Slide 11 which provides the approx. numbers for your review.

Best,

Daryl

From: [REDACTED]

Sent: July 1, 2021 11:28 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Mx says it will do the work (mostly) inside the property lines. I am looking at other Mx maps and wondering how the Mx property came to include parkland and many mature trees planted 50-60 years ago as well as things such as the corner of a house at Paisley and Booth.

Did the City plant trees by mistake (Jimmie Simpson, Mcleary Park and Bruce Mackey) in the rail right of way? Was the house built over the R.O.W. 100 years ago? Or is Mx taking that land from parks? I get that houses will be expropriated just don't understand the property line discrepancies.

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 30, 2021 2:37 PM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings

No problem.

No, property lines are not included in this file.

Daryl

From: [REDACTED]
Sent: June 30, 2021 2:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings

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Thanks Daryl,

Are property lines part of this drawing file?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 30, 2021 1:28 PM

To: [REDACTED]

Subject: Follow up - detailed OL drawings

[REDACTED]

I know at the Save Jimmie meeting on May 7, you requested a corridor width measurement and more detailed drawings.

As you may know, we provided detailed measurements for the cross section to Save Jimmie Simpson (I hope you received it). In addition, due to progress with design and property conversations, we have made the roll plot available to the public [here](#).

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

 **METROLINX**

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line

Sent: May 28, 2021 5:25 PM

To: [REDACTED]
[REDACTED]

Subject: RE: Save Jimmie Simpson - Follow up to May 7 Meeting

[REDACTED]

Apologies for the delay in getting back to you. Going forward, would you be interested in a biweekly touch base with myself so we can be better connected and keep the lines of communication open? If so, please let me know and I can set it up for us.

Please see attached for our answers to your questions following our meeting on May 7. I am still working to get you the measurements you asked for and will provide them soon. In the meantime, I wanted to get back to you with the information I do have along with an updated cross section that includes the existing GO tracks.

Have a great weekend,

Daryl Gonsalves

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



From: [REDACTED]

Sent: May 20, 2021 4:52 PM

To: Kelly Hagan <Kelly.Hagan@metrolinx.com>

Cc: [REDACTED]

Subject: Save Jimmie Simpson - Follow up to May 7 Meeting

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Hi Kelly,

Hope you're well. I wanted to follow up on our meeting earlier this month. Attached please find a letter from Save Jimmie Simpson.

Let me know if any questions.

Thanks,



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Metrolinx Answers to Save Jimmie Simpson Questions

Meeting: Friday May 7, 6 pm

1. What are your main decision-making criteria?

Who exactly makes final decision on alignment and design?

Metrolinx completes a series of business cases to enable government to make decisions that are informed by the best available evidence. Our goal is to ensure the best possible ridership while minimizing impacts on homes, businesses and communities. Once we identify which communities the line will serve, we're able to then reach out to them to start discussing any impacts and how we'll solve for them. Thanks to the feedback from Save Jimmie Simpson and the LSE CAC, we have found even more creative ways to avoid construction activities in the parks within your community.

When determining the Ontario Line's Route and elevation, planners balanced considerations like:

- How many people could be served,
- How much travel time could be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the network
- How effectively any local impacts could be managed, and
- How to ensure maximum transit benefits within the approved budget

Like everything, there are pros and cons no matter which option you choose – but we only choose options that we know will offer maximum benefits with the least amount of impact to the community. For the sections that run above ground, we know we can significantly cut down on property requirements, introduce effective, well tested noise and vibration solutions, and build best-in-class infrastructure that is safe and attractive. That's something we are absolutely doing as we continue to engage with communities throughout the planning and design process.

At the end of the day, this approach allows us to give the people of Toronto a modern, reliable 15.6-kilometre rapid transit line that will get them to one end of the city to the other in less than 30 minutes, connecting to more than 40 other transit lines along the way. That means 28,000 fewer cars on the road each day, resulting in a 7.2-million-litre drop in fuel consumption here in Toronto. We can assure you that we've built off transit planning work that has taken place in your community over many years, and we're confident this is the right path forward. We expect the Ontario Line to be built within a similar timeframe for a similar cost at more than twice the length of the former Relief Line South proposal. This means we can bring congestion relief to transit-deprived communities sooner, putting a total of 255,000 more people within walking distance of rapid transit by 2041.

Why did you bury the Eglinton Line through Leaside but can't in Riverdale/Leslieville?

We have a unique opportunity here to make use of a space that we already own, where trains are already running and where GO Expansion work was already planned. It's not unusual for transit lines to use a combination of underground and elevated sections. Those same principals are being used on other routes in Toronto and the GTA. It's also not unusual to combine different types of trains in the same corridor. It's not about choosing one neighbourhood over another. We're able to streamline the Ontario Line work into the same place, meaning we're not spreading out across multiple construction areas in the community. Where there's an opportunity like this, it makes sense to take it – especially when we have so many solutions available to us that will effectively manage any impacts.

Tunneling the Ontario Line through this area would delay completion between 15 and 24 months – also adding to the length of time the neighbourhood would be disrupted by construction – and it would result in significantly more impacts to local businesses, homes and park space.

2. What are the actual dimensions “footprint” of the “right of way” and “corridor”? We want to know precisely where the trains are planned to run.

The Metrolinx property line is roughly the same as the existing fence or berm that help to visually define the rail corridor in Leslieville and Riverside. The Ontario Line and GO Expansion infrastructure will fit mostly within our existing rail corridor. In most areas, we simply won't extend beyond our existing property lines – we won't need to, and we don't want to. Where and if we do need to, it will be minimal for retaining walls and at stations sites.

The green line that community members have painted on the street will not be the boundary of the corridor. The boundaries will be largely unchanged.

The rail corridor between Eastern and Gerrard is between 34 to 41 metres long. We are working to get you additional measurements and will provide it soon.

What is the impact on neighbourhood parks and trees?

On parks, our latest refinements that put the Ontario Line tracks side-by-side within the corridor instead of straddling either side of it means even fewer impacts to the parks that have been developed around the active rail corridor over the years. Staying within the boundaries of our existing rail corridor will protect park space and playgrounds in the long term. It will ensure neighbouring buildings and businesses like the Jimmie Simpson Recreation Centre can continue operating during construction and beyond. The same is true for the basketball court and the hockey rink in Jimmie Simpson Park – they're nowhere close to the boundary of the rail corridor, and they won't be affected. If we do have to take small parcels of land in parks, we will work with the City of Toronto to restore them to their previous condition or better after Ontario Line work is completed. Ensuring access to greenspace and parks will be a priority as we progress with Ontario Line plans in this area.

On trees, we will be avoiding impacts to trees and park space wherever possible. It's a priority for us because we recognize the importance of green space and parks to this community, and all communities along the route.

We've completed tree inventories in the area so that we know exactly how many trees are within the study area and the type and quality of these trees. For example, are they diseased or an invasive species? Can we focus our work first on removing those types of trees? We follow City of Toronto requirements to help sustain tree canopies in areas that we work. The city has requirements for how we compensate them for tree removal, which could include planting three trees for every one tree we remove on private property or City-owned property. We're actively working with the city to find out what options are available to us for replacing trees. If we do have to remove trees on land that we own, such as the existing rail corridor, we will also replace these trees to ensure that there's no net loss of trees in the area. We're partnering with the Toronto Region Conservation Authority to do this work, since they are the subject matter experts and they know how to do this right. We'll rely on their advice and expertise to make sure the community sees the maximum benefit.

Whyever would you prefer a portal close to Pape Elementary School to a location south of Eastern Ave?

The portal at Gerrard won't affect safe access to Pape Avenue Public School because the Ontario Line will be underground by the time it reaches the school. We're working closely with the school and parent council on plans to keep the area safe for students and faculty while also protecting the building and playground. For families who choose transit, the nearby station at Gerrard will make getting to and from school much simpler.

When we looked at the most feasible tunneled approach for Riverside and Leslieville, a portal would need to be built in the area of Eastern Avenue and extend as far as Queen Street. Significant excavation to lower the levels of land would be needed to build a portal and retaining walls for the shallow tunnel structure. This would result in a permanent closure of Eastern Avenue or Queen Street, disrupting existing traffic and transit services. Worse, there would not be enough room for a station in Riverside/Leslieville. Our analysis showed a portal and tunneling in this area would require the acquisition of numerous homes along McGee and Saulter Streets and have significant impacts on the property currently home to Saulter Street Brewery, most of the parks in the area, and other small businesses and community organizations nearby.

3. We want some straight answers regarding noise, vibrations, human health impacts and costs over the life cycle of the Ontario Line.

Claim that Leslieville will be quieter after rail corridor expansion: what are the current and expected noise and vibration levels? Peak readings, not just average?

Early results show the sound of every train passing through many locations around Leslieville and Riverside will be reduced compared to today's levels. Noise levels throughout the day and night will also be lower than they currently are at many locations along this part of the route. Once studies are completed and all the findings are reviewed and verified, they will be shared with the community ahead of the Lakeshore East Joint Corridor Early Works Report this year.

Sound barrier details

It is possible to have effective noise barriers and design them so they enhance the unique character of the neighbourhood they will serve. A number of design elements will be considered to enhance noise walls so they fit well with surrounding spaces, like parks. We'll look at the type of wall, such as transparent or textured walls, and how to best deter vandalism. We will also have several options for new vegetation, landscaping and streetscaping to keep community spaces beautiful. We look forward to working closely with the community and the City on how to design these walls to enhance the neighbourhood. These conversations will start this summer.

We are committed to going above and beyond to mitigate noise during and after construction of the Ontario Line and will employ the most effective noise mitigation measures. Some of those measures might include rail dampers, continuously welded rail, ballast mats, floating slabs, and resiliently supported rail ties and high resilient fasteners.

Proximity issues and health impacts in scope of Standards Council of Canada

We hold ourselves to the highest standards when it comes to safety. The six-track joint corridor is no exception and is subject to an evaluation conducted with an Independent Safety Assessor to ensure the utmost safety standards are in place for passengers, operating and maintenance staff, and the communities that the Ontario Line will travel through. This evaluation will follow the highly

respected, well established and widely adopted European Standard the European Common Safety Method for Risk Evaluation and Assessment.

The evaluation will consider numerous safety considerations, including the following:

- separation between the Ontario Line and GO tracks;
- signal systems and operating rules;
- operations, safety, and security measures;
- emergency procedures;
- maintenance of lines/tracks; and
- traction power spacing requirements.

As a federal crown corporation and Canada's leading accreditation organization, the Standards Council of Canada mandate includes developing strategies to support sustainable development and benefit the health, safety and welfare of the public. The Independent Safety Assessor will not only play a role in ensuring safety during the design, building and commissioning phases of the Ontario Line, but also for on-going inspection once the Ontario Line is in operation.

It's important to note the rail corridor isn't expected to change at most places, and where it does, it will be minimal. In order to mitigate noise and vibration impacts, we will employ the most effective noise mitigation measures. Some of those measures might include rail dampers, continuously welded rail, ballast mats, floating slabs, and resiliently supported rail ties, high resilient fasteners and noise walls. Air quality in the community will also benefit from more people choosing transit with the Ontario Line and the use of electric trains.

4. What specifically are the anticipated staging requirements for current Ontario Line plan? (We are very mindful of the staging areas established for Eglinton Cross-town.) Where exactly are these planned to be located?

The Ontario Line is a completely different project than the Eglinton Crosstown and therefore has been planned and designed differently as well. The Ontario Line will have less road disruptions compared to Crosstown because construction of the Ontario Line will not be built along only one major road in the city. Instead, construction of the Ontario Line will be spread throughout the city from Exhibition/Ontario Place to the Ontario Science Centre at different times. In addition, road and traffic disruptions will be avoided or reduced largely due to the fact that Ontario Line stations are not being built one kilometre apart in a straight line across a major Toronto road, the way the Crosstown was designed and built.

We are still working on creative solutions to continue to reduce our requirements for staging, laydown and access. Since we are using the existing rail corridor, we have the advantage of completing some of the work within the corridor itself which reduces impacts to the community. All of these staging locations will be included in the upcoming Lakeshore East Joint Corridor Early Works Report and we will seek feedback from your community.

5. **We want to discuss the alternative underground plan developed by Steve Munro that our community supports.**

Why has Metrolinx refused to consider any alternative alignments? (City motions EX 9.1, MM 28.17, EX18.3, MM 31.12)

At the request of the community, we have already looked at the most feasible tunneled approach that preserves the most customer benefits. We have found building any underground tunnel east of the Don River would be extremely disruptive to the nearby communities and erase much of the important customer benefits along the way. Constraints in the area include longer and more disruptive construction, additional property requirements, impacts to utilities, large sewer mains and active flood protection areas. Additionally, in order for trains to go underground through here, they would have to exceed the maximum grade possible. Ultimately, we would likely have to permanently close roads and lose access to existing transit that so many in the community rely on.

We looked at the Munro alignment and we appreciate the East Harbour above ground transfer. As the plan goes east, one immediate constraint is the large Enbridge facility to get over. The alignment is about 300 metres longer than current plans and we price it at \$870 million more expensive. Similar to the other tunneled approach, it would mean a longer construction schedule and additional disruption.

We have looked at multiple alignments and we are advancing current Ontario Line plans. By using the existing rail corridor, we are confident we can significantly cut down on property requirements, introduce effective, well tested noise and vibration solutions, and build best-in-class infrastructure that is safe and attractive.

On what (details please) is your \$800M figure for an underground alignment based? Does this include cost of tunnelling under the Don? We note that the alternative plan does not require this.

No, it does not include tunneling under the Don River. The tunneled approach requires an additional \$805 million which is mostly due to the two deep stations at Leslieville and Gerrard.

What is the cost of the 6 bridge expansions?

The existing bridges carrying the GO tracks in the area are very old and are nearing the end of their service lives and will require rehabilitation in the near future. With the Ontario Line plans and the construction phasing that we will be undertaking, we have determined that this will be an excellent opportunity to replace the old GO bridges (instead of only rehabilitation), in addition to building the new bridges to carry the Ontario Line. We do not have cost estimates at the moment as we are determining the best and most efficient way to phase the construction work and design and build the new bridges. The new bridges will improve the vertical clearances above the roadways, provide a better experience for the community at street level, and also invest in new and improved bridges that will last another generation.

What will be the frequency of diesel trains in the next 5 years?

Over the next five years, service levels will increase incrementally and are based on demand. Metrolinx communicates service updates on a quarterly basis, or more frequently.

These figures below are ultimate compacity or worse-case scenarios so these are subject to change.

- Off-Peak Base service will be 6 trains per hour, two way all day service.
 - 4 will be local LSE bi-directional
 - 2 local ST bi-directional
- Peak (AM/PM) Base service will be 10 trains per hour peak direction + 6 counter-peak direction
 - 4 peak local LSE
 - 2 peak express LSE
 - 2 peak local ST
 - 2 peak express ST
 - 4 counter-peak local LSE
 - 2 counter-peak local ST (contingent on infrastructure completion in Stouffville corridor)

GO Expansion will quadruple train service, and the majority of the increase will be delivered by electric trains. Where we don't fully own the tracks, additional diesel trains will be needed.

In 2037, there will be 677 GO trains passing the LSE Corridor :

- 109 revenue diesel GO trains;
- 493 revenue electric GO trains;
- 75 non-revenue electric GO trains.

Even in the worst case scenario, GO trains will contribute less than 1% of all emissions in 2037.

Maintenance cost difference between above and underground

Since we are streamlining construction and Ontario Line infrastructure with the planned GO Expansion in the Joint Corridor, there is an advantage as we are also streamlining future maintenance as well.

Catastrophic insurance cost difference

It is extremely unlikely that insurance premiums will go up if there is already a line(s) there and rail on that line. The reason being is the house location is already on a rail line, so the risk is already present.

Train speed through residential area

Train speed is a combination of, among factors, vehicle capability and stop spacing. Just as with other vehicles, the stopping and starting of vehicles requires acceleration and deceleration that takes time. Similar to the experience on the downtown Yonge sections of the line which have very frequent stop spacings, often of less than a kilometre. As a result, the operating speeds of trains in this section is relatively slow. Whereas, along sections of track where spaces are fewer with more space in between (such as north of Lawrence on the Yonge line) the top travelling speed of the train can be accelerated. In the Joint Corridor section of the Ontario Line the relative proximity of the stations at East Harbour, Leslieville and Gerrard means that the operating speeds of the train are expected to be in the order of 30km/h.

Existing Metrolinx Property Boundary

Track Centre Widened to Accommodate Leslieville Station Platform

Existing Metrolinx Property Boundary

Ontario Line Track (Westbound)

Ontario Line Track (Eastbound)

Overhead Catenary System

GO Tracks

Noise Barrier

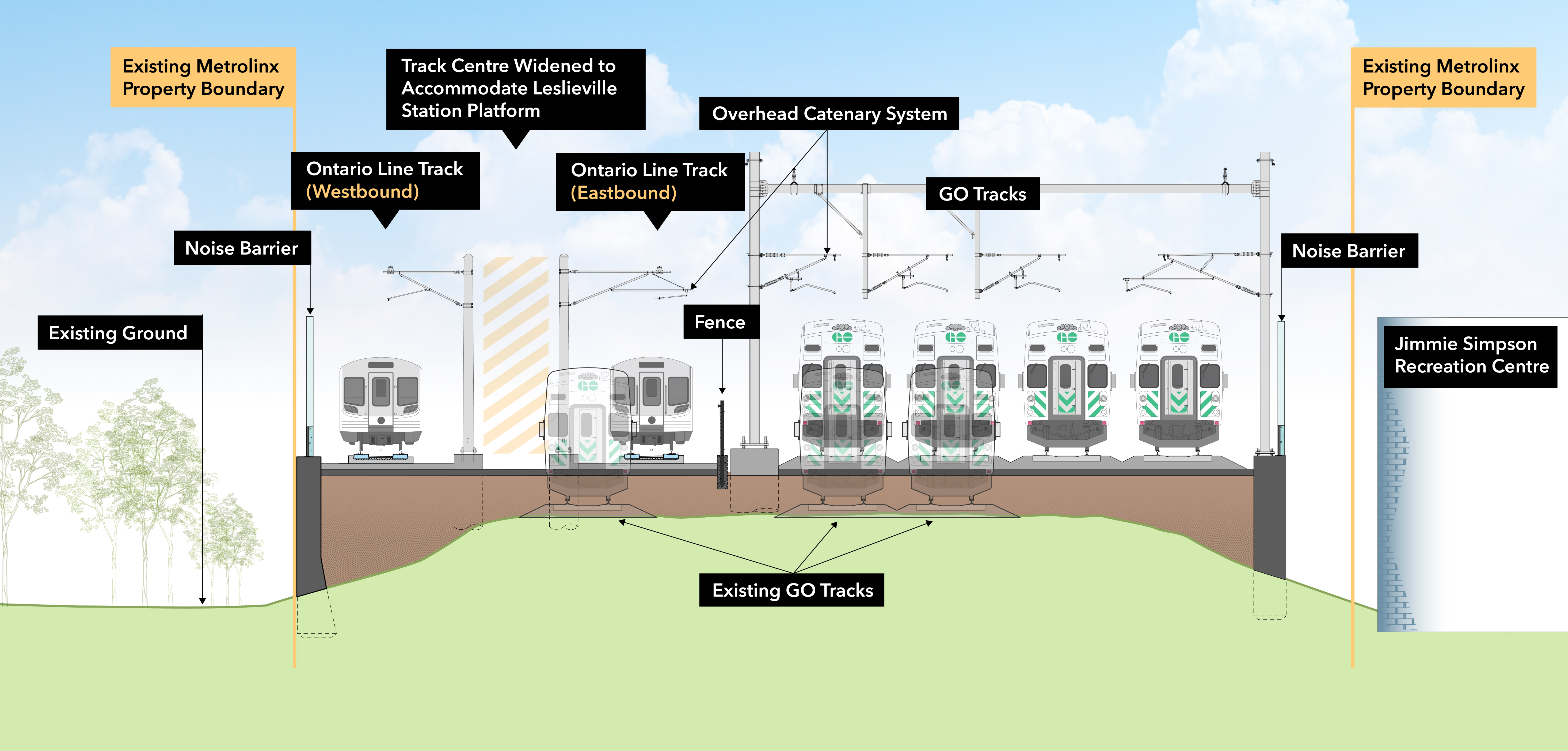
Noise Barrier

Existing Ground

Fence

Jimmie Simpson Recreation Centre

Existing GO Tracks






From: Ontario Line

Sent: April 14, 2021 4:30 PM

To: 

Cc: tabunsp-qp@ndp.on.ca; councillor_Fletcher@toronto.ca

Subject: Re: Save Jimmie Simpson


Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option

that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 14, 2021 7:41 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Cc: tabunsp-qp@ndp.on.ca; councillor_fletcher@toronto.ca

Subject: Save Jimmie Simpson

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January 31, 2021

Donald Wright, Chair,
Metrolinx Board
chair@metrolinx.com

Re: **Save Jimmie Simpson
Keep the Ontario Line Underground**


Dear Donald Wright:

I'm deeply concerned and disturbed by the proposal for a potential construction and operation of an Above Ground Ontario Line.

I'd like to bring to your attention five (5) reasons, to please use your utmost efforts to keep the Ontario Line Underground:

- As an engineer I'm very familiar with unavoidable noise and vibrations, which I will be exposed to as an immediate resident. The expected noise and vibration levels will cause severe adverse health impacts. It's also well understood that noise walls are not nearly as effective as required.
- It appears that the proposed Ontario Line trains will be travelling about 20 meters closer from residential homes, including social housing than guidelines recommend.
- It's actually nothing less than shocking to me that any person with a healthy common sense would even consider a reduction of any parkland in downtown Toronto. I assume you are well aware that the Above Ground Ontario Line would be violating the Parkland Strategy.
- As a proud Canadian I do appreciate a healthy democratic decision making process. I'm very concerned about a potential commencement of construction prior to the release, discussion and public approval of an Environmental Impact Assessment.
- It's also apparent that any construction without the benefit of a completed environmental assessment and public consultation breach a federal funding requirement.

I appreciate your consideration of my concerns,



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From: Ontario Line

Sent: April 14, 2021 4:46 PM

To: [REDACTED]

Cc: tabunsp-qp@ndp.on.ca; councillor_Fletcher@toronto.ca

Subject: Re: Save Jimmie Simpson

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound

from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. We are undertaking our first such assessment for the rail corridor in Riverside and Leslieville. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. Our plans have been updated based on what we heard from the community so far. We will continue to share more mitigation plans as soon as we have them. You can learn more about the latest updates on our [website](#). We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 15, 2021 11:47 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Cc: tabunsp-qp@ndp.on.ca; councillor_fletcher@toronto.ca
Subject: Save Jimmie Simpson

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March 15, 2021

Donald Wright, Chair,
Metrolinx Board
chair@metrolinx.com

Re: **Save Jimmie Simpson
Keep the Ontario Line Underground**

Dear Donald Wright:

I'm deeply concerned by the proposal for a potential construction and operation of an Above Ground Ontario Line.

I'd like to bring to your attention five (5) reasons, to please use your utmost efforts to keep the Ontario Line Underground:

- unavoidable noise and vibrations, which I will be exposed to as an immediate resident. The expected noise and vibration levels will cause severe adverse health impacts. It's also well understood that noise walls are not nearly as effective as required.
- It appears that the proposed Ontario Line trains will be travelling about 20 meters closer from residential homes, including social housing than guidelines recommend.
- reduction of already limited parkland in downtown Toronto. The Above Ground Ontario Line would be violating the Parkland Strategy.
- As a proud Canadian I do appreciate a healthy democratic decision making process. I'm very concerned about a potential commencement of construction prior to the release, discussion and public approval of an Environmental Impact Assessment.

- It's also apparent that any construction without the benefit of a completed environmental assessment and public consultation breach a federal funding requirement.

I appreciate your consideration of my concerns.



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From: Ontario Line

Sent: August 13, 2021 5:07 PM

To: [REDACTED]

Cc: [REDACTED]

TorontoEast <TorontoEast@metrolinx.com>

Subject: RE: Ontario Line update

Hi everyone,

Thank you for following up. This work will no longer be taking place this weekend, and will instead be postponed to the fall.

The planned tree and vegetation clearing in the rail corridor was approved and covered by a separate Environmental Assessment that was conducted as part of the GO Expansion project. To protect birds and wildlife, qualified avian biologists always conduct nest searches in advance of any tree removals. Metrolinx also has a voluntary program to compensate for trees that are removed – more information [here](#). This weekend, tree removals were being planned by the GO Expansion team for the area between Gerrard and Pape in order to take advantage of the upcoming closure of Lakeshore GO line, which would allow several weeks of off-hours work to be conducted in two days.

Though this GO Expansion tree removal work is separate from Ontario Line work and had its own approvals, the Ontario Line team also recognizes that we committed to the community that no work would take place in the rail corridor until after the Ontario Line Joint Corridor Early Works report is released in the fall. In light of this commitment, we have reached out to our partners on the GO Expansion team and worked with them to postpone this weekend's work to begin after the Early Works report is released.

Thank you again for reaching out to us, and have a good weekend.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]

Sent: Friday, August 13, 2021 12:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
TorontoEast <TorontoEast@metrolinx.com>
Subject: Re: Ontario Line update

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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: Please see attached images of the study zone for the Ontario Line Environmental Conditions Report/Assessment. This is the Joint Corridor and falls under the OL's EA legislation. As you can see the Gerrard /Pape intersection falls within Ontario Line Assessment area.

[REDACTED]
[REDACTED]

On Fri., Aug. 13, 2021, 9:34 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your email.

The work you're referencing in the rail corridor is not related to Ontario Line Early Works. It is being conducted as part of GO Transit maintenance and safety work.

I am cc-ing the GO Transit Toronto East team to share more information about the work and answer any questions you may have.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Thursday, August 12, 2021 5:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Fwd: Ontario Line update

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Hi there,

I have in writing below that "Early works construction for the joint corridor is expected to begin in summer 2022."

I'm shocked to receive a notification that early works construction such as tree and vegetation removal is now scheduled to begin as early as August 14. This is before any public consultation has been carried out and before we have been informed of environmental impact.

Believe this is totally out of line. Please confirm the notice about tree removal was sent out in error.

■

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

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

Date: Tue., Mar. 9, 2021, 4:52 p.m.

Subject: Ontario Line update

To: ■

Hi ■

Hope you are enjoying the warmer weather today. I wanted to reach out and provide you with an update on a couple things and find out if you were interested in setting up a meeting between Save Jimmie Simpson and the Ontario Line team. We would welcome a chance to discuss your questions about the project and provide a bit of an update on our plans.

In terms of timelines to be aware of, I wanted to let you know that we recently updated [our website](#) to include the latest timelines for early works in the joint corridor. 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 each respective environmental assessment is completed. Early works construction for the joint corridor is expected to begin in summer 2022. These schedule adjustments do not impact the overall timeline for early works completion or the larger P3 construction packages.

■ I appreciate your patience while we continued our initial design and environmental studies. This will help us respond to more of the concerns the community has raised and we hope that there will be many opportunities for us to connect this year.

Sincerely,

Josh

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

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Community Stakeholders and Groups

- **Sisters of St. Joseph**

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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Sent: August 30, 2021 4:22 PM

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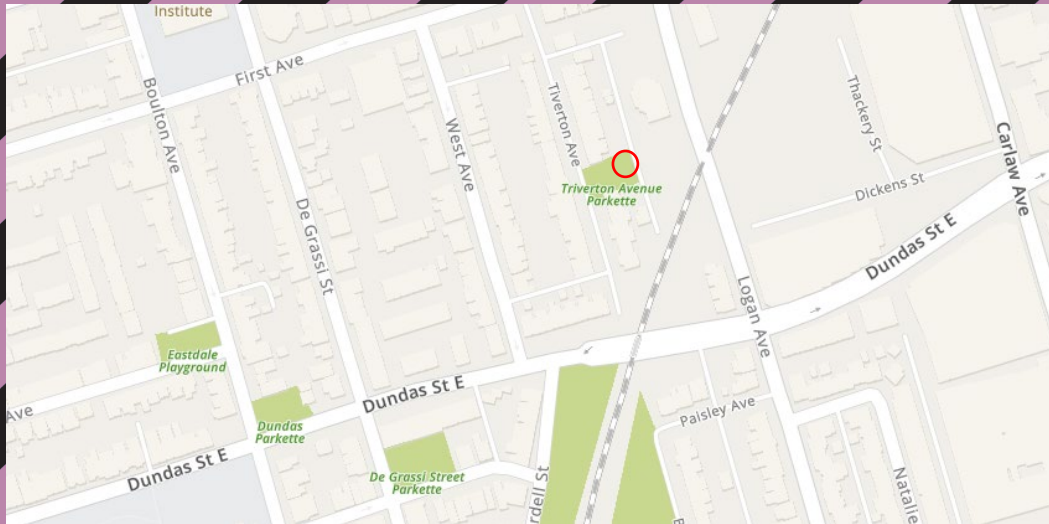
The Ontario Line Community Relations team



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Starting as early as August 31, 2021



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Timing

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- **Duration:** Up to 4 hours to capture ambient sound and video
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What to expect

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- All field crew members will be wearing high-vis vests.
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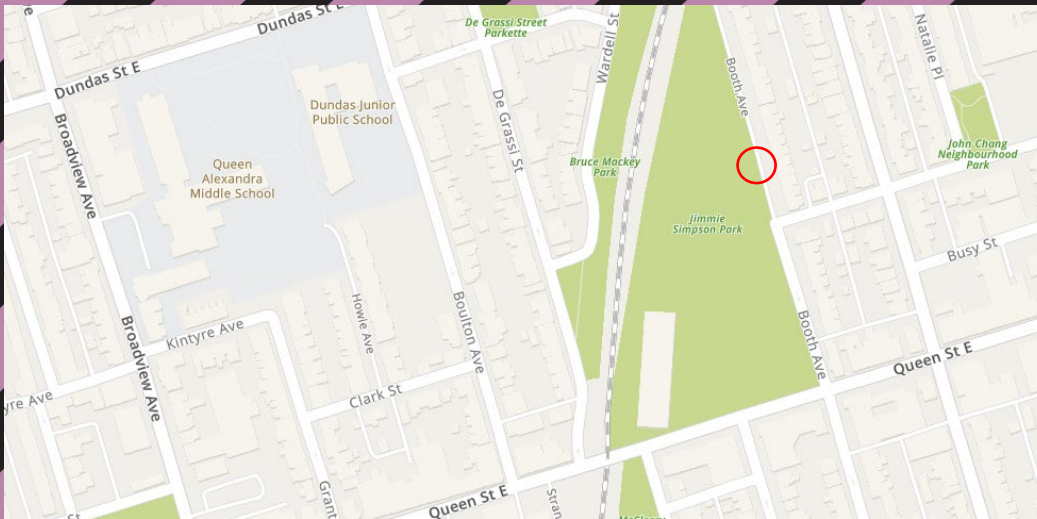
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Information as of: July 27, 2021



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Community Stakeholders and Groups

- **St. Lawrence Market
Neighbourhood
Business Improvement
Area**

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Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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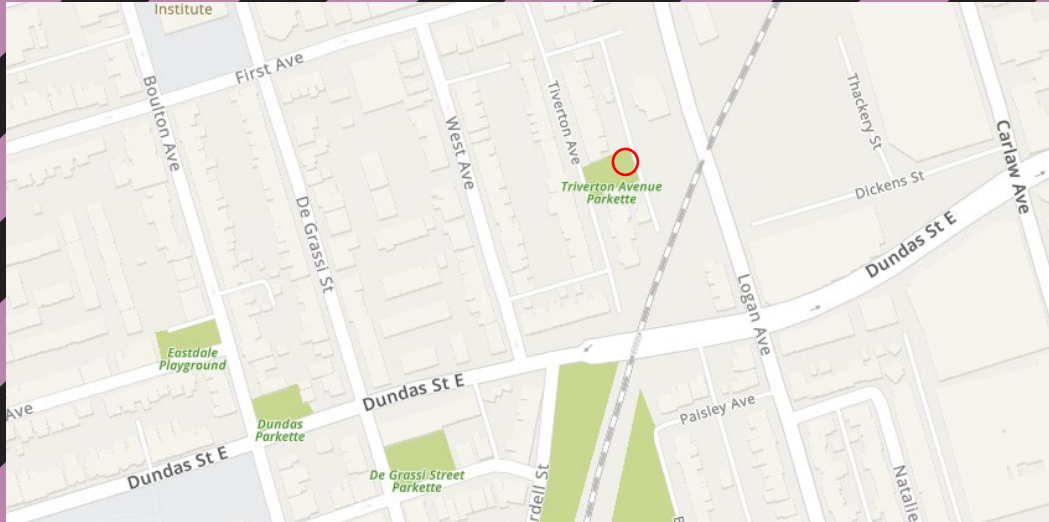
The Ontario Line Community Relations team



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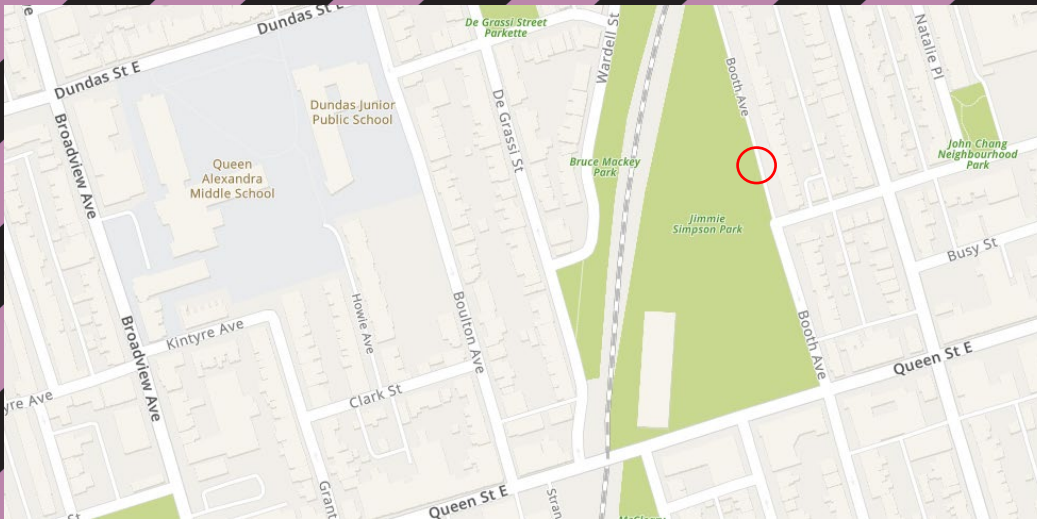
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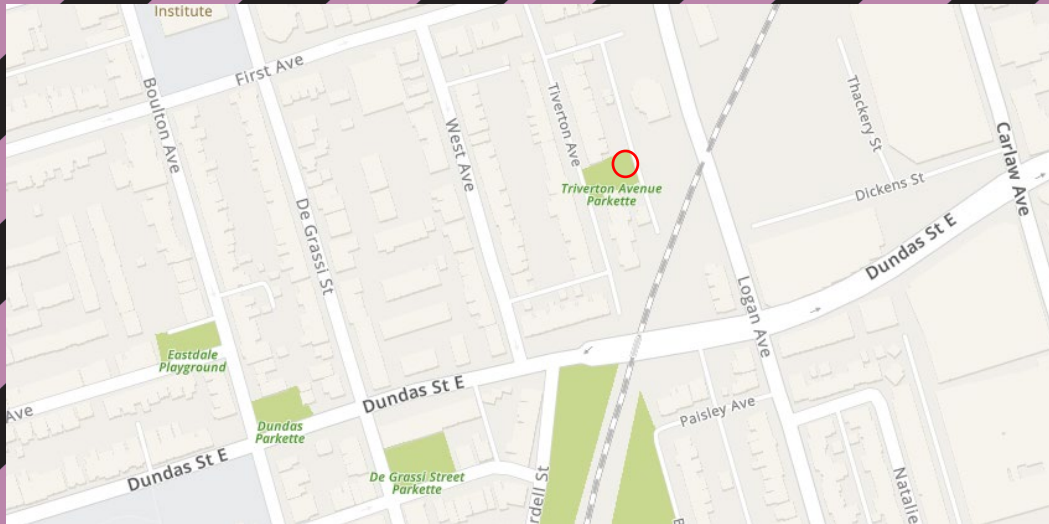
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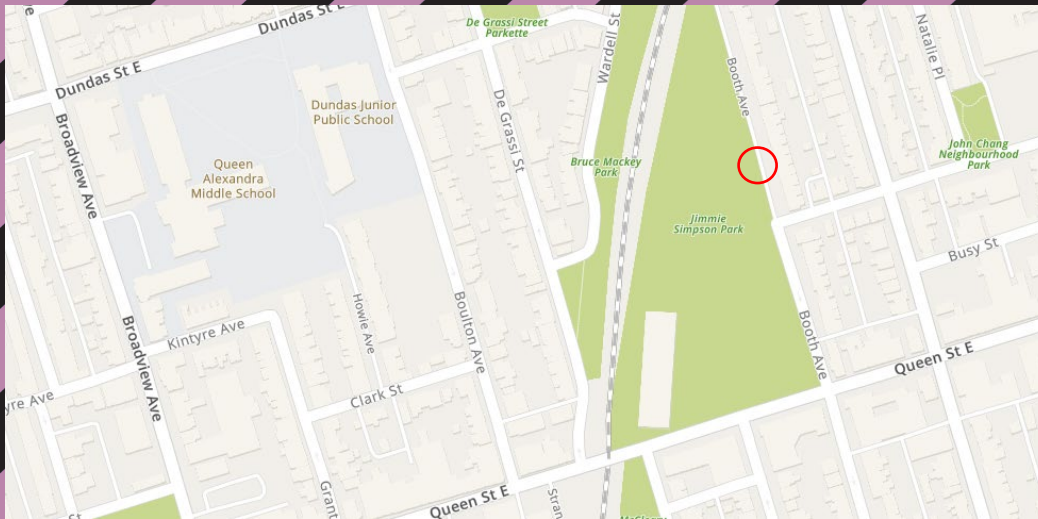
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Information as of: August 3, 2021



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Community Stakeholders and Groups

- **Tabule Restaurant Group**

[REDACTED]

From: Ontario Line

Sent: October 6, 2021 3:52 PM

To: [REDACTED]

Subject: RE: Connecting you for Ontario Line Question re: [REDACTED]

Hi [REDACTED]

It was great to chat with you this morning.

Here is the [planned construction sequencing](#) video I mentioned. As you can see, work will start in mid 2022.

You can review recordings of past open houses by [clicking this link](#) and clicking past events under the East Segment tab.

Slide 17 on [this presentation](#) has our current staging and access requirements.

Finally, [the east segment page on Metrolinx Engage](#) is regularly updated with the latest information we have 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



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From: [REDACTED]

Sent: October 5, 2021 5:22 PM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Connecting you for Ontario Line Question re: [REDACTED]

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

Thanks for the quick response.

A phone call would be great. I am pretty open tomorrow and Thursday 10-2:30 if anything works for you ?

My number is [REDACTED]

On Tue, Oct 5, 2021 at 5:16 PM Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for connecting us [REDACTED]

Happy to chat. We can schedule a phone call or we can chat outside the restaurant. I can provide you with all the details we have available now to inform your decision. Can you provide a list of times you are available this week?

Please copy the OntarioLine@metrolinx email which ensures this correspondence gets captured in the final environmental reports.

Daryl

From: [REDACTED]
Sent: October 5, 2021 5:03 PM
To: Riverside BIA Office <office@riverside-to.com>
Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Subject: Re: Connecting you for Ontario Line Question re: [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Thanks [REDACTED] for the introduction.

Nice to e-meet you Daryl. We are located at [REDACTED] and are renegotiating our lease. I would like to know what kind of impact this may have on our business and for how long? We have another location near yonge and eglinton and the businesses there were really affected during the line still getting finished there. Any guidance would be appreciated.

On Tue, Oct 5, 2021 at 4:56 PM [REDACTED] wrote:

Hi Daryl and [REDACTED]

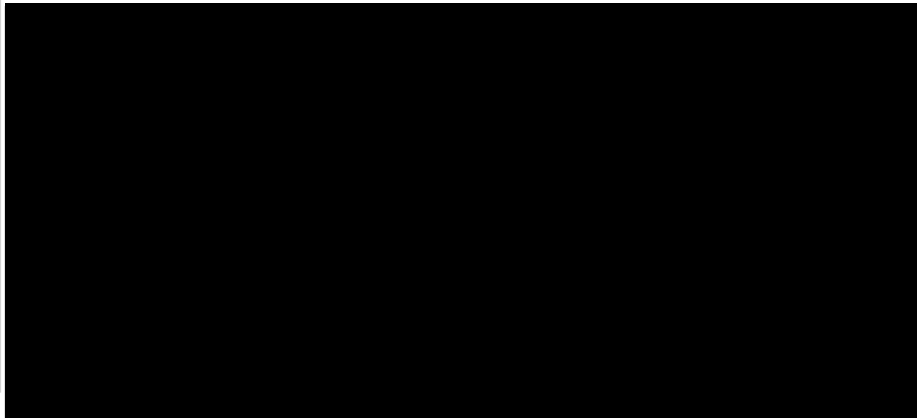
I'm connecting you for questions about the property at [REDACTED] if there are any potential impacts due to the Ontario Line.

Daryl - [REDACTED] is the owner of [REDACTED]

Diana - Daryl is in the local Community office and our main contact at Metrolinx for the

Ontario Line.

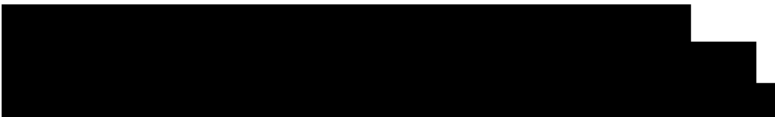
I'll let you take the discussion from here!



--

My working day may not be your working day. Please do not feel obliged to reply to this email outside of your normal working hours

—



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[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

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Community Stakeholders and Groups

- **The 519**

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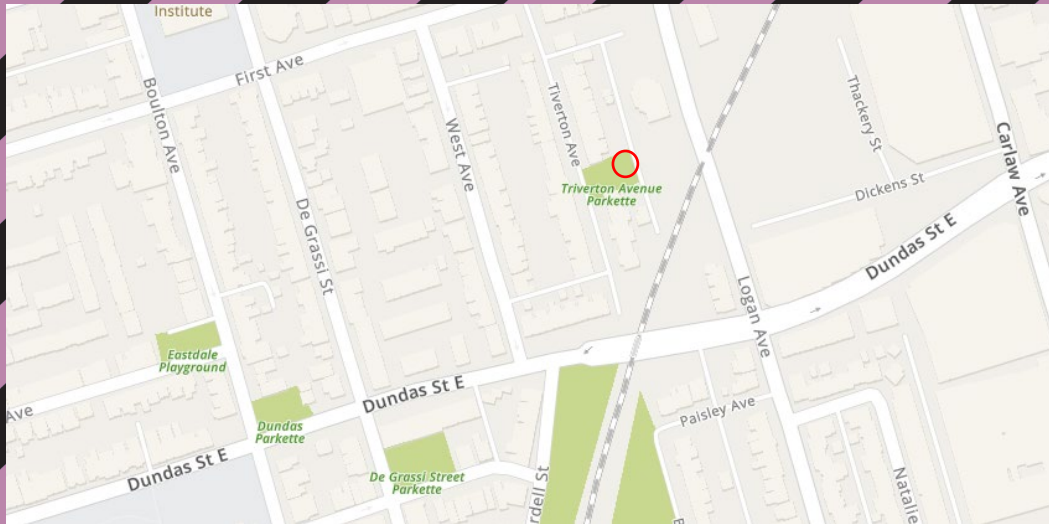
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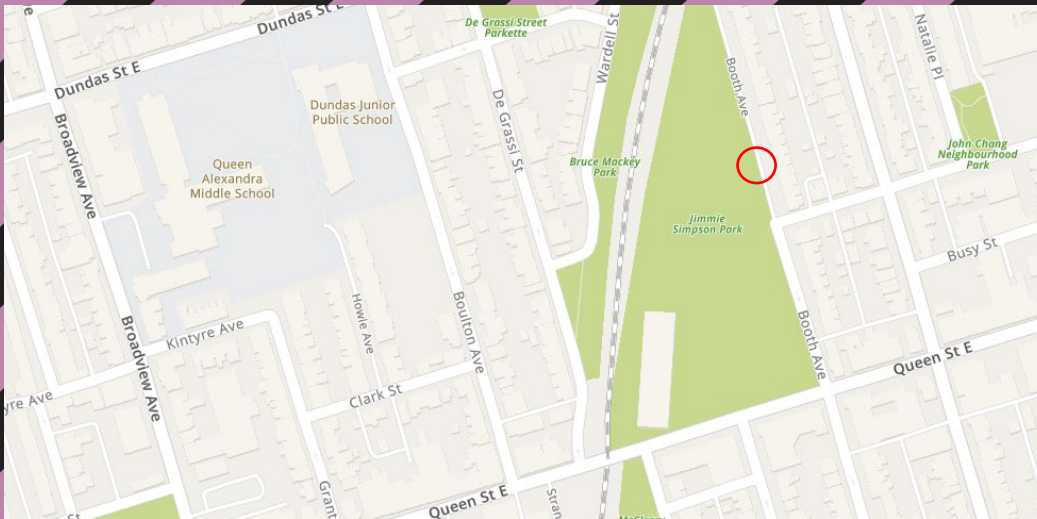
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Community Stakeholders and Groups

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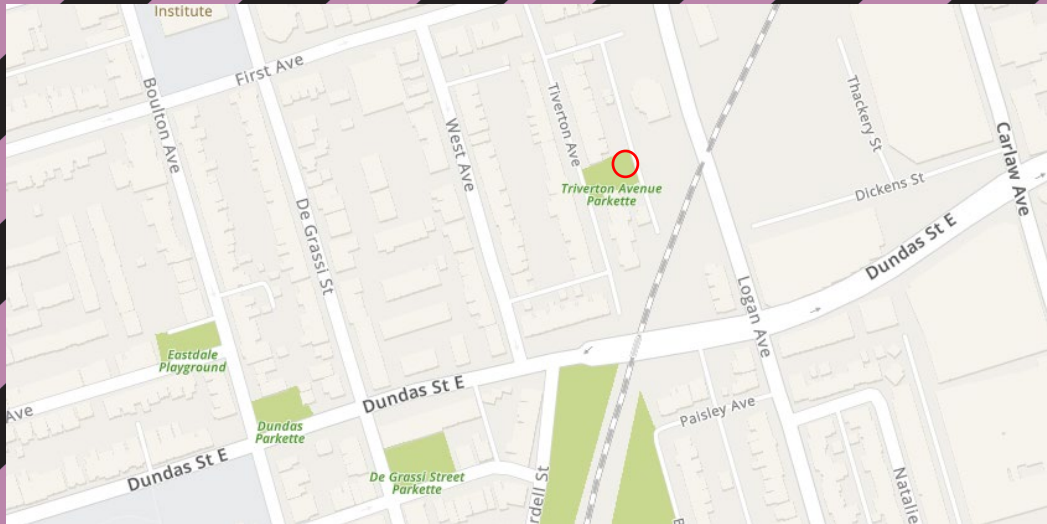
The Ontario Line Community Relations team



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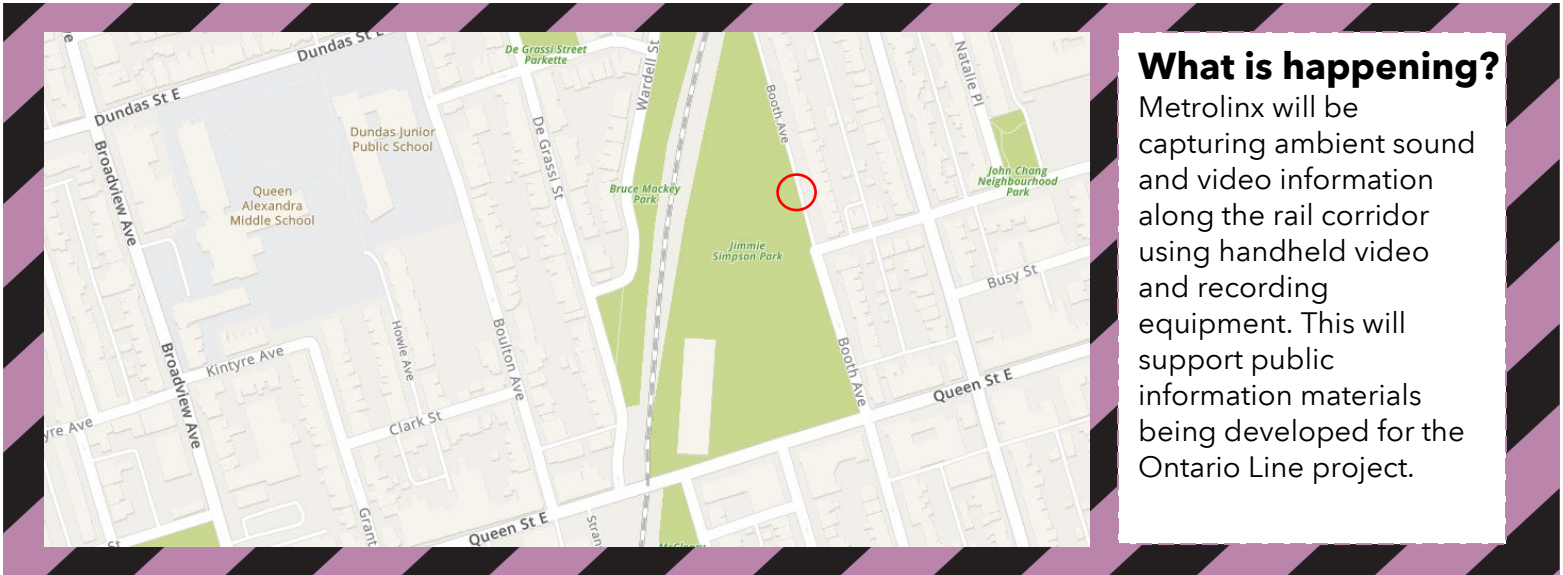
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Community Stakeholders and Groups

- **The Danny Business Improvement Area**

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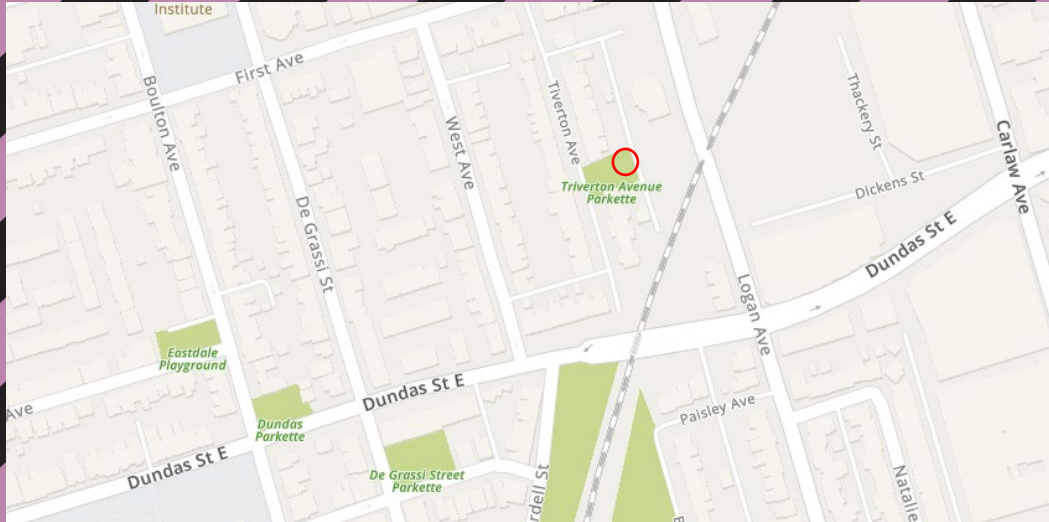
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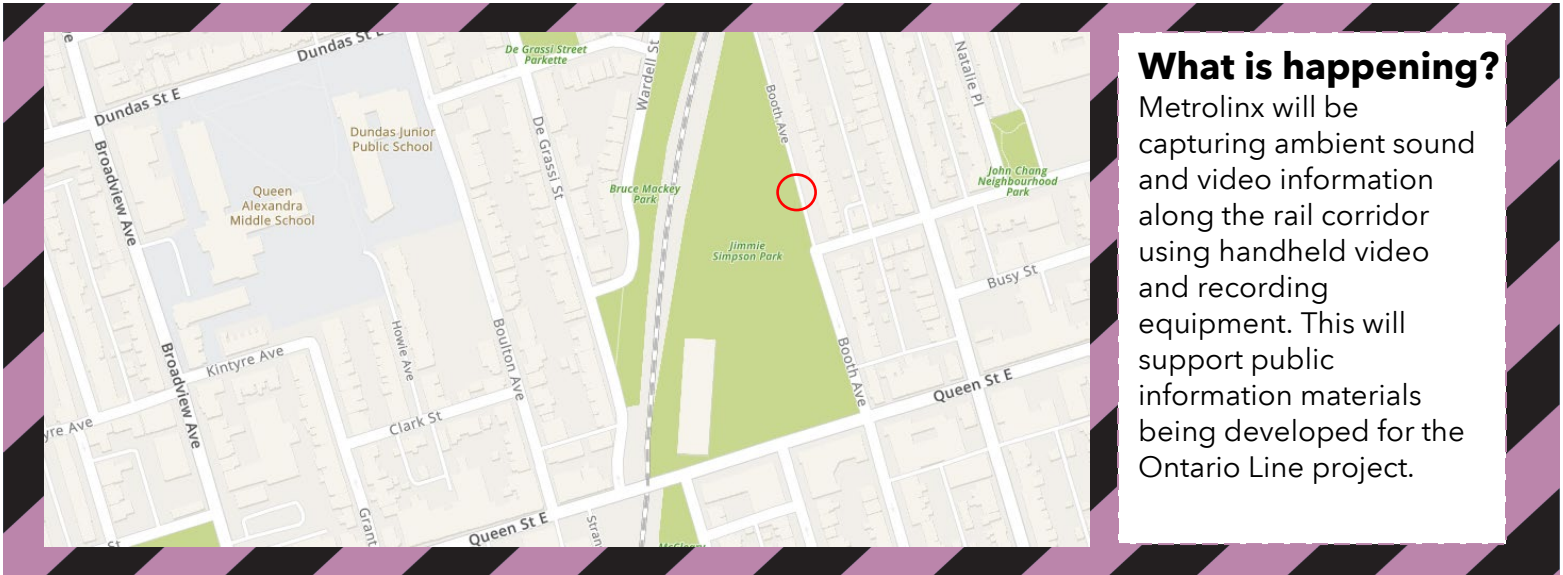
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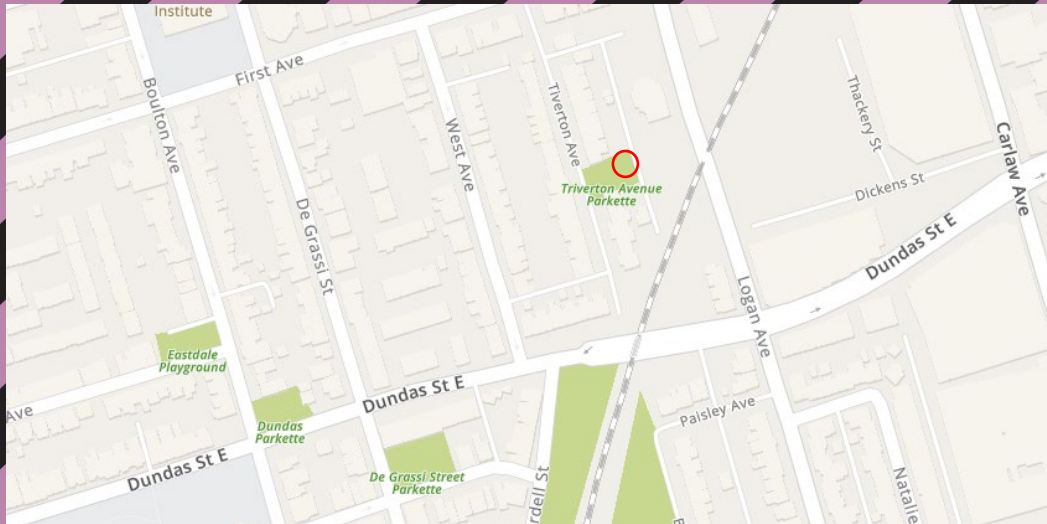
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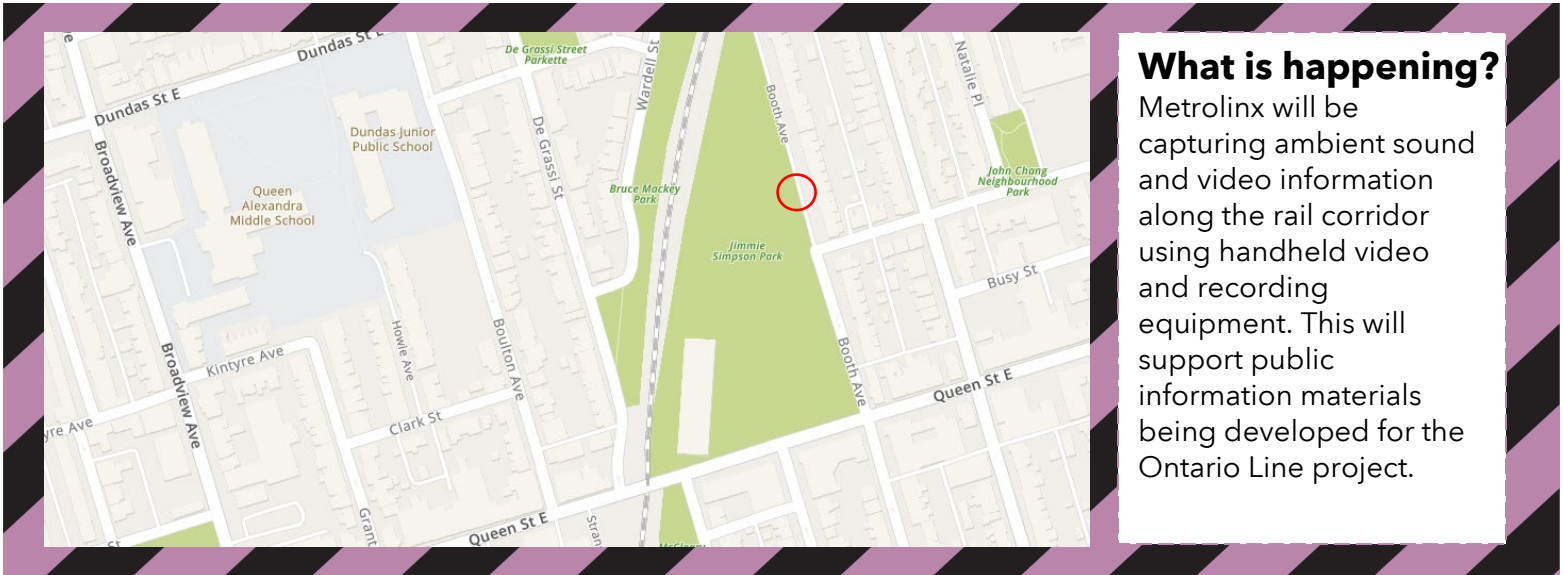
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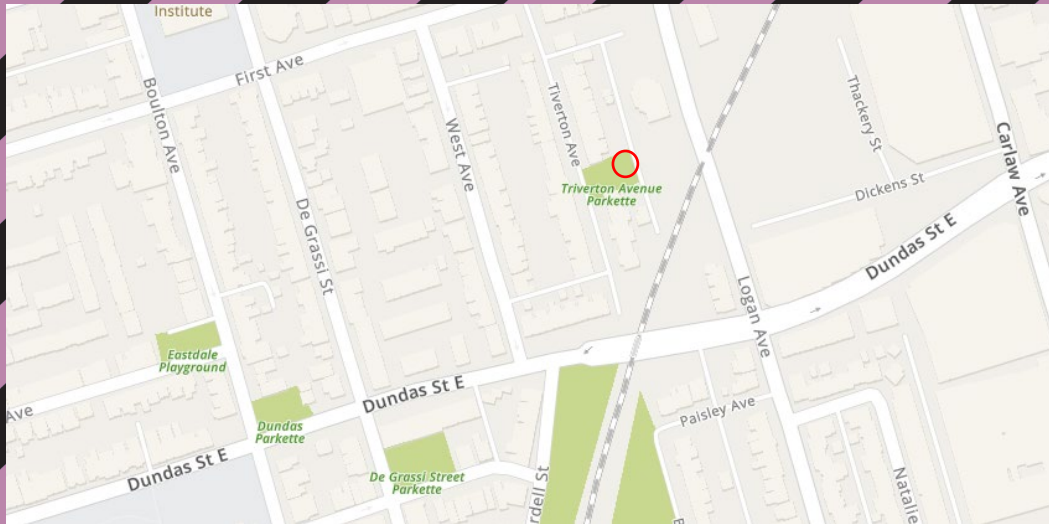
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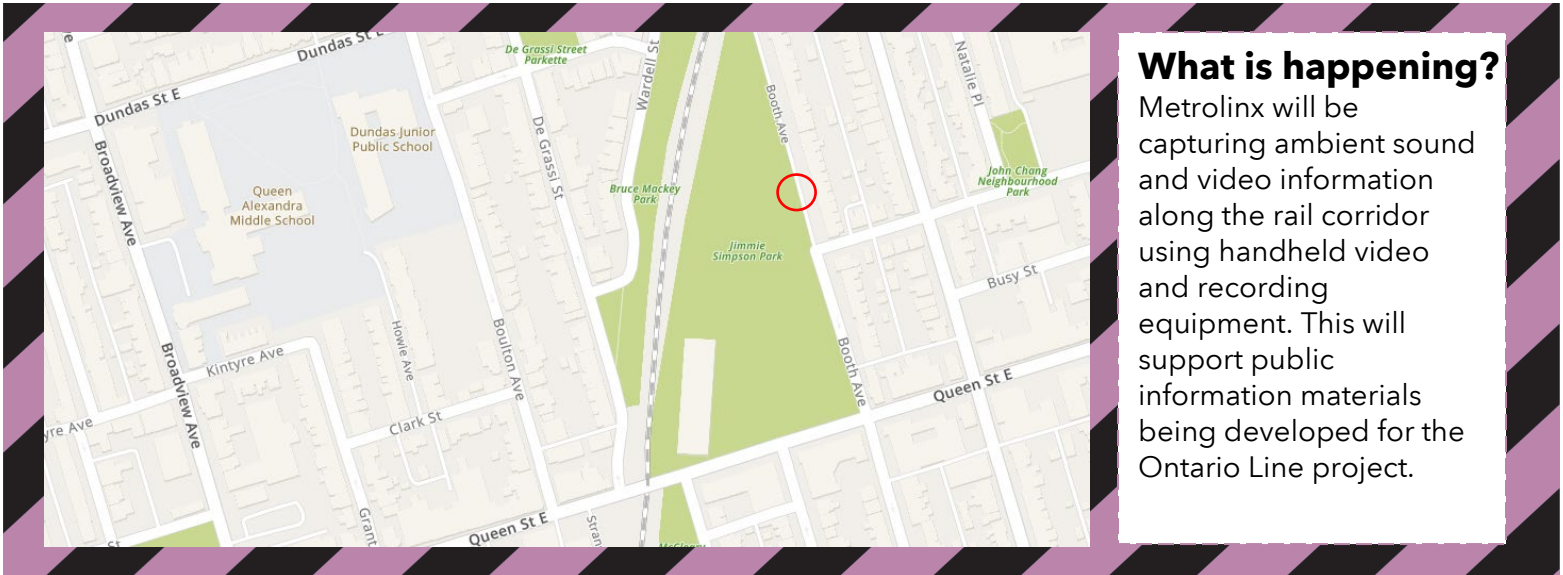
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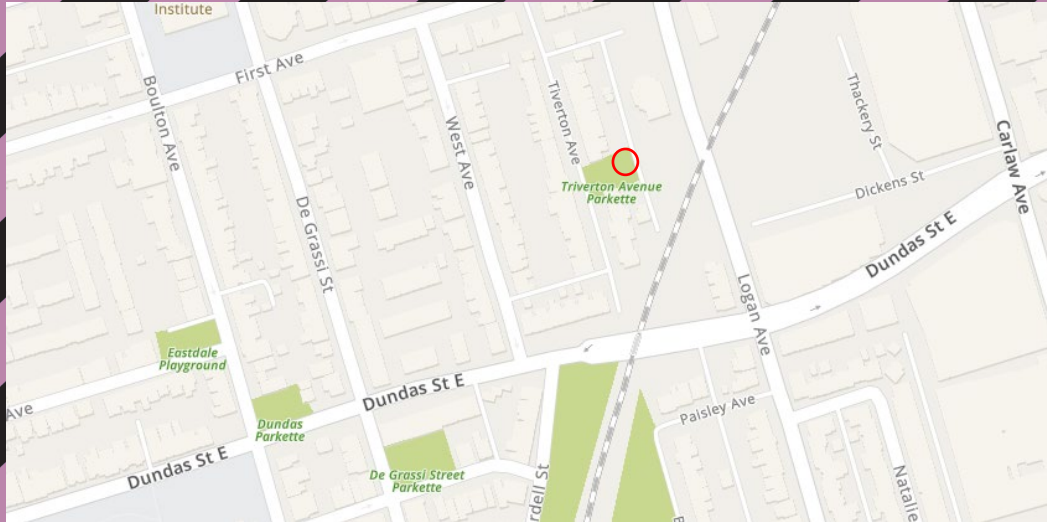
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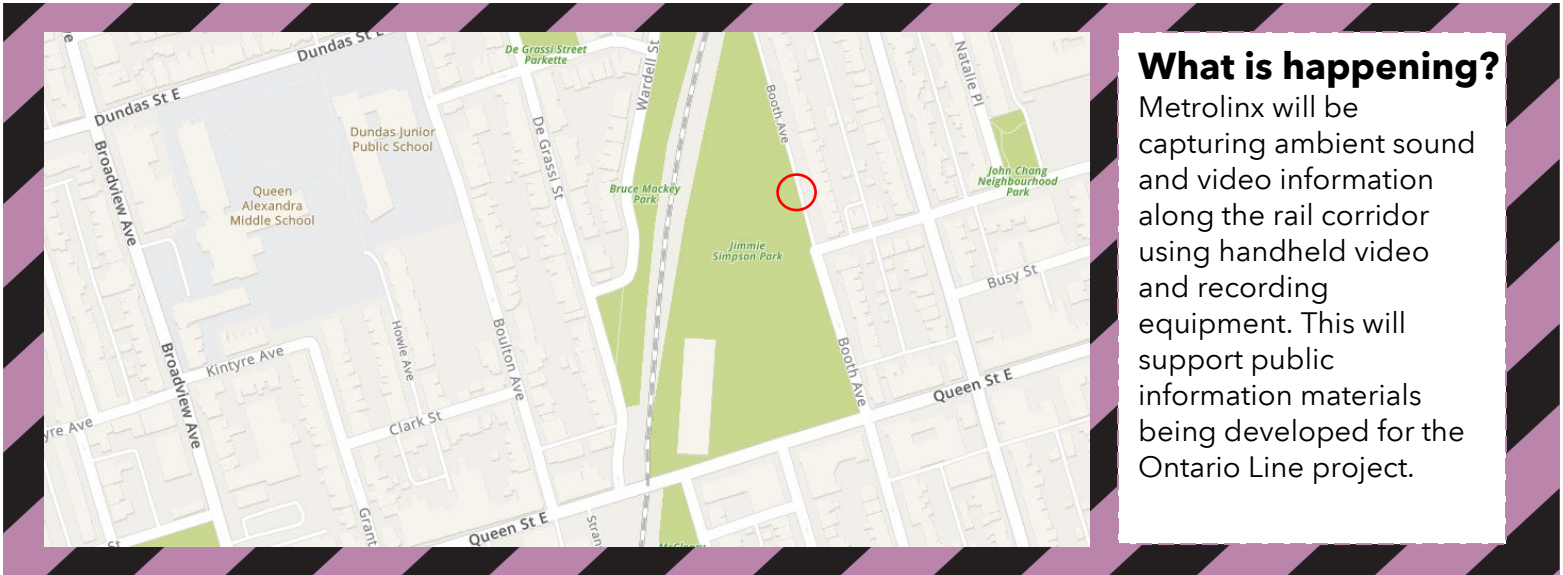
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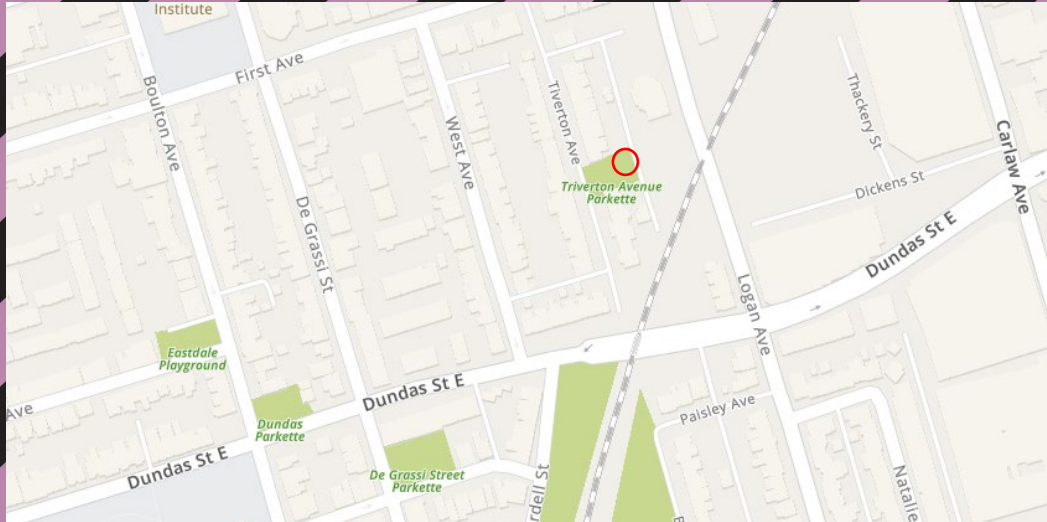
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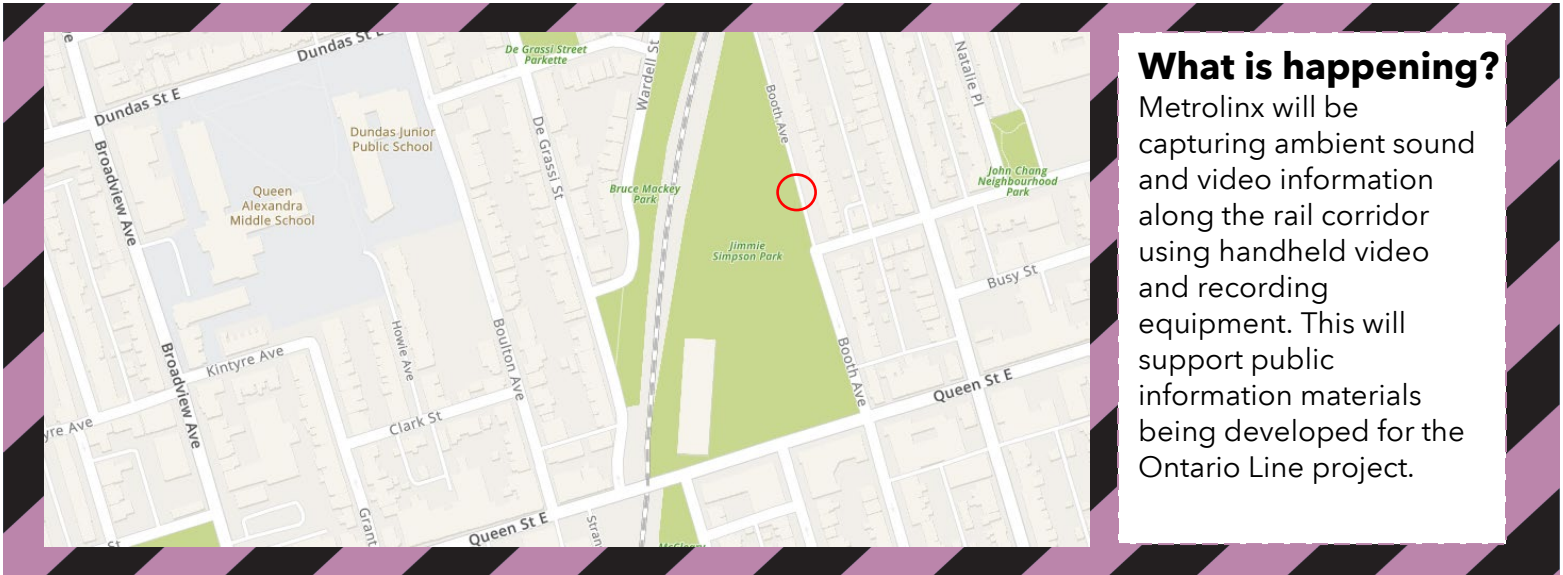
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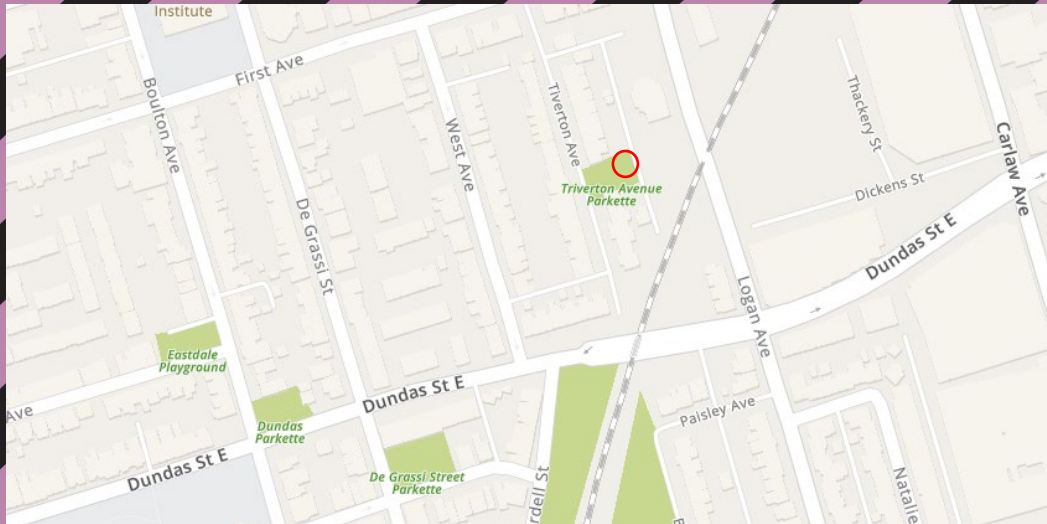
The Ontario Line Community Relations team



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Capturing ambient sound and video information at Tiverton Parkette near the rail corridor

Starting as early as August 31, 2021



What is happening?
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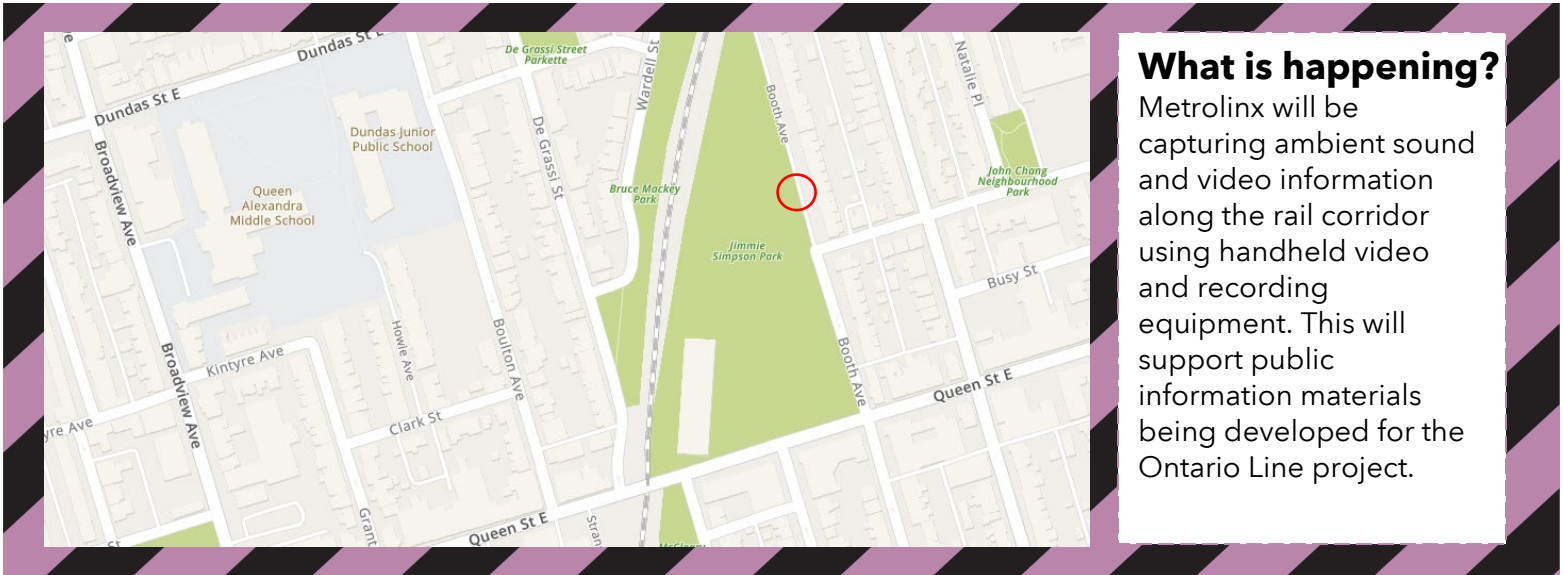
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Community Stakeholders and Groups

- **Thornccliffe Soccer Club**

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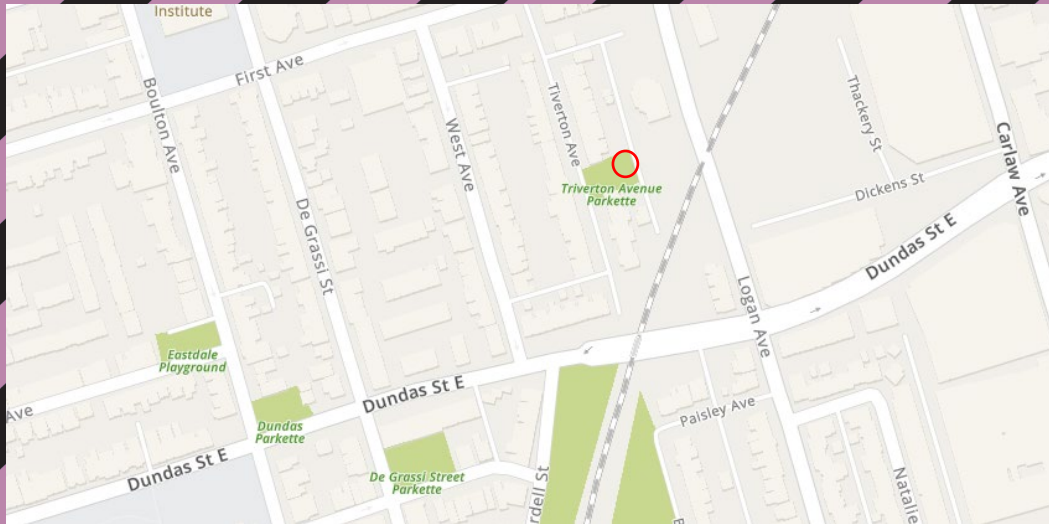
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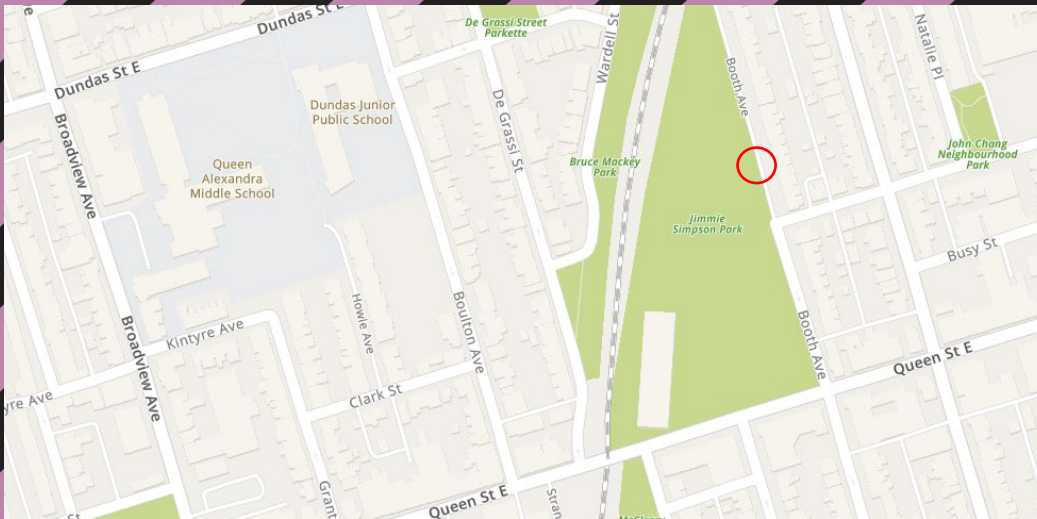
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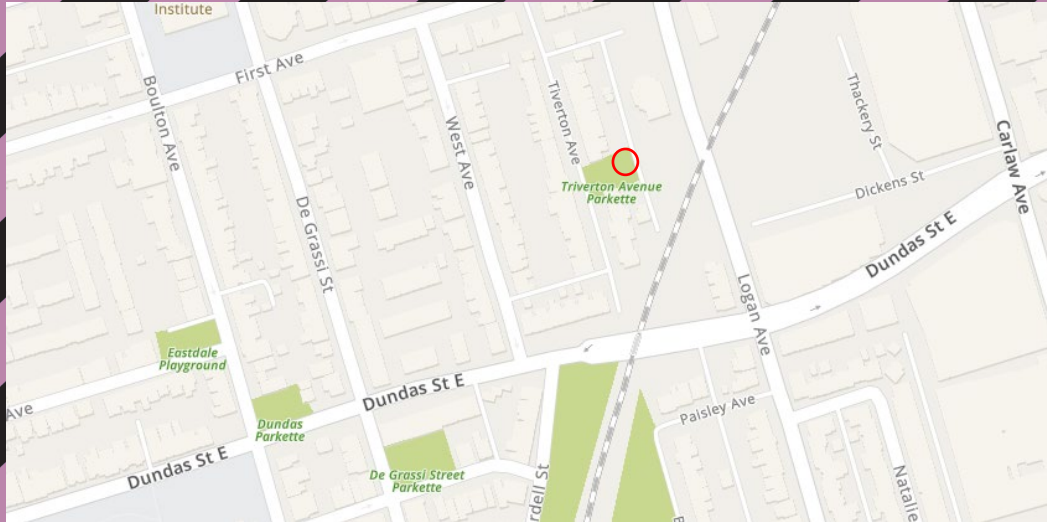
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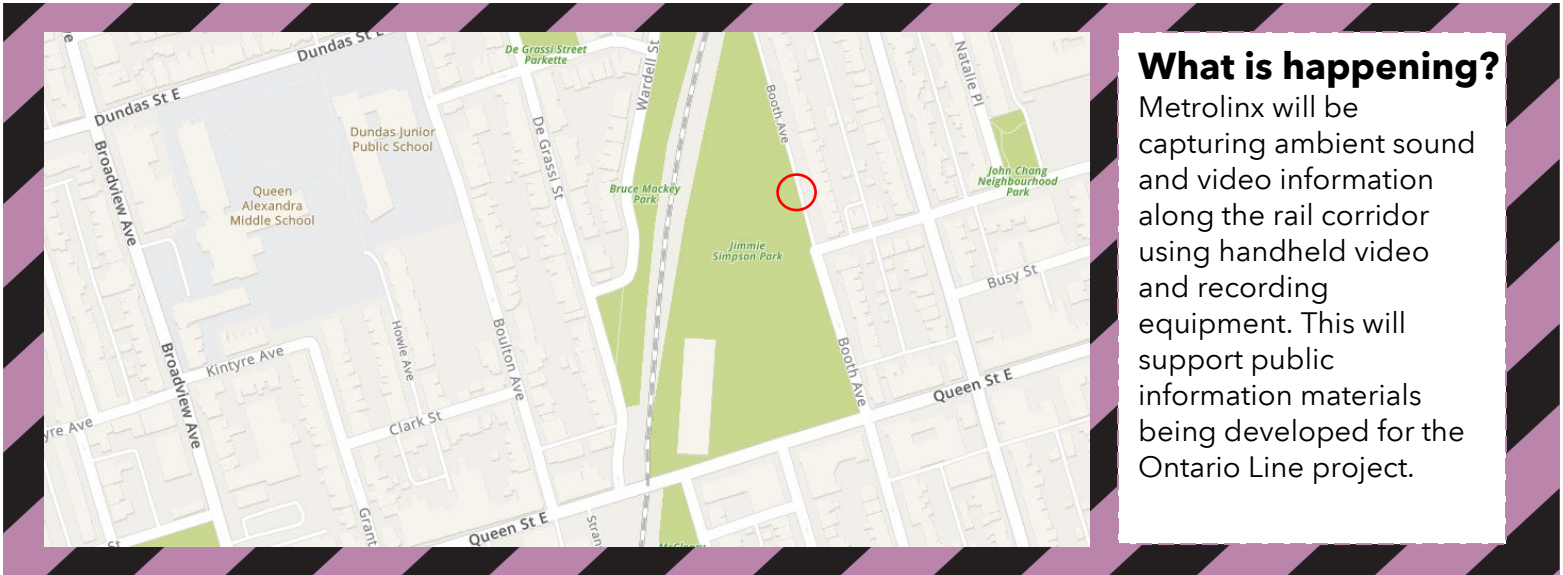
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Community Stakeholders and Groups

- **Toronto Community Housing**

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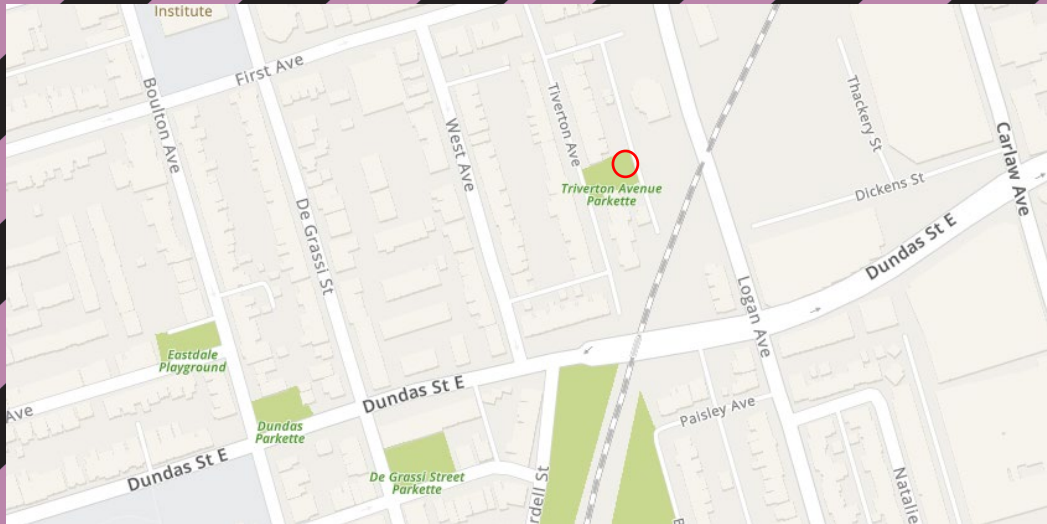
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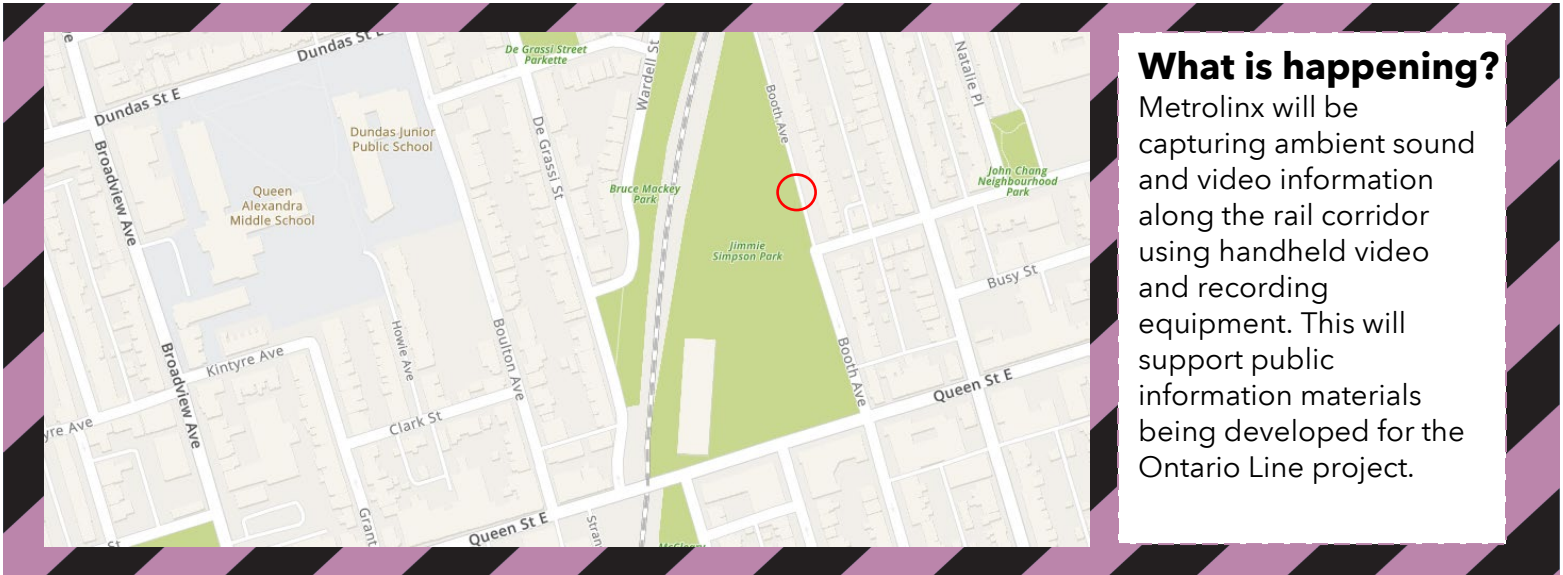
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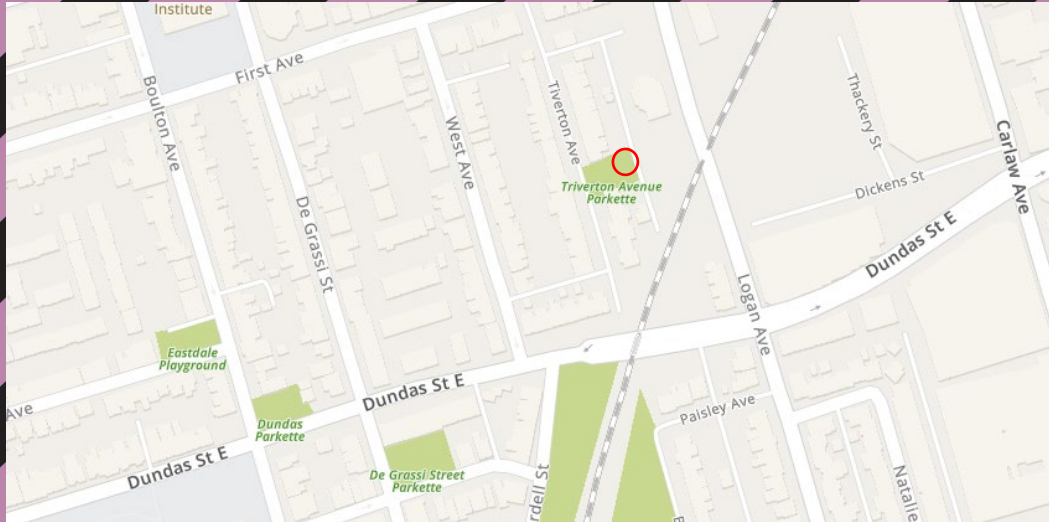
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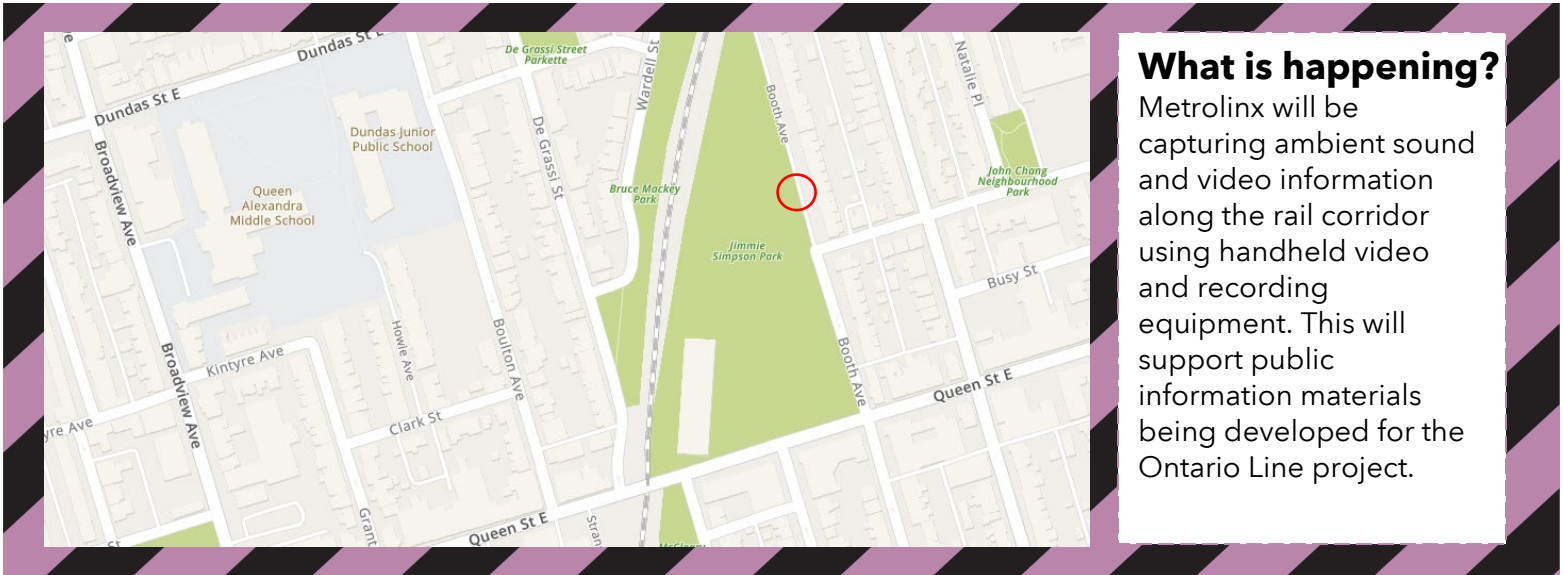
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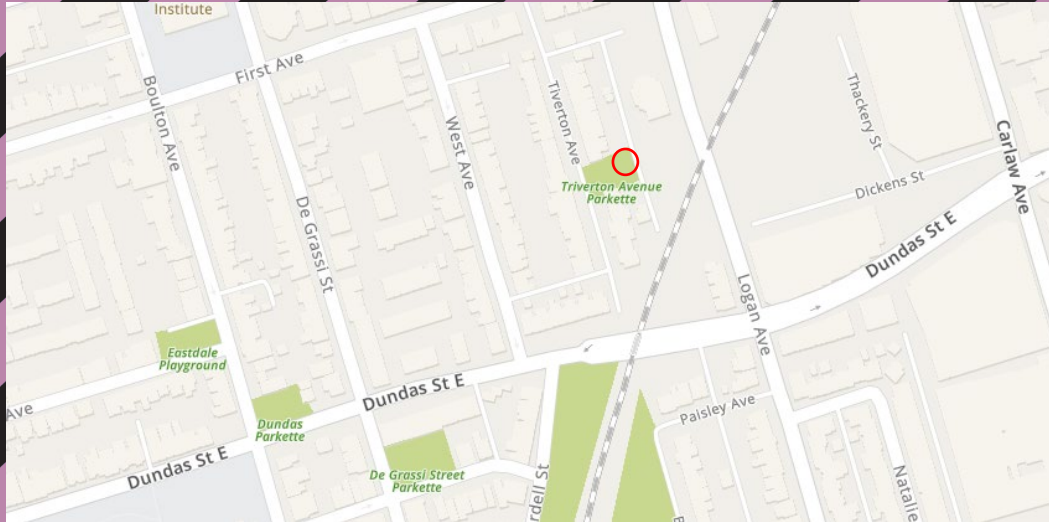
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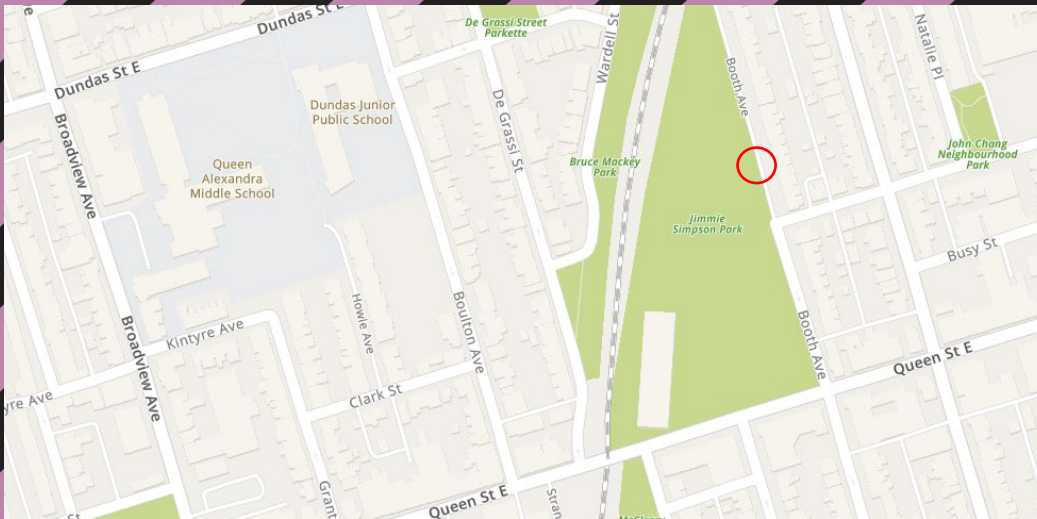
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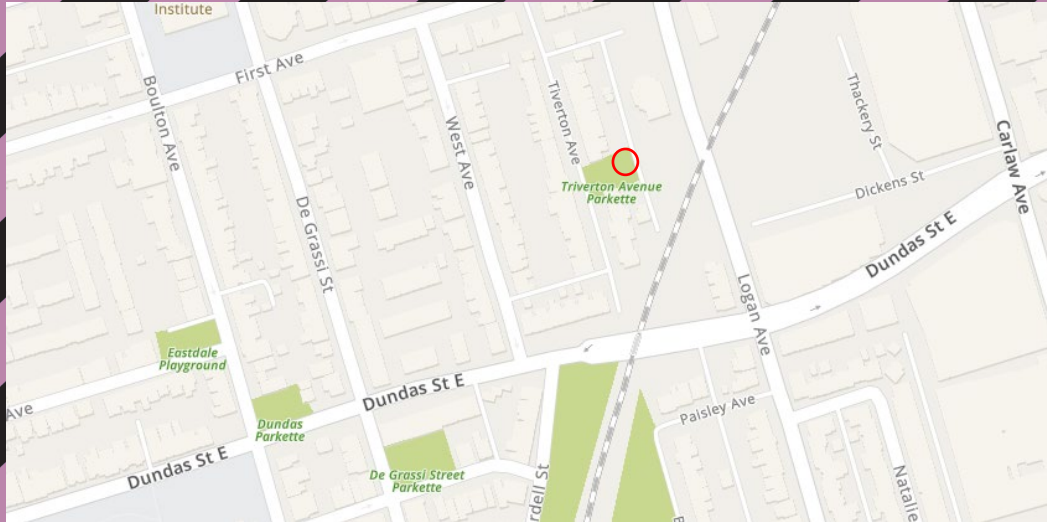
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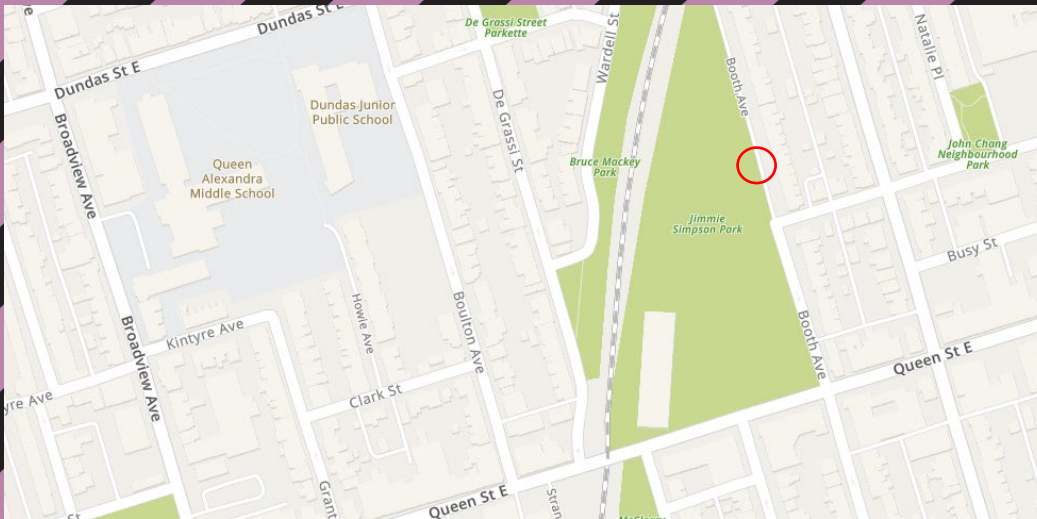
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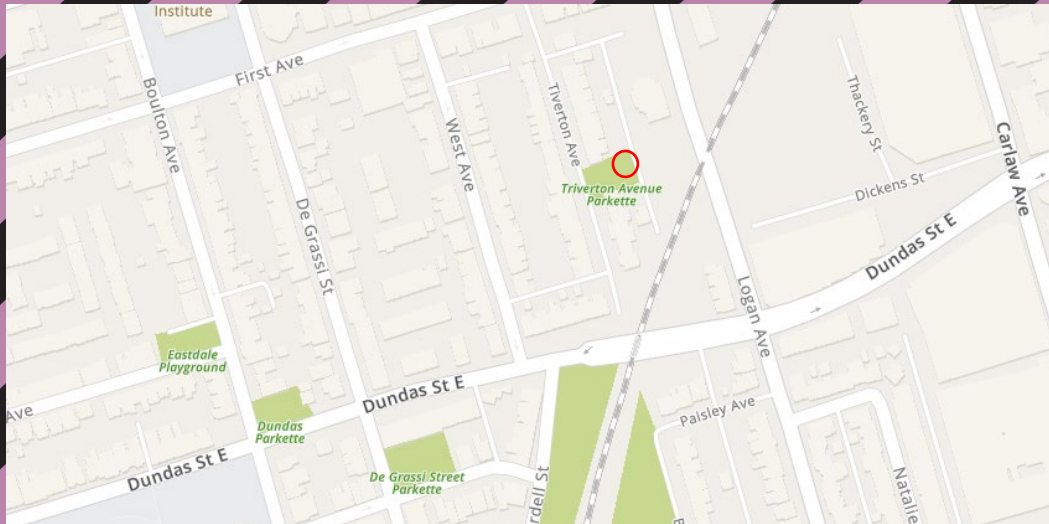
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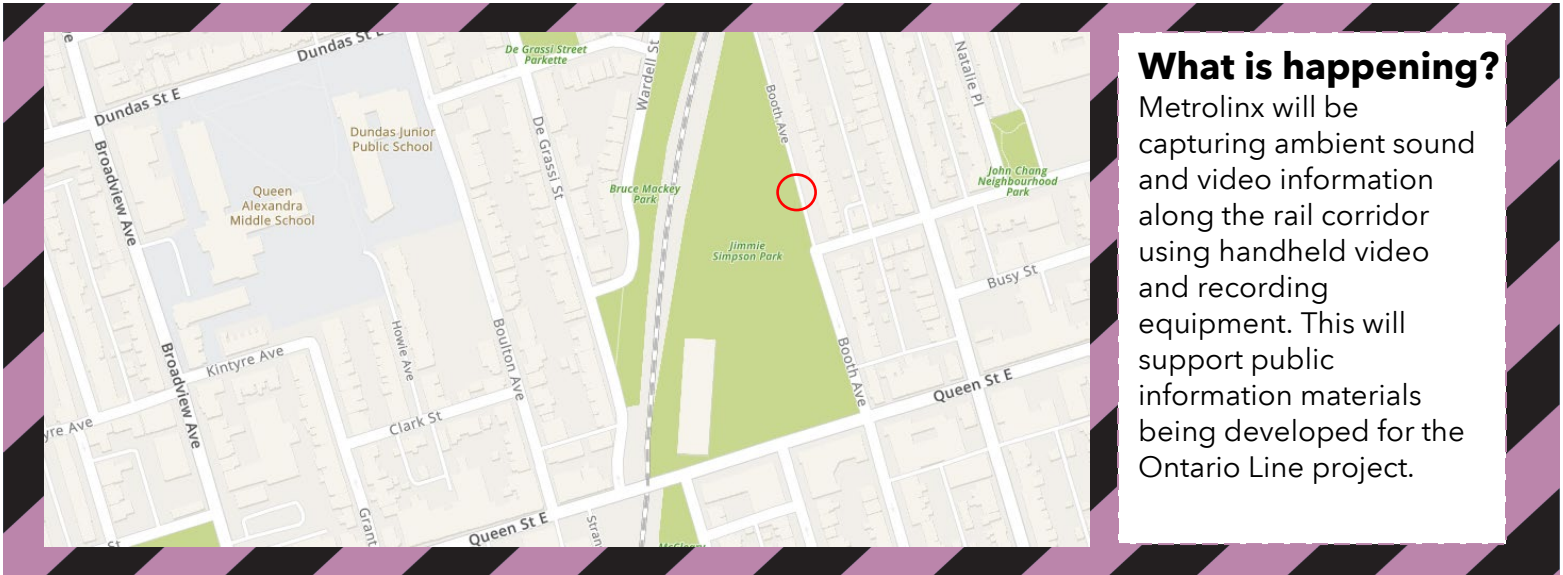
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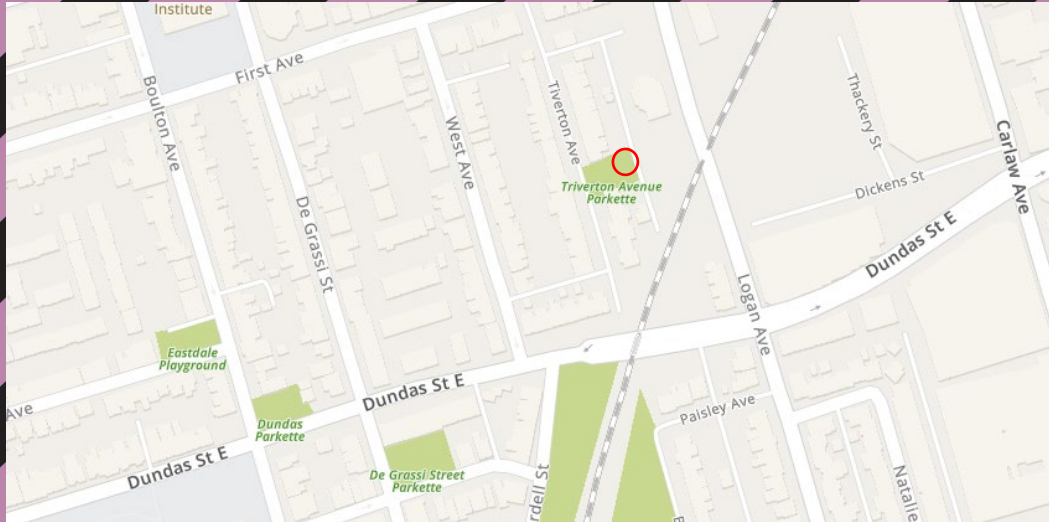
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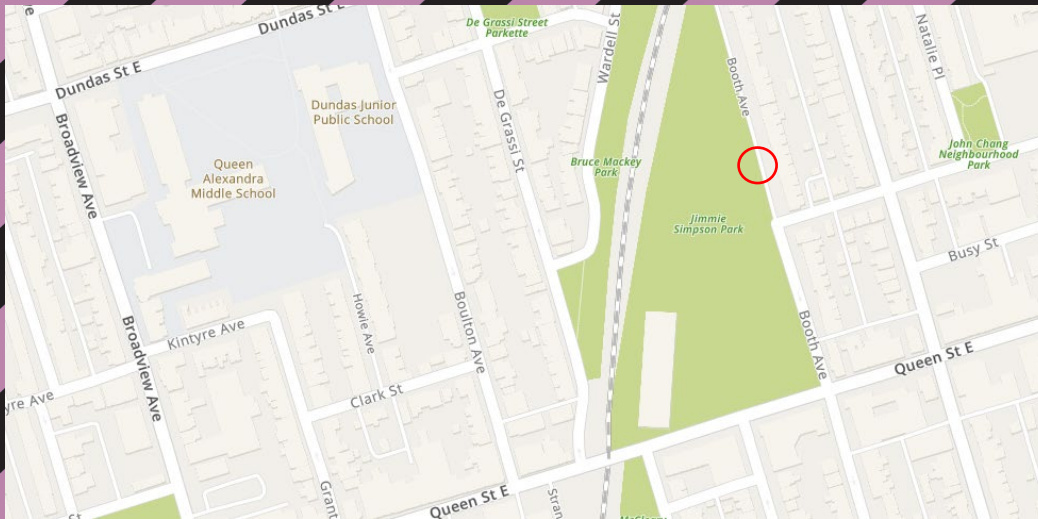
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Starting as early as August 31, 2021



What is happening?
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Timing

- Work will take place on a single day either on August 31 or September 1
- Duration: Up to 4 hours to capture ambient sound and video
- Hours: 6:00 a.m. to 4:30 p.m.



What to expect

- A 1-2-person field crew will capture ambient sound and video information using handheld video and recording equipment at locations along the rail corridor.
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Community Stakeholders and Groups

- **Toronto and York
Region Métis Council**

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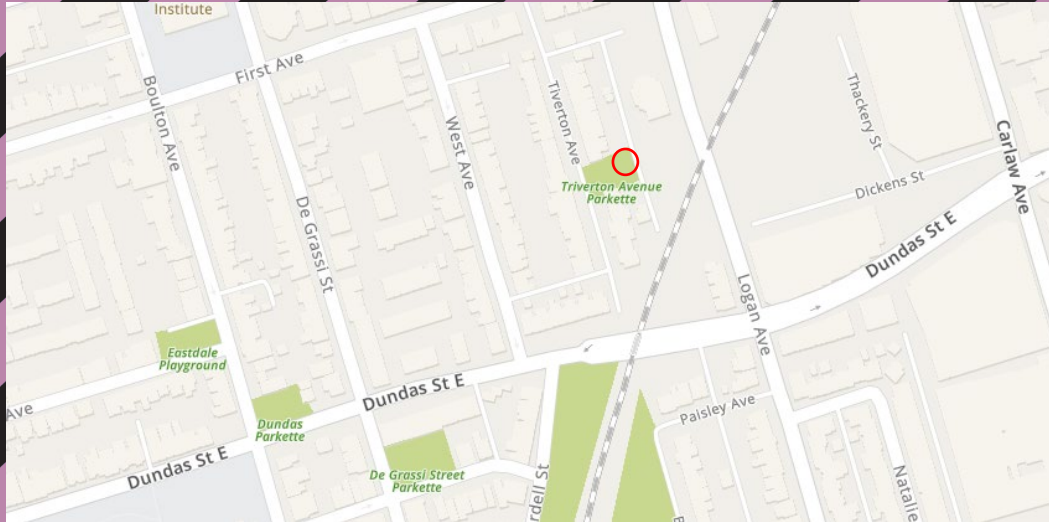
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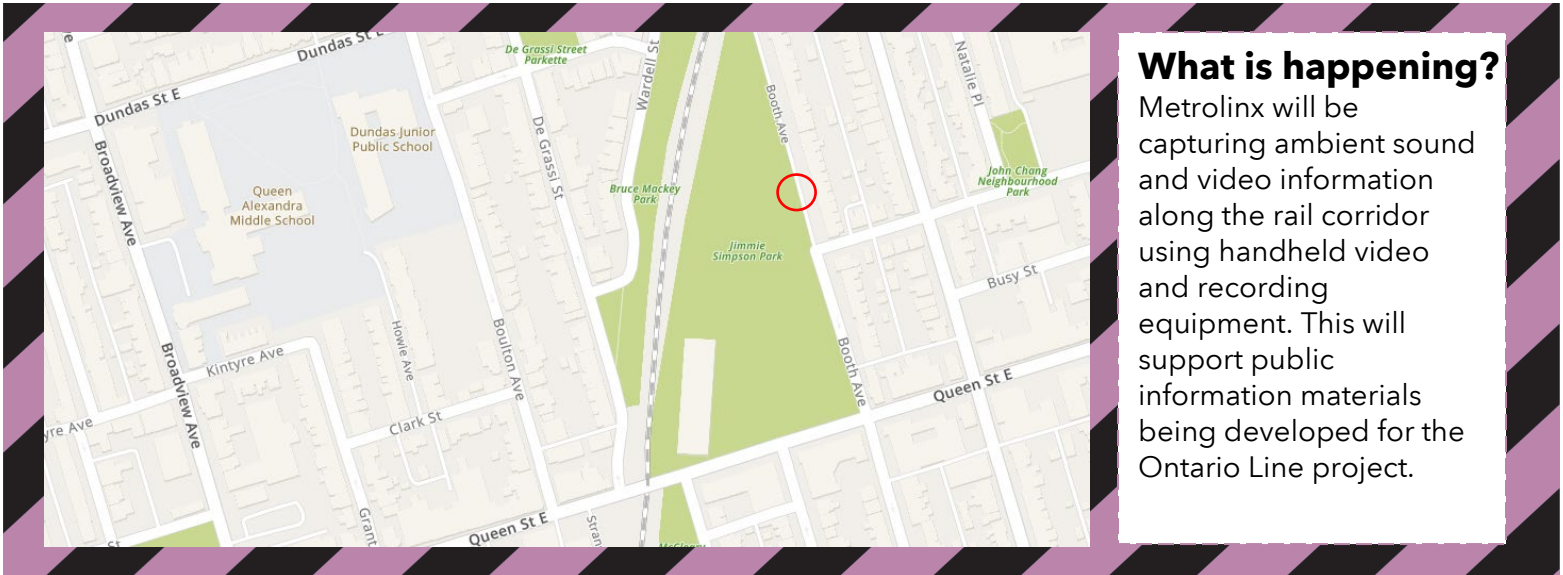
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Business Improvement
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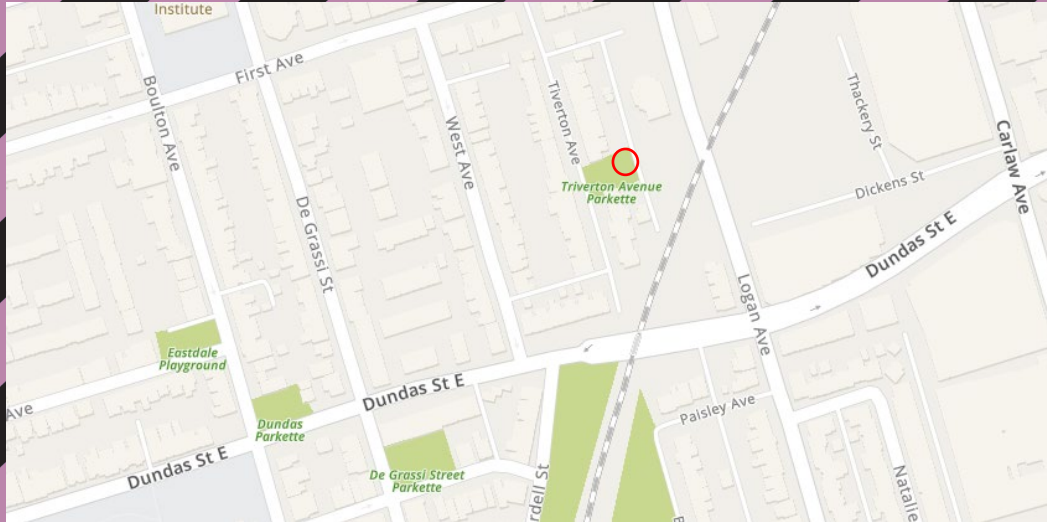
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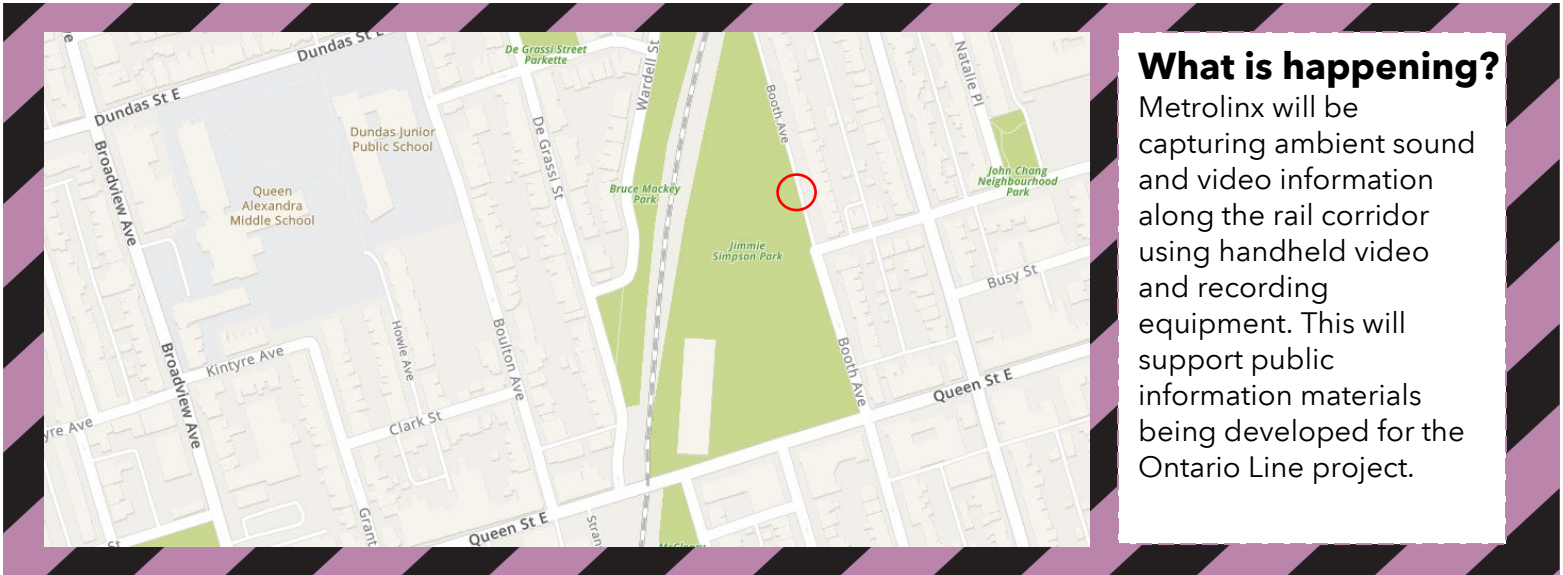
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Community Stakeholders and Groups

- **Two-Spirited People
of the First Nations**

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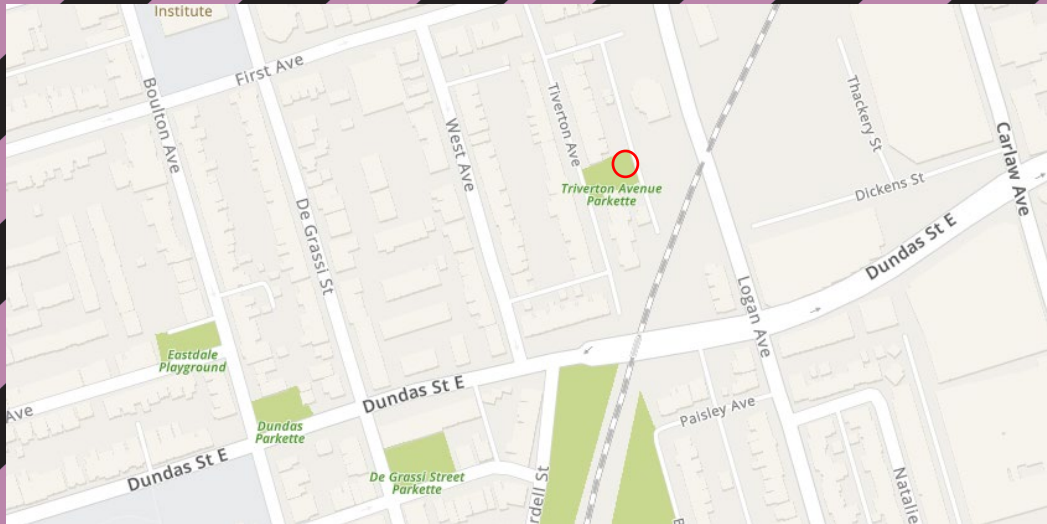
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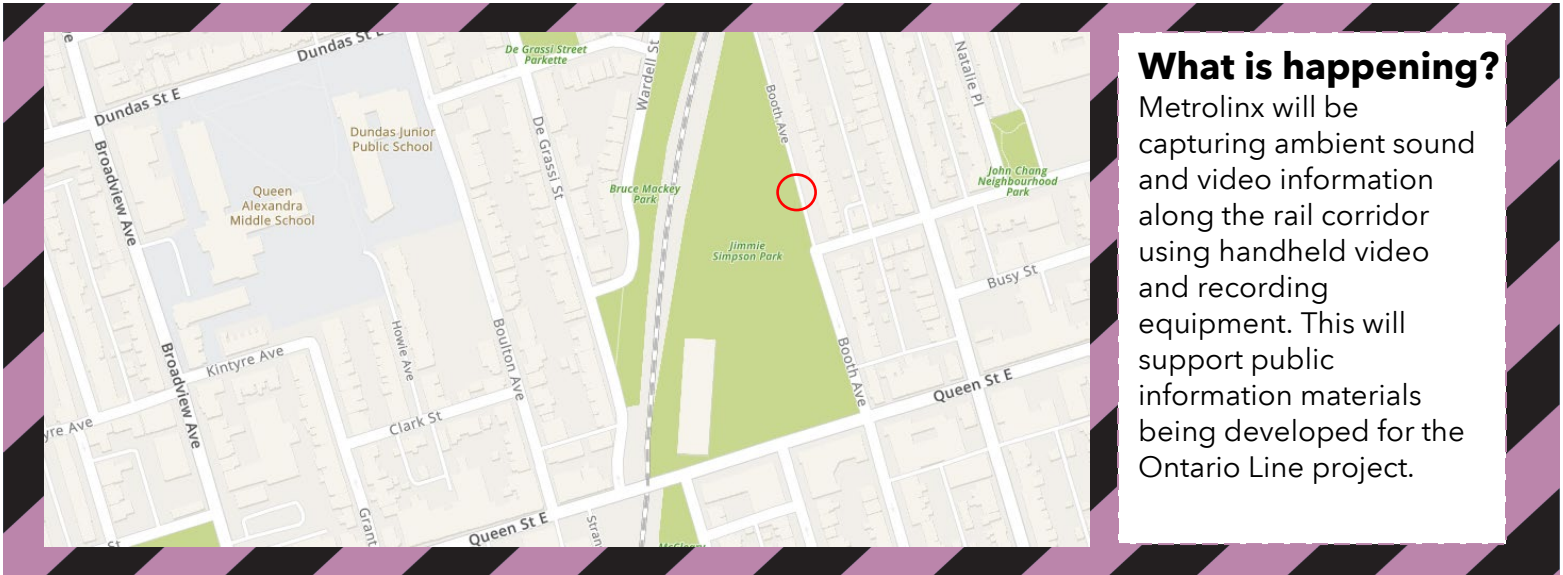
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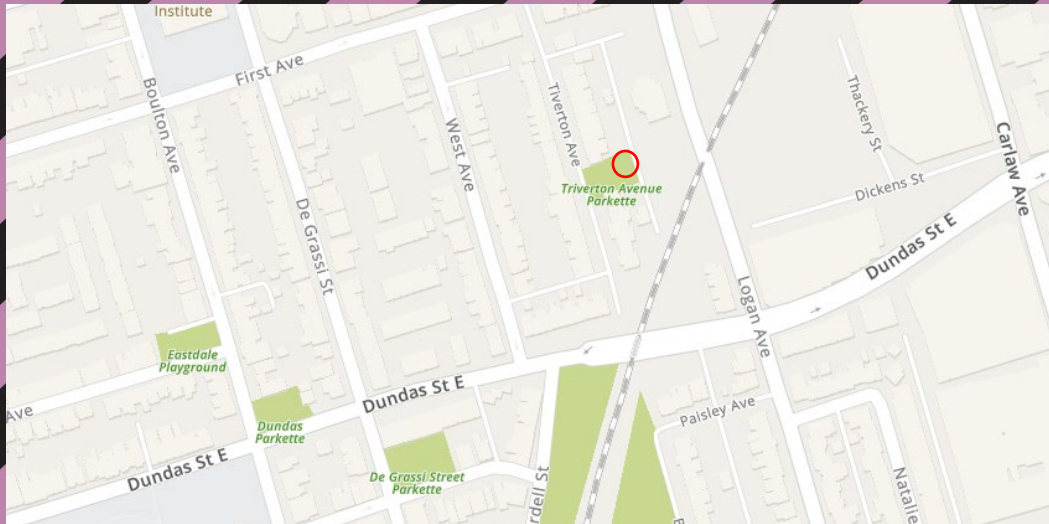
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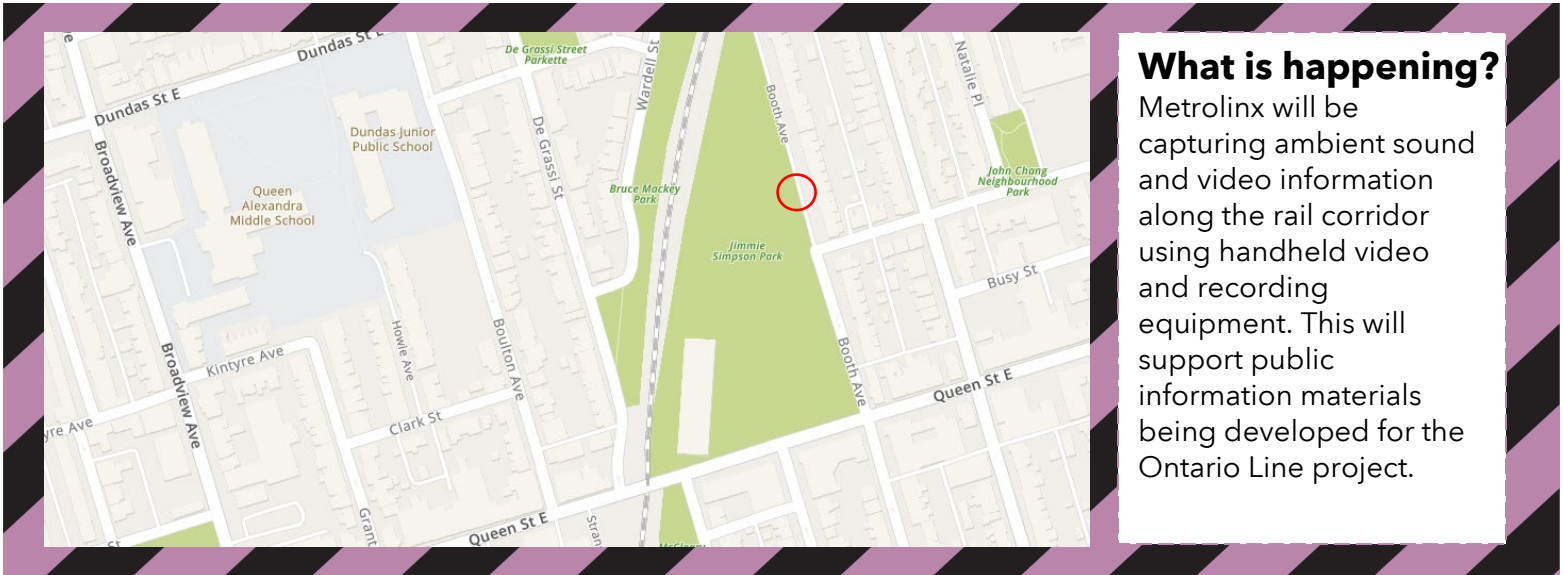
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Community Stakeholders and Groups

- Wandering Spirit School

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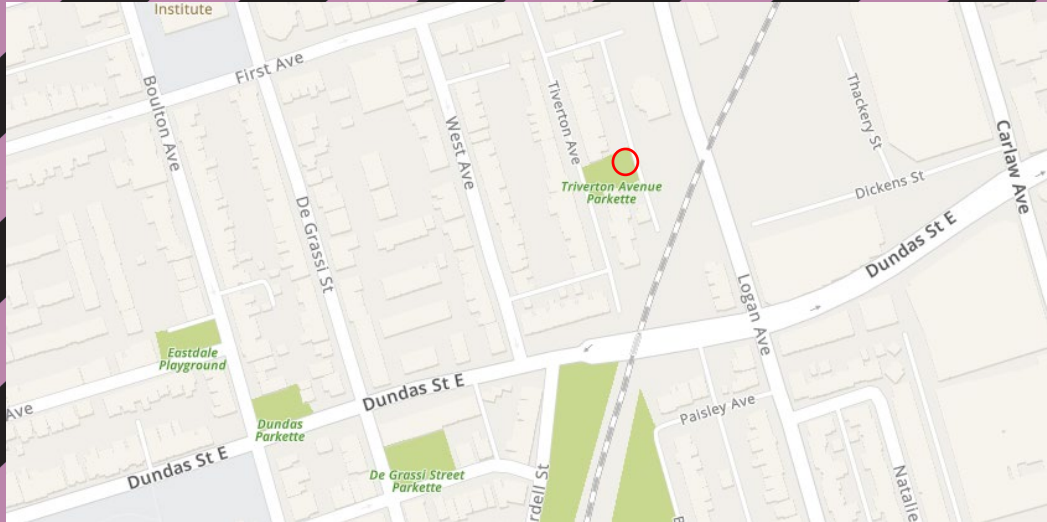
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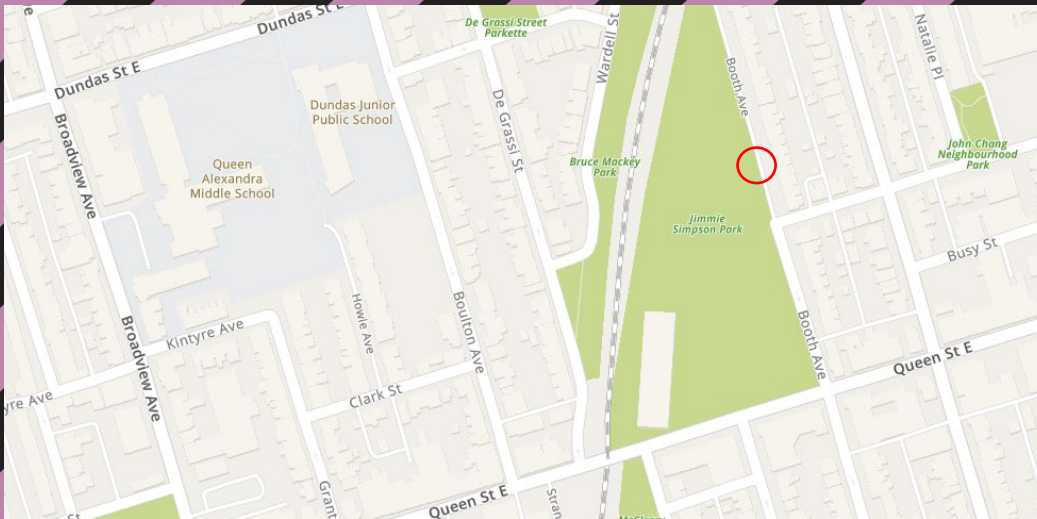
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Community Stakeholders and Groups

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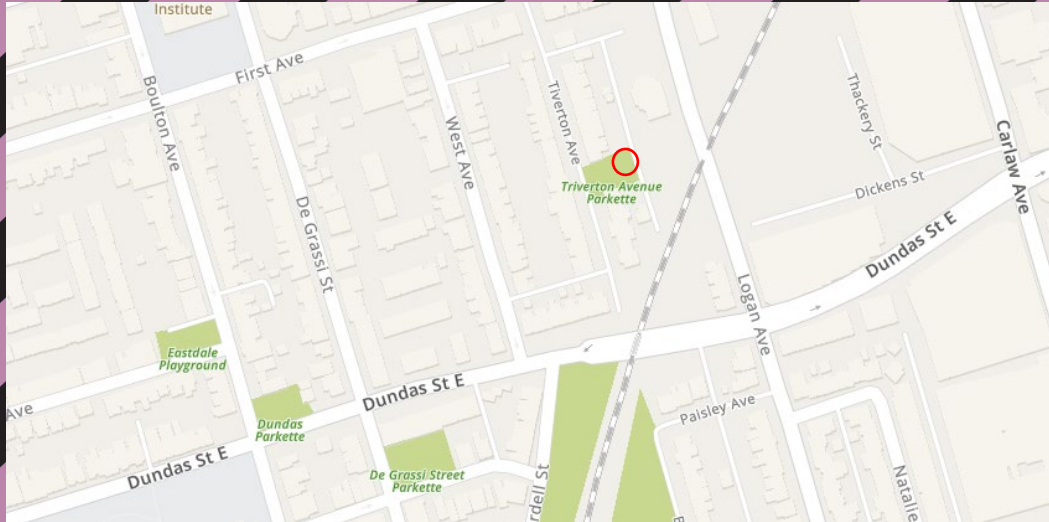
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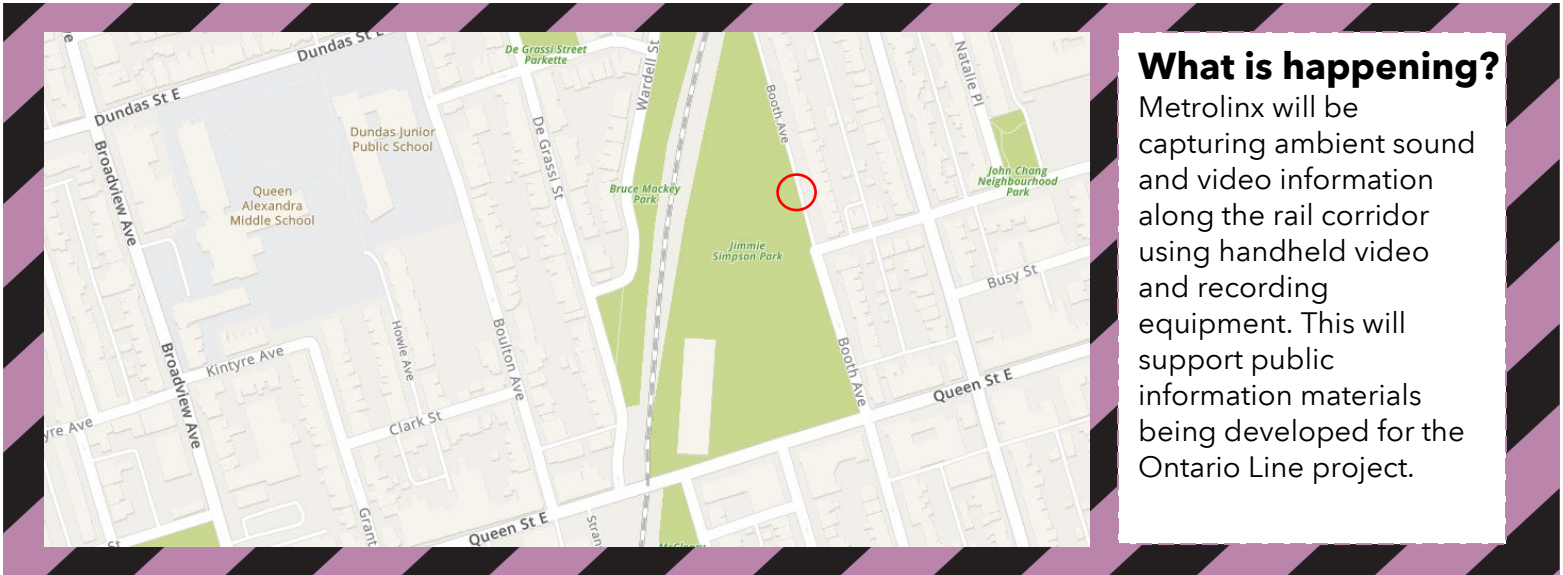
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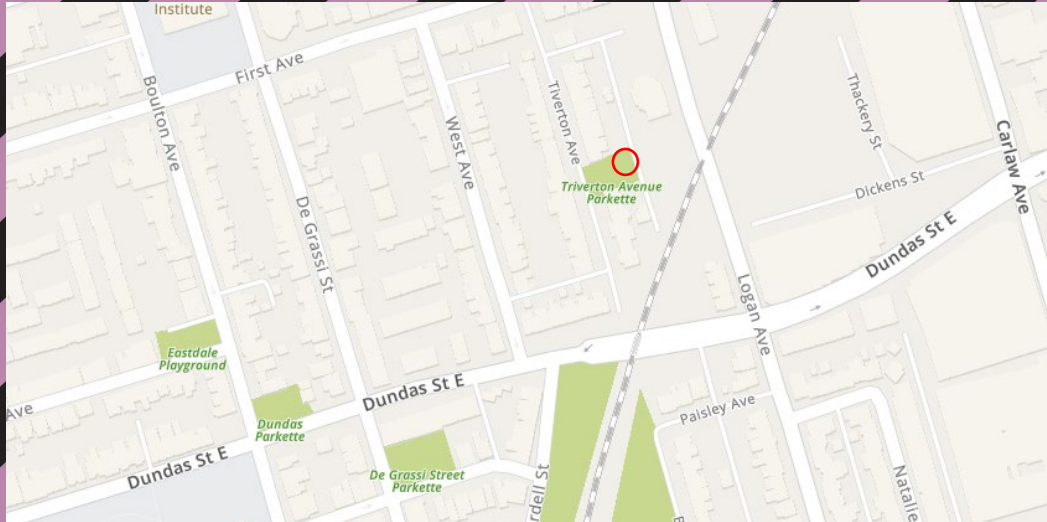
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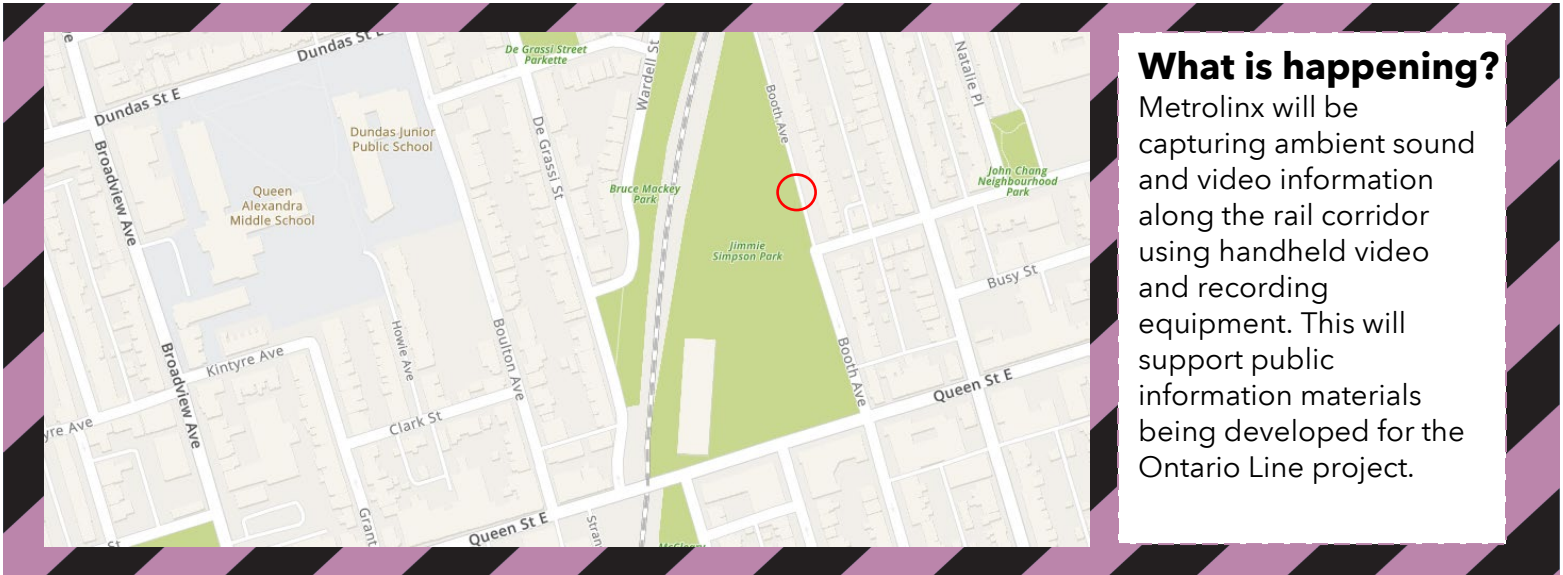
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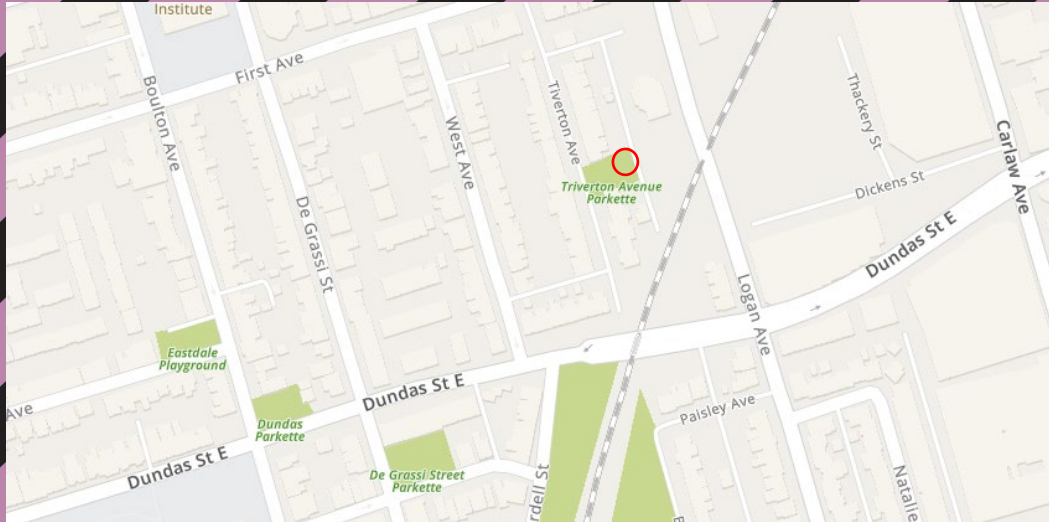
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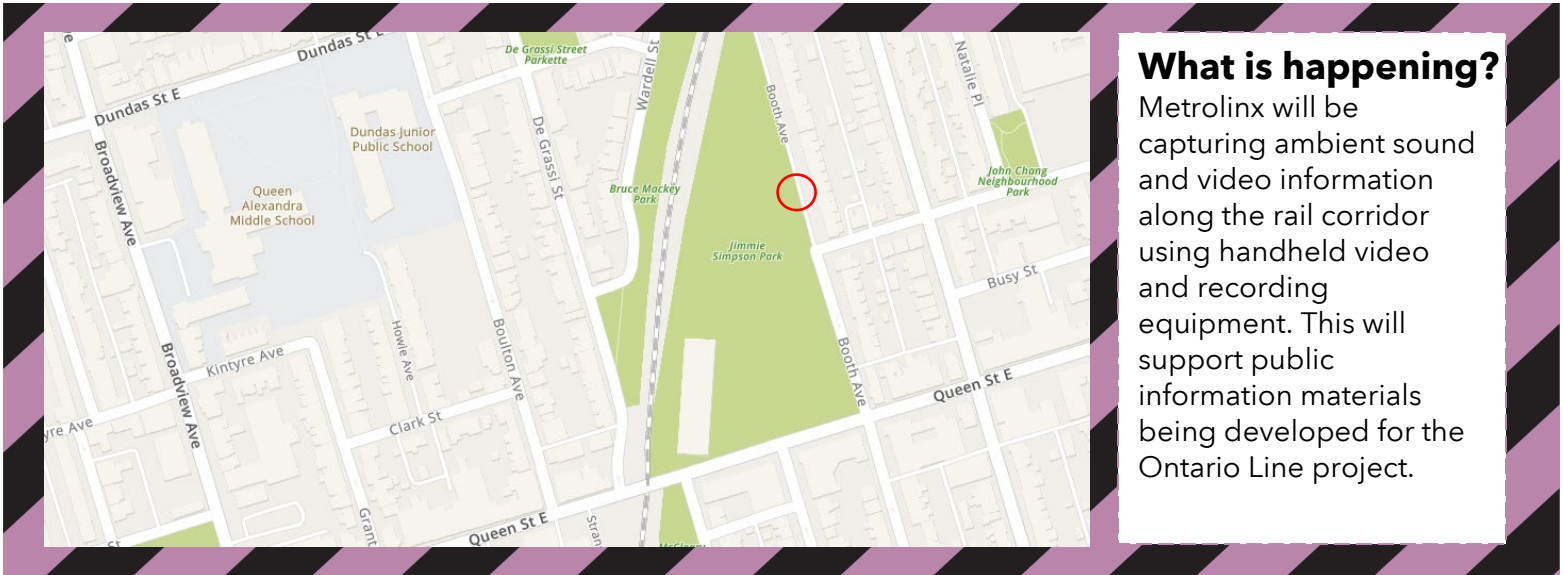
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From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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Community Relations & Issues Specialist – Ontario Line
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Sent: August 30, 2021 4:22 PM

Subject: Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31

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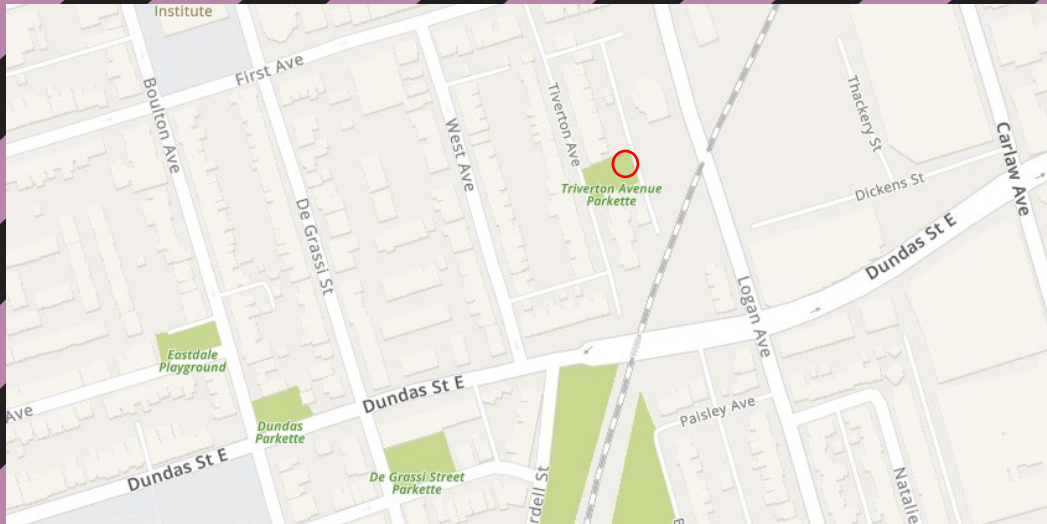
The Ontario Line Community Relations team



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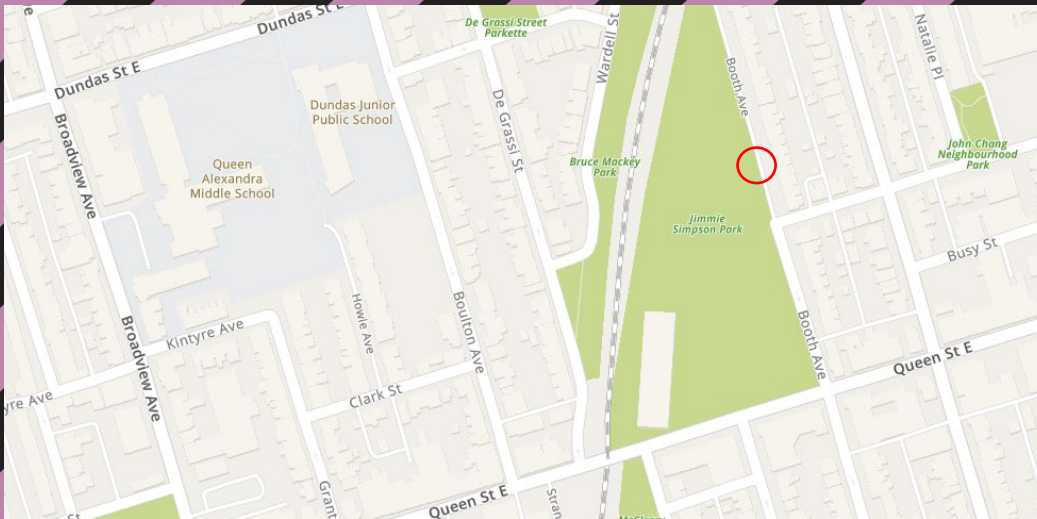
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Community Stakeholders and Groups

- **WoodGreen Community Services**

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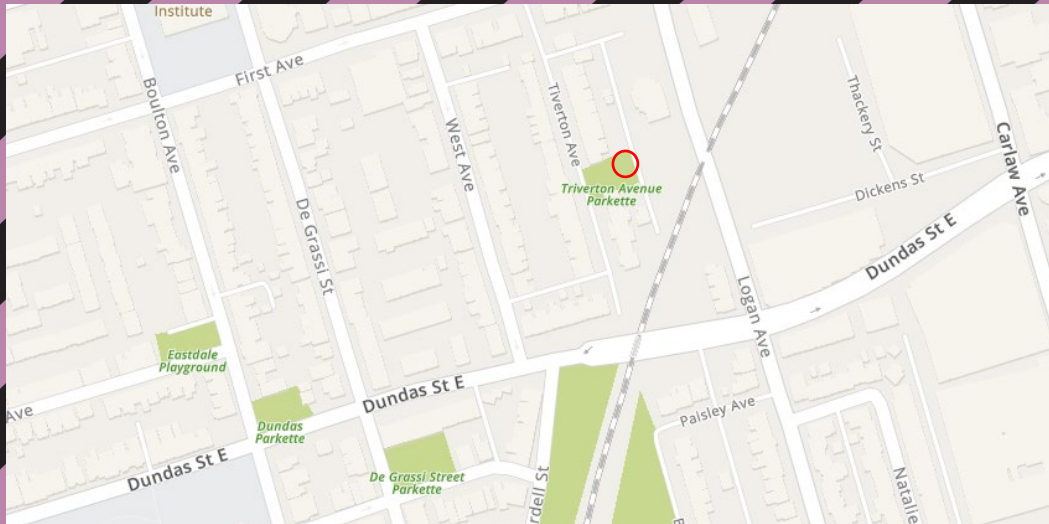
The Ontario Line Community Relations team



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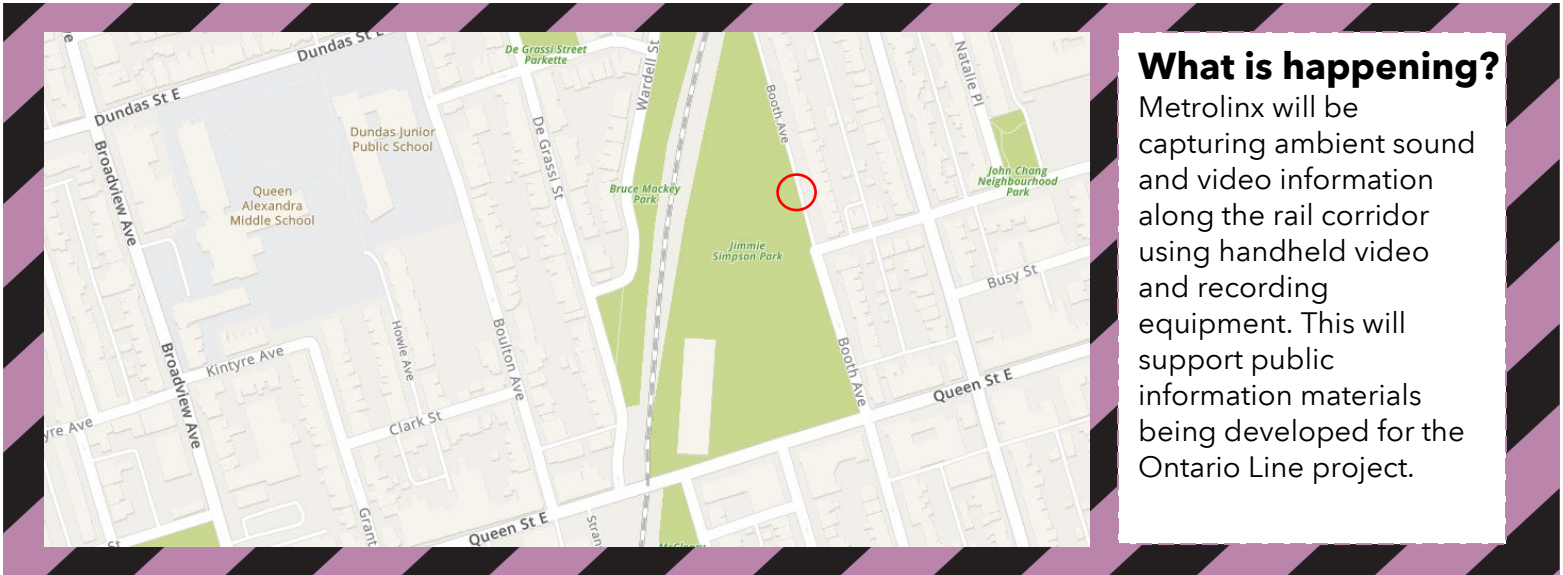
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Community Stakeholders and Groups

- **Wynford-Concord
Residents Association**

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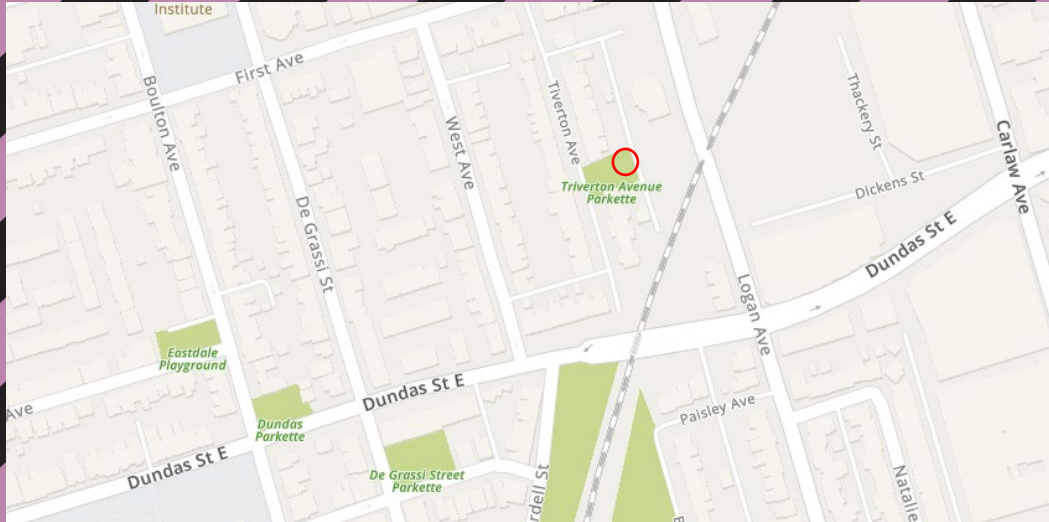
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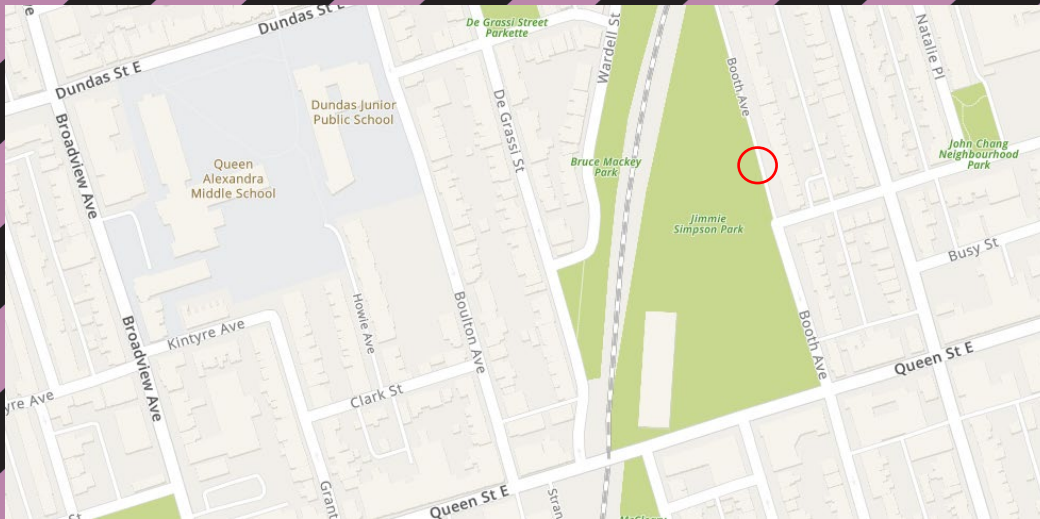
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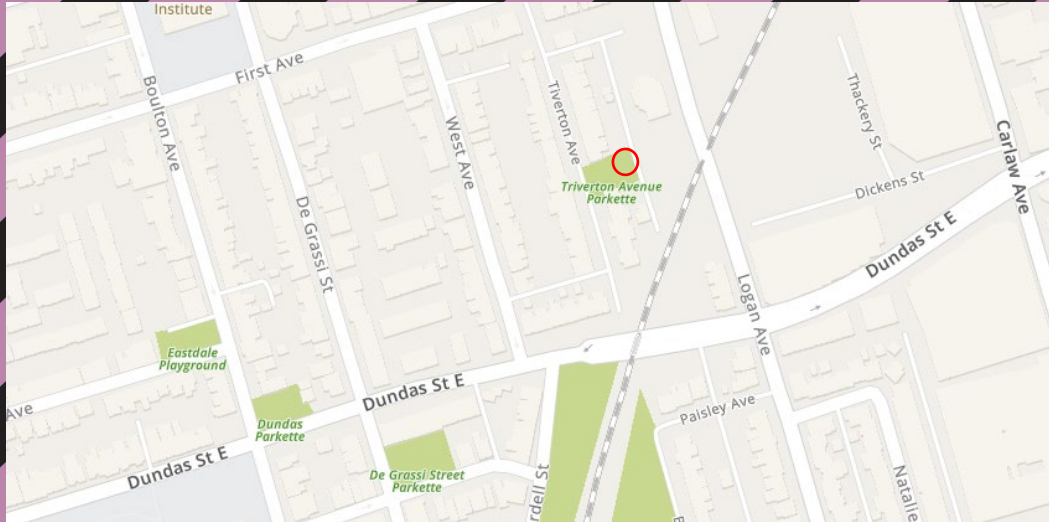
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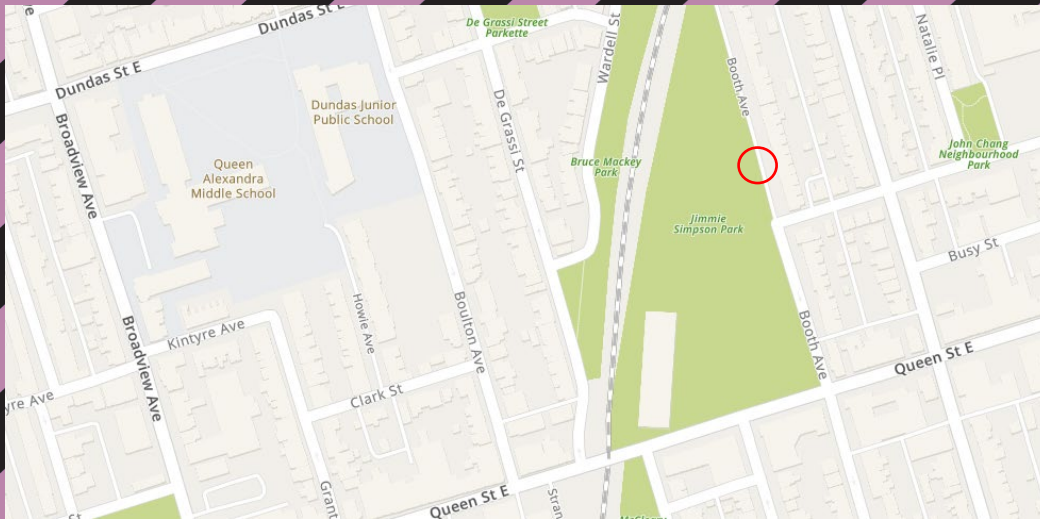
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Technical Stakeholders

- **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**

Technical Stakeholders

- **Provincial**
 - **Ministry of the Environment, Conservation and Parks**
 - **Ministry of the Solicitor General**
 - **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**

Technical Stakeholders

- **Other Technical Stakeholders**
 - **Canadian National Railway**
 - **Exhibition Place**
 - **George Brown College**
 - **Hydro One Networks Incorporated**
 - **La Cité**
 - **Law Society of Ontario**
 - **Ontario College of Art and Design University**
 - **Ontario Heritage Trust**

Federal

- Fisheries and Oceans Canada

From: [Merlin Yuen](#)
To: FisheriesProtection@dfo-mpo.gc.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Sir/Madam,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
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- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

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Lakeshore East Joint Corridor Early Works

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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

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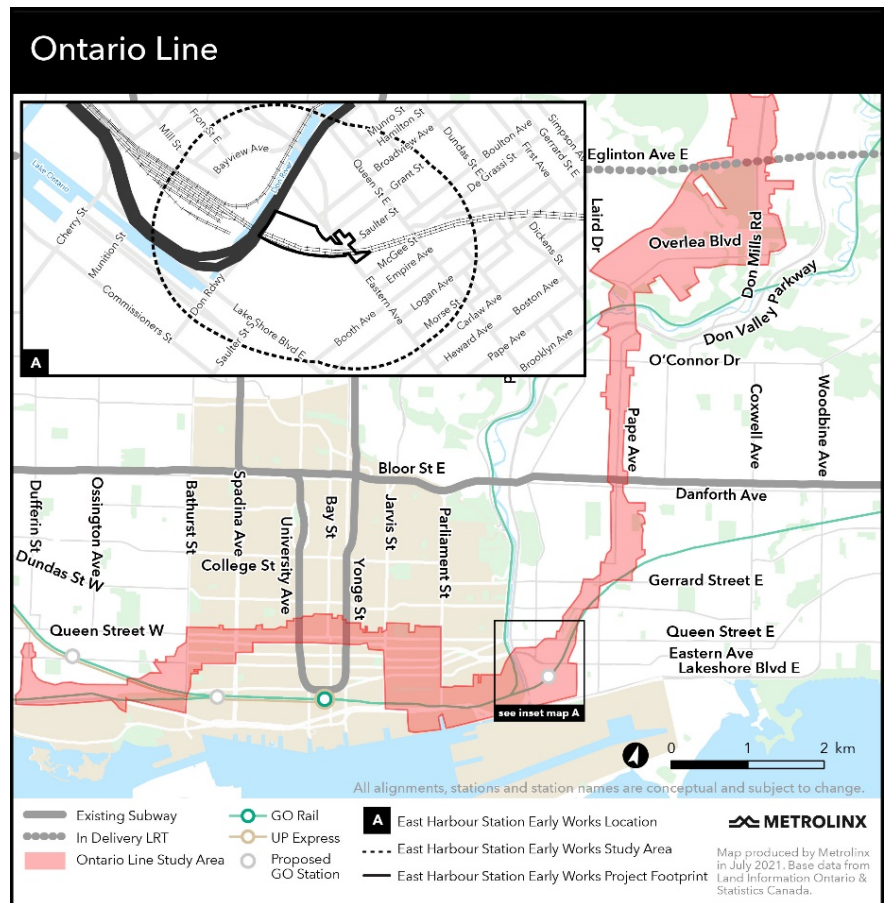
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



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

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Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: fisheriesprotection@dfo-mpo.gc.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:03:39 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

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: [Merlin Yuen](#)
To: EnviroOnt@tc.gc.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



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Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

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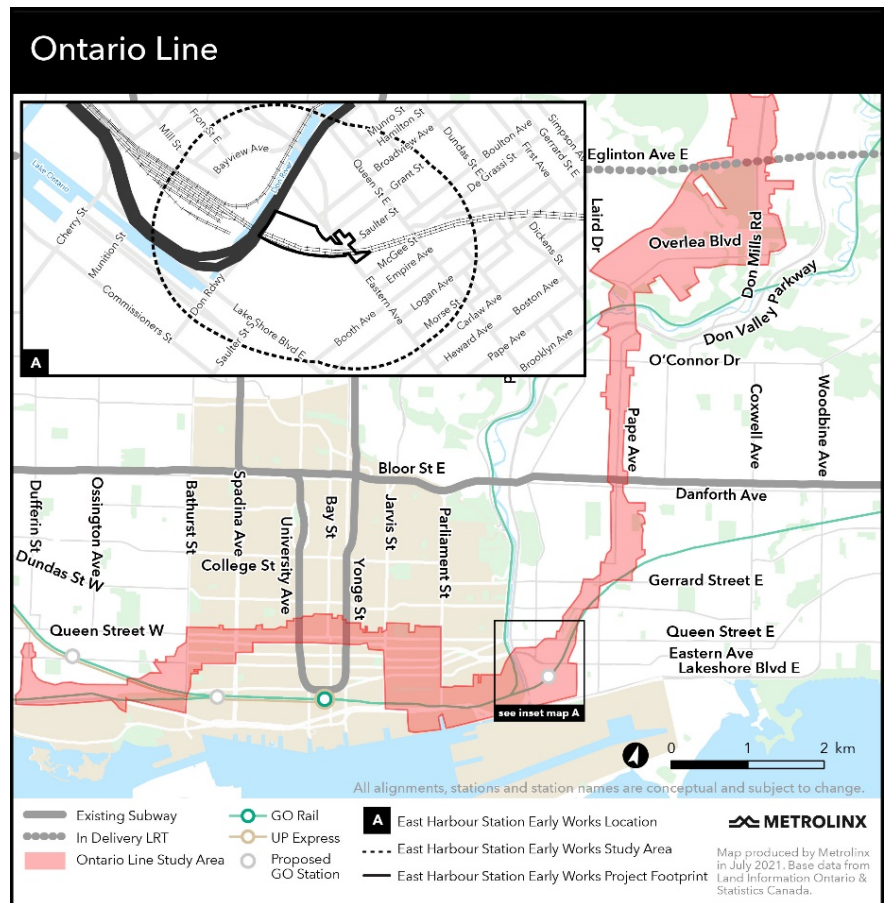
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This Notice was first published on **September 23, 2021**.

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From: [ONT Environment / Environnement ONT](#)
To: [Ontario Line](#)
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: RE: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Thursday, August 5, 2021 3:02:09 PM

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.

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 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, July 27, 2021 3:05 PM

To: ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Bren Daner Lapuz <BrenDaner.Lapuz@metrolinx.com>

Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[Redacted]

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,


Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment

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

Metrolinx

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

From: [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.
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- **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.
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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



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

- **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 Environment, Conservation and Parks**
 - **Ministry of the Solicitor General**

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_600ppi



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

Good Afternoon,

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

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

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

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

Sincerely,

Kuru Satkunanathan

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

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

Technical Stakeholders

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

From: [Crystal Ho](#)
To: Meaghan.Gonsalves@infrastructureontario.ca
Cc: [Merlin Yuen](#); [Maria Zintchenko](#); [Ontario Line](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR - EA Notice Response
Attachments: [REDACTED]

Good morning Meaghan,

Thank-you for your email and for identifying properties owned by the Minister of Government and Consumer Services that are within and adjacent to the Lakeshore East Joint Corridor and East Harbour Station early works study areas. Based on our review, the PINs noted below are currently not anticipated to be required for these two early works projects. Should this change in the future and these properties are required for acquisition, Metrolinx will consult with the owners directly.

Future notices will continue to be sent to the dedicated notice email address and we look forward to continue working with Infrastructure Ontario.

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: Gonsalves, Meaghan (IO) <Meaghan.Gonsalves@infrastructureontario.ca>
Sent: October 1, 2021 12:52 PM
To: Ontario Line <ontarioline@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR - EA Notice Response

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.

Good afternoon,


Thank you for sending us the **Notice of Publication** for the **Ontario Line Project – Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report** in the City of Toronto.

Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. This property is identified by the following Pins:

- 210770097
- 210770105

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

- His Majesty the King

From: [Merlin Yuen](mailto:Merlin.Yuen@infrastructureontario.ca)
To: noticereview@infrastructureontario.ca
Cc: ainsley.davidson@infrastructureontario.ca; joanna.brown@infrastructureontario.ca;
ramsen.yousif@infrastructureontario.ca; [Maria Zintchenko](mailto:Maria.Zintchenko@infrastructureontario.ca); [Crystal Ho](mailto:Crystal.Ho@infrastructureontario.ca)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: 

Good afternoon,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Sir/Madam,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

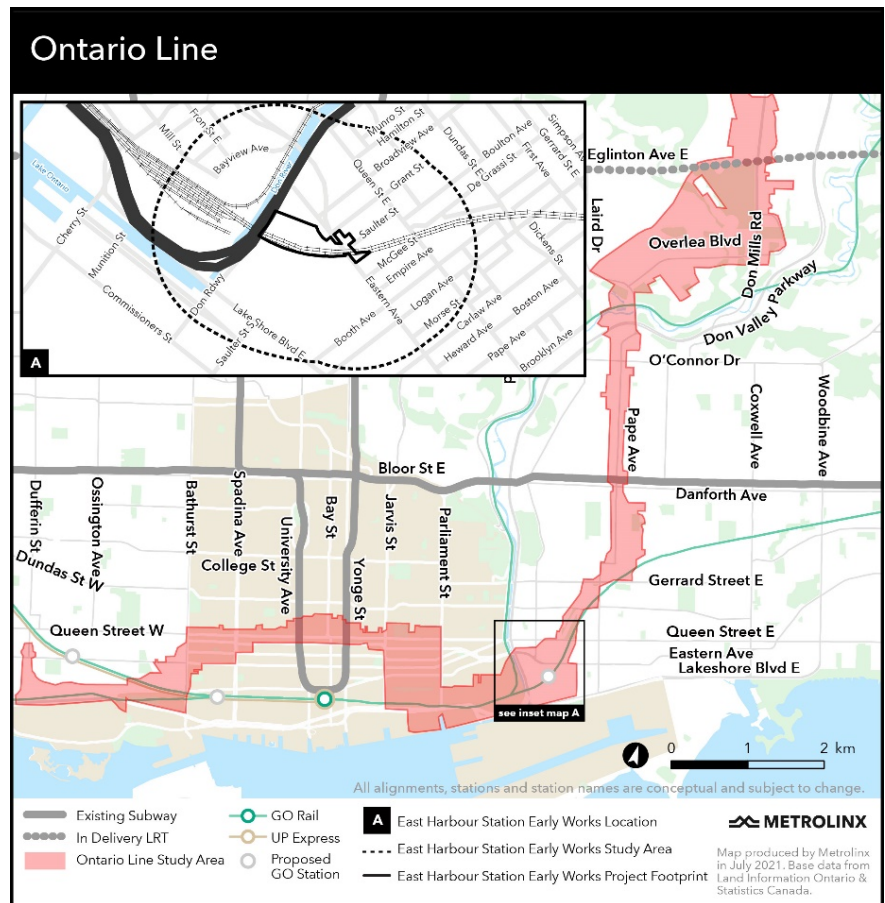
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

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**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: noticereview@infrastructureontario.ca
Cc: ainsley.davidson@infrastructureontario.ca; joanna.brown@infrastructureontario.ca; ramsen.yousif@infrastructureontario.ca; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:07:58 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

From: [Ontario Line](#)
To: ["ainsley.davidson@infrastructureontario.ca"](mailto:ainsley.davidson@infrastructureontario.ca)
Cc: [James Francis](#); ["Maria Zintchenko"](#); [Laura Witherow](#); [Rodney Yee](#); [Merlin Yuen](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#); ["noticereview@infrastructureontario.ca"](mailto:noticereview@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.

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

Sincerely,

Crystal Ho

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



From: [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"
Cc: "noticereview@infrastructureontario.ca"; [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review
Date: Tuesday, June 02, 2020 3:09:00 PM
Attachments: 

Good Afternoon,

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

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Sincerely,

Crystal Ho

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



Technical Stakeholders

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

From: [Merlin Yuen](#)
To: [Helfinger, Michael \(MEDJCT\)](#)
Cc: [Mohammed, Shireen \(MEDJCT\)](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Michael,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Michael Helfinger,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and



- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Shireen Mohammed, Ministry of Economic Development, Job Creation, and Trade
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

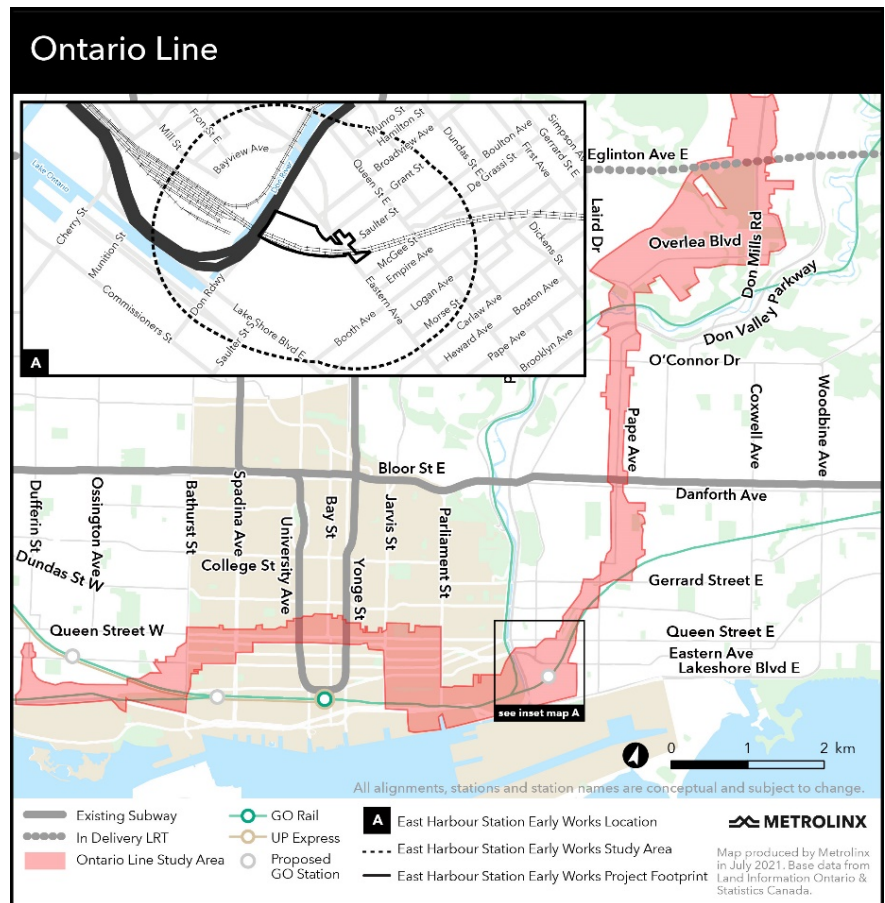
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: michael.helfinger@ontario.ca; shireen.mohammed@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:09:37 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

From: [Merlin Yuen](#)
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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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: [Merlin Yuen](#)
To: [Bloye, Paul \(EDU\)](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Paul,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

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Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
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The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

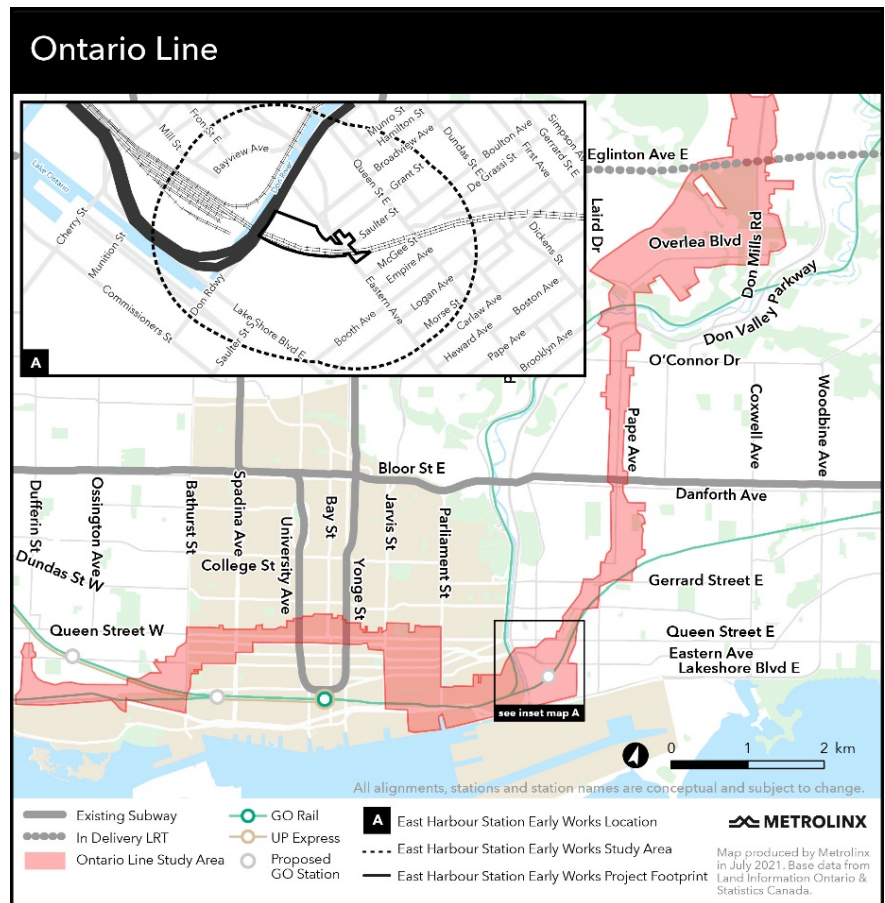
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: paul.bloye@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:12:48 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

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.

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 Heritage, Sport, Tourism and Culture Industries**

From: [Crystal Ho](#)
To: [Zirger, Rosi \(MHSTCI\)](#)
Cc: [Hamilton, James \(MHSTCI\)](#); [Maria Zintchenko](#); [Barboza, Karla \(MHSTCI\)](#); [Merlin Yuen](#)
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Attachments: 

Good afternoon Rosi,

Thank-you for reviewing the LSE JC EWR and providing your comments. Please see attached for our responses to MHSTCI's 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

From: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Sent: October 22, 2021 4:47 PM
To: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Good afternoon Merlin, et al,

We have completed our review of the following reports and have the following observations and comments:

- **Draft Early Works Report – Ontario Line Lakeshore East Joint Corridor Early Works** (dated September 2021 prepared by AECOM Canada Ltd.); and
- **Appendix A4 – Draft Ontario Line Lakeshore East Joint Corridor Early Works - Heritage Detailed Design Report** (dated September 2021 prepared by AECOM Canada Ltd.)

Project Summary:

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

reconfiguration of existing GO tracks to support future Ontario Line

infrastructure;

- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

Appendix A4 – Ontario Line Project: Lakeshore East Joint Corridor Early Works – Heritage Detailed Design Report (AECOM Sept 2021) (HDDR)

The HDDR states that a total of 11 Built Heritage Resources and Cultural Heritage Landscapes (BHR/CHL) have been identified within or adjacent to the Lakeshore East Joint Corridor Study Area, of which 10 were included in the Ontario Line Cultural Heritage Report (Nov 2020) plus an additional property identified in preparation for this HDDR.

1. ES.4 Summary of Community Engagement (p vii)

This section incorrectly states that:

A draft of the HDDR was distributed to agencies including the MHSCTI and the City of Toronto for review in November 2020. This HDDR has been updated based on the input/feedback received from agencies. (p vii)

Please edit Executive Summary to be consistent with section 4.2 (p 29) e.g. this draft HDDR distributed on 23 September, 2021, not Nov 2020.

2. Table ES-1 (p. viii), Table ES-2 (p. xii) and Table 5-1 (p. 32)

Under column “Location/Address and Property Name”, please add the property name where it is a clear identifier:

- 840 Gerrard St. East - Fire Station #324
- 400 Carlaw Ave - Jefferson Glass Co. Factory
- 1 Dickens St. – Woods Manufacturing Company
- 369 Carlaw Ave – Toronto Hydro-Electric Substation No. 8

3. Section 2.2 Early Works Project Footprint and Study Area (p 8)

This section states:

Construction is anticipated to occur primarily within the existing Metrolinx right-of-way. The extent of lands anticipated to be temporarily impacted by construction staging/laydown and access will continue to be refined and reduced to the extent feasible as project planning progresses.

The meaning of “existing Metrolinx right-of way” is unclear in this context and should be clarified. For example, the corridor currently contains two GO tracks. The Early Works including OCS foundations, retaining walls and noise barriers will be constructed to accommodate the anticipated 6-track corridor (4 GO tracks plus 2 OL

tracks). This implies the existing RoW is wide enough to accommodate 6 tracks plus noise walls etc.

NOTE: MHSTCI made the same comment in its review of the Draft Early Works Report June 2020. See comment #3 of our July 3, 2020 comments.

Draft Early Works Report: Ontario Line Lakeshore East Joint Corridor Early Works (AECOM Sept 2021)

4. **Executive Summary:** please review and edit the Executive Summary for consistency with any edits to the body of the report.

5. **Section 2.2.1.1 Provincial Policy Statement 2020 (p14-15)**
The paragraph preceding the bullet points, includes the following “The Provincial Policy Statement is premised upon . . . protection of natural, *cultural and built heritage and archaeology.*”
 - For consistency with the Section 2.6 of the PPS, the language should be edited to read: “cultural heritage and archaeology”
 - Additionally, we suggest adding a bullet to reference Section 2.6

6. **Section 3.2 Early Works Project Footprint and Study Area (p. 29)**
Same as comment #3 above. Clarification needed for what is meant by “Construction is anticipated to occur primarily within the existing Metrolinx right-of-way.”

7. **Section 5.8 Archaeological Resources / Figures 5-19 (p. 126-129)**
The Early Works Report(s) should include maps from the Stage 1 AA (Archaeological Assessment) reports filed with the ministry. Please revise/replace the three maps in Figure 5-19 with the appropriate maps from Stage 1 AA Ontario Line South (PIF P438-0197-2019) and Stage 1AA- Addendum Ontario Line South (PIF P438-0236-2020).

8. **Table 6.7 Potential Impacts Potential Impacts, Mitigation Measures and Monitoring Activities - Built Heritage Resources and Cultural Heritage Landscapes (p. 173)**
Same as comment #2 above. Under column Location/Address and Property Name, please add the property name where it is a clear identifier:
 - 840 Gerrard St. East - Fire Station #324
 - 400 Carlaw Ave - Jefferson Glass Co. Factory
 - 1 Dickens St. – Woods Manufacturing Company
 - 369 Carlaw Ave – Toronto Hydro-Electric Substation No. 8

9. **Section 6.8 Archaeological Resources (page 180)**
This section includes a generic description of the type of further archaeological assessment that may be required, “including standard surface level testing, a combination of mechanical and hand excavation for deeply buried context, and a requirement for archaeological monitoring during construction.”

Please add the following statement under Section 6.8: *Recommendations from the Stage 1AA reports and any subsequent AAs will be followed. Additionally, all AA reports will be submitted and reviewed by MHSTCI and a letter is issued that the report(s) has been entered into the Ontario Public Register of Archaeological Reports, prior to any ground disturbing activities.*

10. **Table 6-8 Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources (page 181)**

- 1st Bullet – states that areas retaining archaeological potential are shown in Figure 5-19. See Comment #7 above to replace Figure 5-19 with the maps from the Stage 1 AA report.
- Please add the following: *Recommendations from the Stage 1 AA reports and any subsequent AAs will be followed and report will be submitted and reviewed by MHSTCI and a letter is issued that the report(s) has been entered into the Ontario Public Register of Archaeological Reports, prior to any ground disturbing activities.*

Please be aware that Stage 1 AA Ontario Line South (PIF P438-0197-2019) and Stage 1AA- Addendum Ontario Line South (PIF P438-0236-2020) have been entered into the Ontario Public Register of Archaeological Reports. All recommendations from the Stage 1 AA reports any subsequent AAs must be followed. Once AA reports are reviewed, ministry staff provides the consultant archaeologist with a letter that comments on the archaeological assessment report. If the report complies with the Standards and Guidelines for Consultant Archaeologists (2011), the letter informs the licensee that the report has been accepted. The letter is copied to the proponent (e.g. Metrolinx) and the approval authority (e.g. Metrolinx, MECP). Approval authorities often use the letter to address legislative requirements, and more broadly, to address concerns for due diligence. Metrolinx should be in receipt of the ministry's letter prior to any ground disturbing activities.

Thank you for the opportunity to review and provide comments. Let us know if you have any questions or if clarification is required.

Sincerely
Rosi

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

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Sent: September 23, 2021 3:10 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>

Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Good afternoon Karla,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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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

Project Name: Lakeshore East Joint Corridor Early Works Report

Reviewed By: MTO

Project No:

Date In: September 24, 2021

Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	MHSTCI	ES.4 Summary of Community Engagement	HDDR p vii	This section incorrectly states that: A draft of the HDDR was distributed to agencies including the MHSTCI and the City of Toronto for review in November 2020. This HDDR has been updated based on the input/feedback received from agencies. (p vii) Please edit Executive Summary to be consistent with section 4.2 (p 29) e.g. this draft HDDR distributed on 23 September, 2021, not Nov 2020.	The executive summary has been revised to note that the draft HDDR was distributed to agencies including the MHSTCI and the City of Toronto for review in June 2020, to be consistent with Section 4.2.
2	MHSTCI	Table ES-1 (p. viii), Table ES-2 (p. xii) and Table 5-1	HDDR p 32	Under column "Location/Address and Property Name", please add the property name where it is a clear identifier: •840 Gerrard St. East - Fire Station #324 •400 Carlaw Ave - Jefferson Glass Co. Factory •1 Dickens St. – Woods Manufacturing Company •369 Carlaw Ave – Toronto Hydro-Electric Substation No. 8	Property names have been added where there is a clear identifier.
3	MHSTCI	Section 2.2 Early Works Project Footprint and Study	HDDR p 8	This section states: Construction is anticipated to occur primarily within the existing Metrolinx right-of-way. The extent of lands anticipated to be temporarily impacted by construction staging/laydown and access will continue to be refined and reduced to the extent feasible as project planning progresses. The meaning of "existing Metrolinx right-of way" is unclear in this context and should be clarified. For example, the corridor currently contains two GO tracks. The Early Works including OCS foundations, retaining walls and noise barriers will be constructed to accommodate the anticipated 6-track corridor (4 GO tracks plus 2 OL tracks). This implies the existing RoW is wide enough to accommodate 6 tracks plus noise walls etc. NOTE: MHSTCI made the same comment in its review of the Draft Early Works Report June 2020. See comment #3 of our July 3, 2020 comments.	Text has been revised to "Construction is anticipated to occur primarily within the existing Metrolinx right-of-way (Metrolinx-owned rail corridor/properties)".
4	MHSTCI	Executive Summary	EWR	please review and edit the Executive Summary for consistency with any edits to the body of the report.	The executive summary was updated to be consistent with the body of the EWR and the following comments/recommendations.

5	MHSTCI	Section 2.2.1.1 Provincial Policy Statement 2020	EWR (p14-15)	<p>The paragraph preceding the bullet points, includes the following "The Provincial Policy Statement is premised upon . . . protection of natural, cultural and built heritage and archaeology."</p> <ul style="list-style-type: none"> •For consistency with the Section 2.6 of the PPS, the language should be edited to read: "cultural heritage and archaeology" •Additionally, we suggest adding a bullet to reference Section 2.6 	Section 2.2.1.1 text has been revised to read "cultural heritage and archaeology". A bullet referencing Section 2.6 of the PPS has also been added.
6	MHSTCI	Section 3.2 Early Works Project Footprint and Study Area	EWR (p. 29)	Same as comment #3 above. Clarification needed for what is meant by "Construction is anticipated to occur primarily within the existing Metrolinx right-of-way."	Text has been revised to "Construction is anticipated to occur primarily within the existing Metrolinx right-of-way (Metrolinx-owned rail corridor/properties)".
7	MHSTCI	Section 5.8 Archaeological Resources / Figures 5- 19	EWR (p. 126-129)	The Early Works Report(s) should include maps from the Stage 1 AA (Archaeological Assessment) reports filed with the ministry. Please revise/replace the three maps in Figure 5-19 with the appropriate maps from Stage 1 AA Ontario Line South (PIF P438-0197-2019) and Stage 1AA-Addendum Ontario Line South (PIF P438-0236-2020).	Figure 5-19 has been updated to align with the maps in the Stage 1 AA Ontario Line South and Stage 1 AA Addendum Ontario Line South Reports.
8	MHSTCI	Table 6.7 Potential Impacts Potential Impacts, Mitigation Measures and Monitoring Activities - Built Heritage Resources and Cultural Heritage Landscapes	EWR (p. 173)	<p>Same as comment #2 above. Under column Location/Address and Property Name, please add the property name where it is a clear identifier:</p> <ul style="list-style-type: none"> •840 Gerrard St. East - Fire Station #324 •400 Carlaw Ave - Jefferson Glass Co. Factory •1 Dickens St. – Woods Manufacturing Company •369 Carlaw Ave – Toronto Hydro-Electric Substation No. 8 	Property names have been added where there is a clear identifier.
9	MHSTCI	Section 6.8 Archaeological Resources	EWR (page 180)	<p>This section includes a generic description of the type of further archaeological assessment that may be required, "including standard surface level testing, a combination of mechanical and hand excavation for deeply buried context, and a requirement for archaeological monitoring during construction."</p> <p>Please add the following statement under Section 6.8: Recommendations from the Stage 1AA reports and any subsequent AAs will be followed. Additionally, all AA reports will be submitted and reviewed by MHSTCI and a letter is issued that the report(s) has been entered into the Ontario Public Register of Archaeological Reports, prior to any ground disturbing activities.</p>	The suggested text has been added to Section 6.8
10	MHSTCI	Table 6-8 Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources	EWR (page 181)	<ul style="list-style-type: none"> •1st Bullet – states that areas retaining archaeological potential are shown in Figure 5-19. See Comment #7 above to replace Figure 5-19 with the maps from the Stage 1 AA report. •Please add the following: Recommendations from the Stage 1 AA reports and any subsequent AAs will be followed and report will be submitted and reviewed by MHSTCI and a letter is issued that the report(s) has been entered into the Ontario Public Register of Archaeological Reports, prior to any ground disturbing activities. 	<p>Figure 5-19 has been updated to align with the maps in the Stage 1 AA Ontario Line South and Stage 1 AA Addendum Ontario Line South Reports.</p> <p>The following text was added to Table 6-8: "Recommendations from the Stage 1AA reports and any subsequent AAs will be followed. The report will be submitted to and reviewed by MHSTCI and a letter will be issued confirming that the report(s) has been entered into the Register, prior to any ground disturbing activities."</p>

From: [Barboza, Karla \(MHSTCI\)](#)
To: [Merlin Yuen](#)
Cc: [Hamilton, James \(MHSTCI\)](#); [Zirger, Rosi \(MHSTCI\)](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: Thursday, September 30, 2021 12:34:35 AM
Attachments: [REDACTED]

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Thanks Merlin!

We will review and provide comments by the deadline.

Regards,

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Sent: September-27-21 10:39 AM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Good morning Karla,

With regards to the Lakeshore East Joint Corridor early works report circulated last week, we wanted to also confirm 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) were addressed and applied to the revised Lakeshore East Joint Corridor Early Works Report and Heritage Detailed Design Report. The team looks forward to the MHSTCI's review and comments on this report within the 30-day public review period.

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

[REDACTED]

From: Merlin Yuen

Sent: September 23, 2021 3:10 PM

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

Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

Good afternoon Karla,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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.



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Karla Barboza,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: James Hamilton, Ministry of Heritage, Sport, Tourism and Culture Industries
Rosi Zirger, Ministry of Heritage, Sport, Tourism and Culture Industries
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

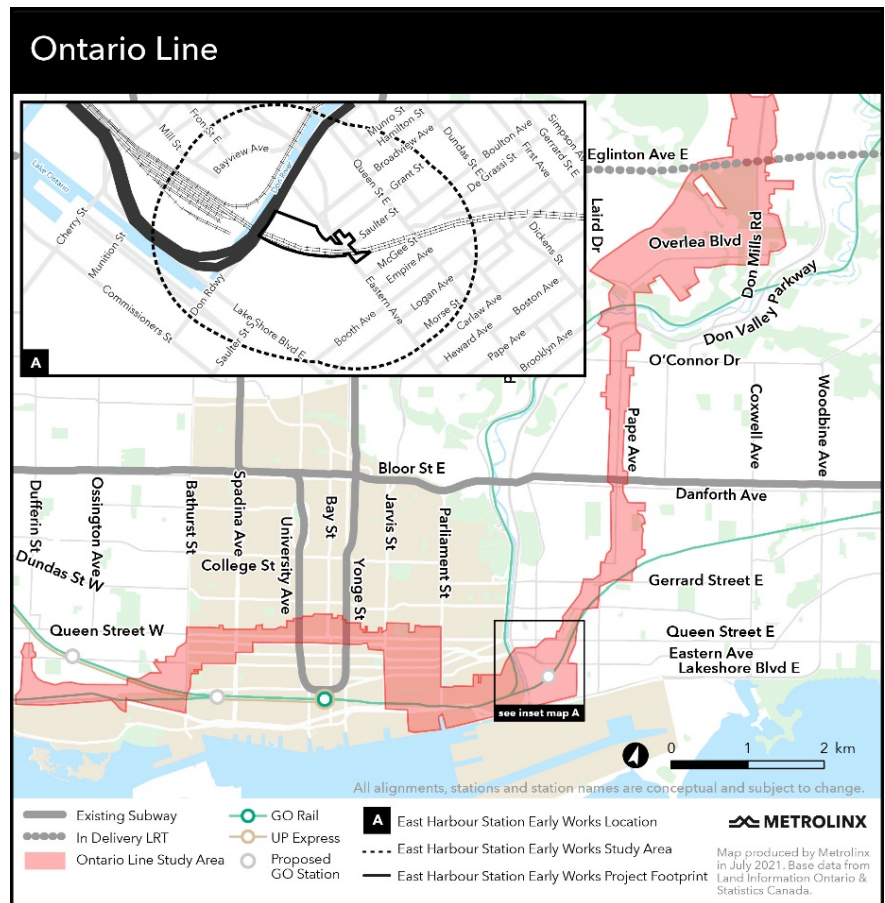
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: karla.barboza@ontario.ca; [Zirger, Rosi \(MHSTCI\)](#); James.Hamilton@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:02:44 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

From: [Merlin Yuen](#)
To: [Barboza, Karla \(MHSTCI\)](#); [Zirger, Rosi \(MHSTCI\)](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#); [James Francis](#); [Hamilton, James \(MHSTCI\)](#)
Subject: RE: OL - Early Works Report and EW Cultural Heritage Report (Lakeshore East)
Date: September 20, 2021 2:30:13 PM
Attachments: 

Hi Karla and Rosi – my apologies for the confusion but for East Harbour Station early works as referred to below, there will not be a Heritage Detailed Design Report because no known, previously identified or potential built heritage resources/cultural heritage landscapes were identified in the East Harbour Station Built Heritage Resources and Cultural Heritage Landscapes Study Area.

We will be sending a separate email out for the Lakeshore East Joint Corridor Early Works Report confirming prior MHSTCI comments have been applied to that respective HDDR.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Merlin Yuen
Sent: September 20, 2021 2:04 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>
Subject: RE: OL - Early Works Report and EW Cultural Heritage Report

Good afternoon MHSTCI team,

Ahead of the draft publication of the East Harbour Station 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 East Harbour Station 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 later this month.

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: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Sent: July 3, 2020 3:45 PM
To: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
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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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
MHSTCI 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 <ul style="list-style-type: none"> Neighbourhood History(s) <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 Images – see comment # below e.g. overview of streetscape, view from X etc. 3.2.4 Identification of Known/Previously Identified and 	This has been reflected in the HDDR to the extent possible. Some minor revisions were made to ensure consistency across technical early works reports and ensure accuracy of process and information undertaken for early works (with references to OL CHR for additional context/detail).

**Review Comments
Spreadsheet
Work Plan**

*** Actions:**
1 = Will comply
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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

Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response
				<p>Potential BHR/CHLs - Exhibition Station Study Area Table #: -summary table inserted Figure xxxx - Exhibition Station Study Area Map – Figure 6.1 (for readability please move Figure 6-1 to this section in the body of the report) 3.3 Lower Don Crossing Study Area Subsections as above 3.4 East Harbour Subsections as above 3.5 Lakeshore East Joint Corridor Subsections as above 4. Identification of Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures 5. Community Engagement 6. Summary and Next Steps Appendices: Maps (Historic) References Project Personnel and Qualifications (vs authors)</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				* Actions:	
Work Plan				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
				<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
MHSTCI Comment

Project No:

Draft Environmental Reports

Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response
				Please clarify whether the Broadview Avenue Extension approved under an earlier TPAP. Also, since the new service road is part of the Early Works, it should be shown on Figure 6-3 and included as part of the study area.	cover.
9			2. Approach and Methodology Page 9	<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**

*** 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
				<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
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Work Plan**

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Project Name: Ontario Line Subway Project - Early Works
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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
			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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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
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Work Plan**

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Project Name: Ontario Line Subway Project - Early Works
Cultural Heritage Report: Existing Conditions and Preliminary Impact
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MHSTCI Comment

Project No:

Draft Environmental Reports

Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response
				<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

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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		* 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
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

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Project Name: Ontario Line Draft
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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. 9/06 ○ 60 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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 Draft Early Works Report:
 Ontario Line Subway Project
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 MHSTCI Comments

Project No:

Draft Environmental Reports

Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response
				<ul style="list-style-type: none"> 15-17 Tiverton (AECOM 2017) meets O.Reg. 9/06 	
9	MHSTCI - Heritage Planning Unit		4.7 Archaeology (page 117)	<ul style="list-style-type: none"> Please rename this section "Archaeological Resources". Consistent with the level of information for the other environmental disciplines this section should provide greater detail of the outcomes of the Stage 1AA reports as they relate to each of the four Early Works areas and include the recommendation for further AA and the corresponding maps. This information is typically summarized in the Executive Summary of the Stage 1AA report and should be cut/pasted into this report. 	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	The first entry of this table reads: Environmental Component: Property Potential Effect: Property acquisition – permanent and temporary Mitigation Measures: <ul style="list-style-type: none"> 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. 	Specific property requirements will be confirmed during detailed design but may include a combination of permanent and temporary acquisitions.

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Project Name: Ontario Line Draft
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 Ontario Line Subway Project
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 MHSTCI Comments

Project No:

Draft Environmental Reports

Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response
				<ul style="list-style-type: none"> ▪ Select staging/laydown areas in accordance with Metrolinx procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors. <p>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".</p>	
12	MHSTCI - Heritage Planning Unit		5.7 Archaeology Page 230	<ul style="list-style-type: none"> • See comment #4 above: Please rename section to read "Archaeological Resources". [Table 6-1 already reads: Archaeological Resources] • See Comment #9 above – this report should be consistent with the recommendations of the Stage 1AA e.g. cut/paste text from Executive Summary of Stage 1AA report. • The meaning of the last sentence of the first paragraph reads: The type of impact planned <u>could also remove the requirement for certain types of Stage 2 archaeological assessment.</u> 	Section has been renamed. Additional detail has been added to the EWR to address the Ministry's comments.
14	MHSTCI - Heritage Planning Unit		Table 6-1 Summary of Future Commitment, Mitigation Measure and Monitoring	As a general comment, commitment for future work should be detailed and specific and clearly articulate: <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. Many of the commitments use generic language. We offer some specific comments and edits below added in red.	Comment noted – commitments for future work have been revised per the Ministry's comments below where appropriate.

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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
			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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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

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

From: [Merlin Yuen](#)
To: [MacLean, Matthew \(MMAH\)](#)
Cc: [Collens, Michael \(MMAH\)](#); [Chisholm, Stewart \(MMAH\)](#); maya.harris@ontario.ca; heather.watt@ontario.ca; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 24, 2021
Attachments: 

Good afternoon Matthew,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Matthew MacLean,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Michael Collens, Ministry of Municipal Affairs and Housing
Stewart Chisholm, Ministry of Municipal Affairs and Housing
Maya Harris, Ministry of Municipal Affairs and Housing
Heather Watt, Ministry of Municipal Affairs and Housing
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

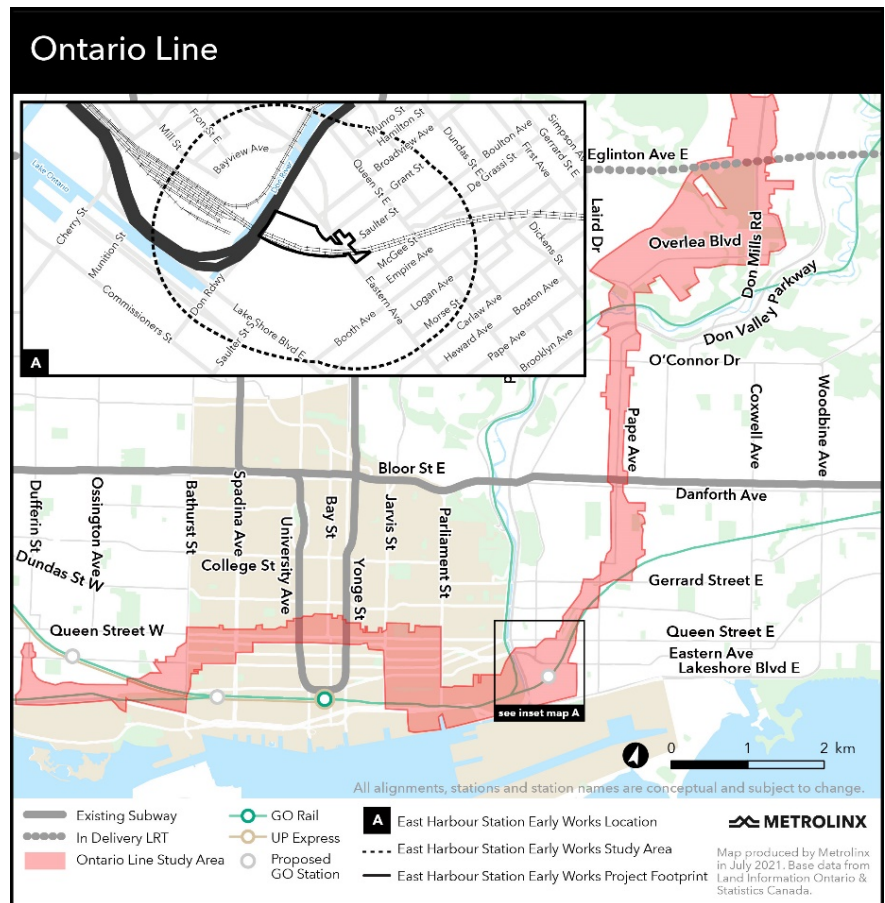
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: maya.harris@ontario.ca; Heather.Watt@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:10:34 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

From: [Ontario Line](#)
To: stewart.chisholm@ontario.ca; Matthew.MacLean@ontario.ca; Michael.Collens@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:09:44 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

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

Good afternoon Michael and Eleni,

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

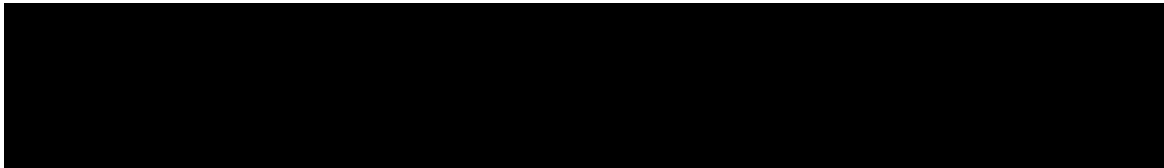
- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

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



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

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Good afternoon Michael,

Thanks for letting me know. We will add yourself and Eleni to our notification list. We had Stewart Chisholm as a contact point in the Ontario Growth Secretariat as well and have copied him to this email.

Also, I wanted to follow up on the Ontario Line Environmental Conditions and Early Works technical reports circulated just now via EATS for review, which include the following:

- *Draft Natural Environment Environmental Conditions Report;*
- *Draft Noise and Vibration Environmental Conditions Report;*
- *Draft Socio-Economic and Land Use Characteristics Environmental Conditions Report;*
- *Draft Air Quality Early Works Memo;*
- *Draft Natural Environment Early Works Report;*
- *Draft Noise and Vibration Early Works Report; and*
- *Draft Traffic and Transportation Early Works Memo.*

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day on July 2. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thanks,

Crystal Ho

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



From: Collens, Michael (MMA) [<mailto:Michael.Collens@ontario.ca>]

Sent: Thursday, June 04, 2020 1:34 PM

To: Ontario Line

Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Crystal Ho; Taye, Eleni (MMA)

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

Hi Crystal,

Thank you for reaching out. MMAH would like the opportunity to review the documents. Also, please add me and Eleni Taye (eleni.taye@ontario.ca) 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

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

Good Afternoon,

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

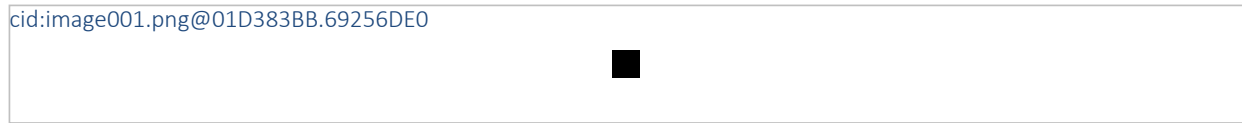
As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

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

Sincerely,

Crystal Ho

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



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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

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

Good Afternoon,

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

the Ontario Science Centre in the City of Toronto.

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

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

Sincerely,

Crystal Ho

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



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Technical Stakeholders

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

From: [Merlin Yuen](#)
To: ruth.lindenburger@ontario.ca
Cc: maria.jawaid@ontario.ca; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Ruth,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Ruth Lindenburger,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and



- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long horizontal flourish extending to the right.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Maria Jawaid, Ministry of Natural Resources and Forestry
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

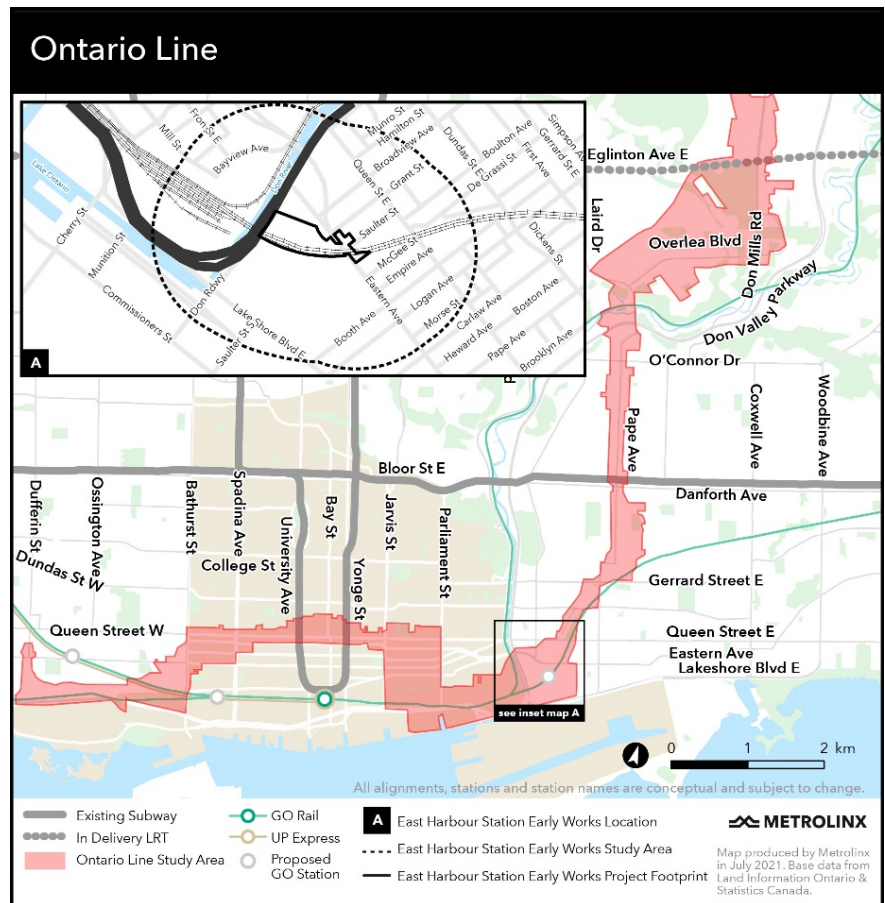
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: ruth.lindenburger@ontario.ca; maria.jawaid@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:11:23 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

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: [Crystal Ho](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Raisman, Daniel \(MECP\)](#)
Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs
Attachments: [REDACTED]

Good afternoon Cindy,

Thank-you for providing your comments on the Early Works Reports. Please see attached for our responses to MECP's comments on the LSE JC and EH EWRs. Note that there are two tabs in the attached spreadsheet.

Thanks,

Crystal Ho

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

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: October 28, 2021 10:54 AM
To: Crystal Ho <Crystal.Ho@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs

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Hello Crystal:

Attached are comments from our Source Protection Branch. We are hopeful that Metrolinx can still address these comments.

Thanks,

Cindy

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: October 25, 2021 1:17 PM
To: Crystal Ho <Crystal.Ho@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Smith, Kevin A. (MECP) <Kevin.A.Smith@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs

Hello Crystal:

I have more ministry comments to share from our Toronto District office, as follows:

General

In general, the plan describes how Mx will manage the construction activities, which is consistent with many Mx procedures that MECP has reviewed previously. Separate procedures should be developed for laydown yards, which do not meet the ministry's definition of construction sites.

Noise and vibration

Mx states it will establish and apply "project specific" noise and vibration criteria/limits for their construction activities, which are based on source emissions. Mx further states that mitigation will only be considered if its own limits have been exceeded (Table ES-2). Separate procedures should be developed for laydown yards that apply the ministry's noise and vibration limits, which are receptor-based POI limits.

Mx proposes to limit idling to 5 mins or less to mitigate air pollution (page 205). Mx also proposes a "NO Idling policy" to mitigate noise issues (page 207). The idling policy should be consistent throughout the document, and incorporate the more conservative limit of zero idling.

Permits and Approvals

Mx states that individual permits and approvals are not required for construction activities (page 226). Laydown yards do not meet the ministry's definition of construction sites, therefore ECAs and EASRs may be required, particularly for sites that will operate long term.

Project Footprint and Study Area

Mx states that the project footprint and study area included the anticipated required construction staging and laydown areas and construction access (page 77). Mx should provide the ministry with a list of the anticipated laydown yard locations.

Missing

Mx will be required to follow the new Excess Soil Reg. There is no mention of how they will manage their excess soil in these documents.

Please let me know if Metrolinx would like to arrange a meeting to discuss any of the above comments.

Cindy

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: October 25, 2021 9:55 AM

To: Crystal Ho <Crystal.Ho@metrolinx.com>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Desautels,

Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs

Hello Crystal:

Please find attached the ministry's noise comments.

Please let me know if you have any questions.

Cindy

From: Crystal Ho <Crystal.Ho@metrolinx.com>

Sent: October 25, 2021 8:12 AM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>

Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs

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

Good morning Cindy,

No worries, thanks for clarifying. Can you also confirm whether we should be expecting comments on N&V from the Ministry on the two EWRs?

Thanks,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment

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

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

Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: October 22, 2021 3:58 PM

To: Crystal Ho <Crystal.Ho@metrolinx.com>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>

Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs

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Hello Crystal.

The ministry's new comments are the two bullets below in my email.

Sorry for the confusion.

Cindy

From: Crystal Ho <Crystal.Ho@metrolinx.com>
Sent: October 22, 2021 3:34 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Ontario Line - MECP Air comments on LSE and EH EWRs

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

Hi Cindy,

Thank-you for sending the Ministry's air quality comments on the LSE JC and EH EWRs. I took a look at the excel spreadsheets attached in your email below, but did not see any additional/outstanding comments from the Ministry (aside from the ones embedded in the body of the email). Can you please confirm?

Thanks,

Crystal Ho

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

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: October 22, 2021 3:25 PM
To: Crystal Ho <Crystal.Ho@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: Ontario Line - MECP Air comments on LSE and EH EWRs

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Hello Crystal,

Please attached and below comments from our air quality analyst for the Lakeshore East Joint Corridor and East Harbour AQ EWRs.

- It is noted in the proponent's responses to comment # 9 in both comment spreadsheets that the background values in Table 3-1 of the revised Air Quality report referenced the 2017 90th percentile values. However, the background concentrations should be determined by calculating the 90th percentile value from a 5-year data set for each averaging period based on the MTO protocol. Please ensure a correct and conservative calculation method is used for the background concentrations in Table 3-1.
- It appears that the second footnote for Table 3-1 in both reports should be corrected to a SO₂ 10min averaging period rather than a 30min averaging period. Please ensure a correct formula is used for the SO₂ background concentration conversion.

Please let me know if you have any questions or concerns. I can arrange a call with the air quality analyst if Metrolinx requires further clarification.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator (she/her)
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
Phone: 437-248-0058 | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

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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

Project Name: Draft LSE JC EWR

Revised By:

Project No:

Date In:

Date Out:

Item No.	Reviewer Name	Description	Page#	Review Comment	Response & Details (Authors -)
1	MECP	S&GW (Oct 8, 2021)		I have reviewed Section 5.2 Soil and Groundwater of AECOM (2021) Ontario Line Lakeshore East Early Works Metrolinx Draft Early Works Report prepared by Sarah Schmied, Jarrid Radoslav and Madeleine Atherton of AECOM Canada Ltd. September 2021.	Thank-you for your review of the Soil and Groundwater section of the Draft Lakeshore East Joint Corridor Early Works Report.
2	MECP	S&GW (Oct 8, 2021)		The proposed construction area straddles an existing rail corridor between Eastern Avenue to the south and Jones Avenue to the North. The rail corridor runs through residential neighbourhoods and industrial areas. Construction will include the reconfiguration of tracks, replacement +/- widening of rail bridges over Queen Street East, Dundas Street East and Logan Avenue, construction of foundations for GO Overhead Catenary System and supporting infrastructure to accommodate a future fourth GO track.	Thank-you for your review of the Draft Lakeshore East Joint Corridor Early Works Report. Metrolinx is advancing work in the Lakeshore East Joint Corridor area to facilitate timely implementation of the Ontario Line Project and provide planning, design and implementation efficiencies for ongoing projects such as GO Expansion.
3	MECP	S&GW (Oct 8, 2021)		Section 5.2 describes the geology and overburden of the site using publicly available materials including the ministry's Water Wells Database. Source Water Protection was also addressed. Site specific data have not been used in the preparation of AECOM's draft report.	Thank-you for your comment. The Early Works Report documents the local soil and groundwater environmental conditions within the Lakeshore East Joint Corridor study area at a high level. Site-specific data will be collected as required during detailed design.
4	MECP	S&GW (Oct 8, 2021)		The report includes Table ES-2 Potential Impacts, Mitigation Measures and Monitoring Activities for the East Harbour Station Early Works which describes potential impacts to soil and groundwater from excavation and dewatering activities. These impacts include subsidence/settlement, excavation of contaminated soils, dewatering of contaminated groundwater, decrease in groundwater discharge to the Don River. AECOM (2021) proposes monitoring and mitigation measures to reduce the impact of these possible impacts and the Ontario Regulations involved.	Noted. Please note that Table ES-2 of the Lakeshore East Joint Corridor Early Works Report documents the potential impacts, mitigation measures and monitoring activities for the Lakeshore East Joint Corridor early works. East Harbour Station early works is documented in the East Harbour Station Early Works Report.
5	MECP	S&GW (Oct 8, 2021)		It is expected that additional detail will become available during geotechnical studies. These studies should include the advancement of bore holes and the installation of monitoring wells to determine groundwater depth, the presence or absence of contaminated soils/groundwater and construction dewatering requirements.	Noted.

6	MECP	S&GW (Oct 8, 2021)		Construction dewatering if over 50,000L/day will require a Permit to Take Water or a Construction Dewatering EASR. These instruments will require a more detailed site characterization. For guidance on these studies the reader is referred to Technical guidance document for hydrogeological studies in support of category 3 applications and Technical guidance document for surface water studies in support of category 3 applications.	Noted. A Permit to Take Water or a Construction Dewatering EASR will be obtained and a more detailed site characterization will be conducted if construction dewatering exceeds 50,000L/day.
7	MECP	S&GW (Oct 8, 2021)		I have no concerns with the draft report however my opinion may change as more site-specific details/studies become available.	Noted.
8	MECP	Surface Water (Oct 19, 2021)		The Report did not identify any waterbody, wetland or other environmental sensitive features within the Lakeshore East Joint Corridor Early Works therefore I have no concerns with surface water or fish and fish habitat. In terms of storm water management, the Project has committed to proper manage storm water and develop Erosion and Sediment Control Plan during the project. Consider the location and urban settings I expect storm water and discharge, if any, will most likely be managed through city sewer system. The Ministry does not have major concerns if they meet Toronto sewer use bylaw. No follow-up is required.	Noted.
9	MECP	AQ (Oct 22, 2021)		It is noted in the proponent's responses to comment # 9 in both comment spreadsheets that the background values in Table 3-1 of the revised Air Quality report referenced the 2017 90th percentile values. However, the background concentrations should be determined by calculating the 90th percentile value from a 5-year data set for each averaging period based on the MTO protocol. Please ensure a correct and conservative calculation method is used for the background concentrations in Table 3-1.	In Table 3-1 of the Air Quality Early Works technical reporting (LSE JC), there is a column entitled "Years." This column indicates the total years used in assessment for the 90th percentile of background data or mean of background data. Five years of data were used wherever data availability was accessible. This is in line with the MTO protocol approach.
10	MECP	AQ (Oct 22, 2021)		It appears that the second footnote for Table 3-1 in both reports should be corrected to a SO2 10min averaging period rather than a 30min averaging period. Please ensure a correct formula is used for the SO2 background concentration conversion.	Sub-note no. 2 of Table 3-1 has been corrected in the LSE JC AQ Reports to a SO2 10 min averaging period. The actual numbers in the table for the 10-min SO2 average were confirmed as accurate.
11	Kevin A Smith	Acrylic Noise Barriers (Oct 25, 2021)	Noise Barrier Investigation, Section 3.4	Provide noise barrier specification sheet confirming that acrylic noise barrier has absorption coefficient of 0.21	0.21 is the absorption for a reflective barrier derived from Table 7 of the RLS-90 standard for traffic noise, corresponding to a reflection loss of 1 dB. This is the standard reflective barrier absorption implemented in both CadnaA and Soundplan modelling software. Regardless of the final barrier finish selected, Metrolinx intends to meet all MOEE/GO and MOEE/TTC protocol requirements as well as reducing 16h and 8h project Leq levels to existing predicted railway levels or below, where feasible, and this will be verified as project planning and design progresses.

12	Kevin A Smith	Road Traffic Noise Model (Oct 25, 2021)	Road Traffic Noise Assessment, Section 3.5	TNM 3.0 is accepted by MECP as the better traffic noise model for predicting road traffic noise at elevated receptors such as several high-rise buildings along the corridor because TNM 3.0 is more modern and accounts for 3D distance attenuation, while ORNAMENT does not.	Acknowledged. ORNAMENT was the method used within this assessment as per the latest MECP NPC-300 guidelines, which recommends using this method for estimating background noise.
13	Email Edits from MECP	General (Oct 25, 2021)		In general, the plan describes how Mx will manage the construction activities, which is consistent with many Mx procedures that MECP has reviewed previously. Separate procedures should be developed for laydown yards, which do not meet the ministry's definition of construction sites.	<p>Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/laydown yards.</p> <p>Construction staging and laydown areas which are used for the storage of equipment and materials, and sometime site trailers, will have lower impacts than the construction activities assessed. The early works noise and vibration analysis completed assumed that the majority of the construction activities (except for certain activities such as rail works and bridge works) could occur at any of the areas within the early work project footprint. This is a conservative approach as materials storage and staging will have much lower noise and vibration emissions than the assessed construction activities.</p> <p>Construction staging and laydown areas will only be used during the construction period. Once construction has been completed, laydown areas will no longer be used for the project.</p> <p>Operations of any long term facilities will be assessed in the forthcoming Environmental Impact Assessment Report, and would likely require further noise and vibration approvals as part of their site plan approval. The Early Works Report addresses construction impacts of the early works activities described in the report, and not operations.</p>

14	Email Edits from MECP	NV (Oct 25, 2021)		<p>Mx states it will establish and apply "project specific" noise and vibration criteria/limits for their construction activities, which are based on source emissions. Mx further states that mitigation will only be considered if its own limits have been exceeded (Table ES-2). Separate procedures should be developed for laydown yards that apply the ministry's noise and vibration limits, which are receptor-based POI limits.</p>	<p>Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/laydown yards.</p> <p>Construction staging and laydown areas which are used for the storage of equipment and materials, and sometime site trailers, will have lower impacts than the construction activities assessed. The early works noise and vibration analysis completed assumed that the majority of the construction activities (except for certain activities such as rail works and bridge works) could occur at any of the areas within the early work project footprint. This is a conservative approach as materials storage and staging will have much lower noise and vibration emissions than the assessed construction activities.</p> <p>Construction staging and laydown areas will only be used during the construction period. Once construction has been completed, laydown areas will no longer be used for the project.</p> <p>Operations of any long term facilities will be assessed in the forthcoming Environmental Impact Assessment Report, and would likely require further noise and vibration approvals as part of their site plan approval. The Early Works Report addresses construction impacts of the early works activities described in the report, and not operations.</p>
15	Email Edits from MECP	NV (Oct 25, 2021)		<p>Mx proposes to limit idling to 5 mins or less to mitigate air pollution (page 205). Mx also proposes a "NO Idling policy" to mitigate noise issues (page 207). The idling policy should be consistent throughout the document, and incorporate the more conservative limit of zero idling.</p>	<p>The idling policy under the air quality section of the report has been revised to 'no idling policy (where possible)' to be consistent with the idling policy under the noise and vibration section of the report.</p>
16	Email Edits from MECP	Permits (Oct 25, 2021)		<p>Mx states that individual permits and approvals are not required for construction activities (page 226). Laydown yards do not meet the ministry's definition of construction sites, therefore ECAs and EASRs may be required, particularly for sites that will operate long term.</p>	<p>Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/laydown yards.</p> <p>Construction staging and laydown areas which are used for the storage of equipment and materials, and sometime site trailers, will have lower impacts than the construction activities assessed. The early works noise and vibration analysis completed assumed that the majority of the construction activities (except for certain activities such as rail works and bridge works) could occur at any of the areas within the early work project footprint. This is a conservative approach as materials storage and staging will have much lower noise and vibration emissions than the assessed construction activities.</p> <p>Construction staging and laydown areas will only be used during the construction period. Once construction has been completed, laydown areas will no longer be used for the project.</p> <p>Operations of any long term facilities will be assessed in the forthcoming Environmental Impact Assessment Report, and would likely require further noise and vibration approvals as part of their site plan approval. The Early Works Report addresses construction impacts of the early works activities described in the report, and not operations.</p>

17	Email Edits from MECP	Project footprint and study area (Oct 25, 2021)		Mx states that the project footprint and study area included the anticipated required construction staging and laydown areas and construction access (page 77). Mx should provide the ministry with a list of the anticipated laydown yard locations.	Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/staging yards.
18	Email Edits from MECP	Missing (Oct 25, 2021)		Mx will be required to follow the new Excess Soil Reg. There is no mention of how they will manage their excess soil in these documents.	Commitment to follow O.Reg 406/19 is included in Table 6-2 of the EWR.
19	CSPB Comments - Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports	CTC Source Protection Plan - sent Oct 28 2021		<p>Draft Early Works Report Ontario Line East Harbour Station Early Works The EA project site is located in the Toronto Source Protection Area and is therefore subject to the approved CTC Source Protection Plan.</p> <p>The Ontario Line East Harbour Station Early Works project is a component of the Ontario Line Project. The station is proceeding before the completion of the Ontario Line as it is strategic to the implementation of the project. Station construction will take place adjacent to the Don Valley Parkway and Eastern Avenue (see Appendix A). The project area is in an Intake Protection Zone (IPZ) 3, a highly vulnerable aquifer (HVA) scoring 6 and an events-based area (EBA) for fuel and oil spills and storage and sanitary sewers.</p> <p>Given that the preferred alternative is in a surface water protection zone (IPZ 3) the activities related to the construction and/or maintenance phase of the project could be significant drinking water threat. The intake protection zone has no vulnerability score and is an events-based area (EBA) for fuel and oil spills and storage and sanitary sewers (see Appendix A). This means activities related to moving sewer infrastructure, the storage of fuel and fuel spills could be significant drinking water threats and policies may apply. Other activities may be identified as moderate/low drinking water threats and select policies may still apply.</p> <p>In the Draft Early Works Report, the proponent has discussed source water protection thoroughly as part of section 5.2.3 and table 6.2. The proponent has outlined the vulnerable areas in the study area as well as the SPP policies that relate to the source water protection features. Additionally, they have outlined potential mitigation measures that can be taken to reduce the potential of risk.</p>	Noted.

20	CSPB Comments - Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports	CTC Source Protection Plan - sent Oct 28 2021		<p>The SPP polices related to the project are related to the EBA and HVA. There are 4policies in the CTC Source Protection Plan that the proponent should be aware of and consider before project development, as applicable.</p> <ul style="list-style-type: none"> •LO-SEW-2: Where event-based modelling has shown that a spill from a sanitary trunk sewer break would be a significant drinking water threat •LO-PIPE-1: Where event based modelling has shown that a spill from a petroleum pipeline system reaching a tributary would be a significant drinking water threat, the Ministry of the Environment and Climate Change should work with facility owners and provincial and federal regulators to develop, review and recommend necessary improvements to existing spill prevention, spill management, risk reduction, and contingency plans. •SAL-10: Where the application of road salt would be a moderate or low drinking water threat, the planning approval authority is encouraged to require a salt management plan, which includes a reduction in the future use of salt, as part of a complete application for development. •SAL-12: Where the application of road salt on unassumed roads and private parking lots with greater than 200 square metres is, or would be, a moderate or low drinking water threat <p>The proponent should consult with the local source protection authority if they have not already done so.</p>	<p>Thank you for your review and acknowledgement of the report. A mitigation measure is already included in Table 6-2 of the EWR to conduct a review of SPP policies.</p> <p>Metrolinx has been and will continue to consult with the TRCA, the local source protection authority as project planning progresses.</p>
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Review Comments Spreadsheet		* Actions:			** Status:	
		1 = Will comply			O = Open, not resolved	
		2 = Discuss, clarification required			P = Pending incorporation in design	
		3 = Not applicable because			C = Closed, implementation complete	
Project Name:			Draft EH Station EWR		Revised By:	
Project No:					Date In:	
					Date Out:	
Item No.	Reviewer Name	Description	Page#	Review Comment	Response & Details (Authors -)	
1	MECP	S&GW (Oct 8, 2021)		I have reviewed Section 5.2 Soil and Groundwater of AECOM (2021) Ontario Line East Harbour Station Metrolinx Draft Early Works Report prepared by Sarah Schmied, Jarrid Radoslav and Madeleine Atherton of AECOM Canada Ltd. September 2021.	Thank-you for your review of the Soil and Groundwater section of the Draft East Harbour Station Early Works Report.	
2	MECP	S&GW (Oct 8, 2021)		The proposed construction area straddles an existing rail corridor between the Don River to the West and Eastern Avenue to the North. The Site will occupy an area which is occupied by a rail corridor, bridges, and parking lots. A building and parking lot occupy the Site north of Eastern Avenue.	Thank-you for your review of the Draft East Harbour Station Early Works Report. Metrlinx is advancing East Harbour Station early works to facilitate timely implementation of the Ontario Line Project and provide planning, design and implementation efficiencies for ongoing projects such as GO Expansion.	
3	MECP	S&GW (Oct 8, 2021)		Section 5.2 describes the geology and overburden of the site using publicly available materials including the ministry's Water Wells Database. Source Water Protection was also addressed. Site specific data have not been used in the preparation of AECOM's draft report.	Thank-you for your comment. The Early Works Report documents the local soil and groundwater environmental conditions within the East Harbour Station study area at a high level. Site-specific data will be collected as required during detailed design.	
4	MECP	S&GW (Oct 8, 2021)		The report includes Table ES-2 Potential Impacts, Mitigation Measures and Monitoring Activities for the East Harbour Station Early Works which describes potential impacts to soil and groundwater from excavation and dewatering activities. These impacts include subsidence/settlement, excavation of contaminated soils, dewatering of contaminated groundwater, decrease in groundwater discharge to the Don River. AECOM (2021) proposes monitoring and mitigation measures to reduce the impact of these possible impacts and the Ontario Regulations involved.	Noted.	
5	MECP	S&GW (Oct 8, 2021)		It is expected that additional detail will become available during geotechnical studies. These studies should include the advancement of bore holes and the installation of monitoring wells to determine groundwater depth, the presence or absence of contaminated soils/groundwater and construction dewatering requirements.	Noted.	

6	MECP	S&GW (Oct 8, 2021)		Construction dewatering if over 50,000L/day will require a Permit to Take Water or a Construction Dewatering EASR. These instruments will require a more detailed site characterization. For guidance on these studies the reader is referred to Technical guidance document for hydrogeological studies in support of category 3 applications and Technical guidance document for surface water studies in support of category 3 applications.	Noted. A Permit to Take Water or a Construction Dewatering EASR will be obtained and a more detailed site characterization will be conducted if construction dewatering exceeds 50,000L/day.
7	MECP	S&GW (Oct 8, 2021)		I have no concerns with the draft report however my opinion may change as more site-specific details/studies become available.	Noted.
8	MECP	Surface Water (Oct 19, 2021)		The East Harbour Station Early Works Project is located 30 metres away from the Lower Don River and no in-water works are proposed. The Report proposed buffers, Erosion and Sediment Control Plan, Spill Prevention and Response Plan and Stormwater Management Plan to be developed to minimize impacts to watercourses. The assessment and commitments appear to be adequate to address surface water concerns. Consider the location and urban settings I expect storm water and discharge, if any, will most likely be managed through city sewer system. The Ministry does not have major concerns if they meet Toronto sewer use bylaw. No follow-up is required.	Noted.
9	MECP	AQ (Oct 22, 2021)		It is noted in the proponent's responses to comment # 9 in both comment spreadsheets that the background values in Table 3-1 of the revised Air Quality report referenced the 2017 90th percentile values. However, the background concentrations should be determined by calculating the 90th percentile value from a 5-year data set for each averaging period based on the MTO protocol. Please ensure a correct and conservative calculation method is used for the background concentrations in Table 3-1.	In Table 3-1 of the Air Quality Early Works technical reporting (EH), there is a column entitled "Years." This column indicates the total years used in assessment for the 90th percentile of background data or mean of background data. Five years of data were used wherever data availability was accessible. This is in line with the MTO protocol approach.
10	MECP	AQ (Oct 22, 2021)		It appears that the second footnote for Table 3-1 in both reports should be corrected to a SO2 10min averaging period rather than a 30min averaging period. Please ensure a correct formula is used for the SO2 background concentration conversion.	Sub-note no. 2 of Table 3-1 has been corrected in the East Harbour Station AQ Reports to a SO2 10-min averaging period. The actual numbers in the table for the 10-min SO2 average were confirmed as accurate.
11	Kevin A Smith	FTA Guide's construction vibration reference levels (Oct 25, 2021)	Table 3-2	Front End Loader assumed reference vibration level is incorrect. In an email to MECP dated 2021-07-15, Dee Phan, Environmental Protection Specialist, Office of Environmental Programs, Federal Transit Administration, dee.phan@dot.gov, stated: "Table 7-4 (from FTA's Transit Noise and Vibration Impact Assessment Manual) is meant to be just a sampling of levels for different types of construction equipment. We suggest using the vibration levels for a large bulldozer listed in Table 7-4 for each of the three equipment (grader, front end loader, and excavator)."	Change has been applied to reference values based on DOT suggestion on equipment assumptions. Assessment was completed based upon worst case vibratory roller with the higher vibration emissions.

12	Kevin A Smith	FTA Guide's construction vibration reference levels (Oct 25, 2021)	Appendix B, Example Calculation Vibration Zone of influence Bylaw 514 and 0.14 mm/sec	Front End Loader assumed reference vibration level is incorrect. In an email to MECP dated 2021-07-15, Dee Phan, Environmental Protection Specialist, Office of Environmental Programs, Federal Transit Administration, dee.phan@dot.gov, stated: "Table 7-4 (from FTA's Transit Noise and Vibration Impact Assessment Manual) is meant to be just a sampling of levels for different types of construction equipment. We suggest using the vibration levels for a large bulldozer listed in Table 7-4 for each of the three equipment (grader, front end loader, and excavator)."	Change has been applied to reference values based on DOT suggestion on equipment assumptions. Assessment was completed based upon worst case vibratory roller with the higher vibration emissions.
13	Email Edits from MECP	General (Oct 25, 2021)		In general, the plan describes how Mx will manage the construction activities, which is consistent with many Mx procedures that MECP has reviewed previously. Separate procedures should be developed for laydown yards, which do not meet the ministry's definition of construction sites.	<p>Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/laydown yards.</p> <p>Construction staging and laydown areas which are used for the storage of equipment and materials, and sometime site trailers, will have lower impacts than the construction activities assessed. The early works noise and vibration analysis completed assumed that the majority of the construction activities (except for certain activities such as rail works and bridge works) could occur at any of the areas within the early work project footprint. This is a conservative approach as materials storage and staging will have much lower noise and vibration emissions than the assessed construction activities.</p> <p>Construction staging and laydown areas will only be used during the construction period. Once construction has been completed, laydown areas will no longer be used for the project.</p> <p>Operations of any long term facilities will be assessed in the forthcoming Environmental Impact Assessment Report, and would likely require further noise and vibration approvals as part of their site plan approval. The Early Works Report addresses construction impacts of the early works activities described in the report, and not operations.</p>

14	Email Edits from MECP	NV (Oct 25, 2021)		<p>Mx states it will establish and apply “project specific” noise and vibration criteria/limits for their construction activities, which are based on source emissions. Mx further states that mitigation will only be considered if its own limits have been exceeded (Table ES-2). Separate procedures should be developed for laydown yards that apply the ministry’s noise and vibration limits, which are receptor-based POI limits.</p>	<p>Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/laydown yards.</p> <p>Construction staging and laydown areas which are used for the storage of equipment and materials, and sometime site trailers, will have lower impacts than the construction activities assessed. The early works noise and vibration analysis completed assumed that the majority of the construction activities (except for certain activities such as rail works and bridge works) could occur at any of the areas within the early work project footprint. This is a conservative approach as materials storage and staging will have much lower noise and vibration emissions than the assessed construction activities.</p> <p>Construction staging and laydown areas will only be used during the construction period. Once construction has been completed, laydown areas will no longer be used for the project.</p> <p>Operations of any long term facilities will be assessed in the forthcoming Environmental Impact Assessment Report, and would likely require further noise and vibration approvals as part of their site plan approval. The Early Works Report addresses construction impacts of the early works activities described in the report, and not operations.</p>
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16	Email Edits from MECP	Permits (Oct 25, 2021)		Mx states that individual permits and approvals are not required for construction activities (page 226). Laydown yards do not meet the ministry's definition of construction sites, therefore ECAs and EASRs may be required, particularly for sites that will operate long term.	<p>Construction staging and laydown areas referred to within the EWR are temporary laydown areas for the duration of construction and will not be used by Metrolinx as long-term facilities/laydown yards.</p> <p>Construction staging and laydown areas which are used for the storage of equipment and materials, and sometime site trailers, will have lower impacts than the construction activities assessed. The early works noise and vibration analysis completed assumed that the majority of the construction activities (except for certain activities such as rail works and bridge works) could occur at any of the areas within the early work project footprint. This is a conservative approach as materials storage and staging will have much lower noise and vibration emissions than the assessed construction activities.</p> <p>Construction staging and laydown areas will only be used during the construction period. Once construction has been completed, laydown areas will no longer be used for the project.</p> <p>Operations of any long term facilities will be assessed in the forthcoming Environmental Impact Assessment Report, and would likely require further noise and vibration approvals as part of their site plan approval. The Early Works Report addresses construction impacts of the early works activities described in the report, and not operations.</p>
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18	Email Edits from MECP	Missing (Oct 25, 2021)		Mx will be required to follow the new Excess Soil Reg. There is no mention of how they will manage their excess soil in these documents.	Commitment to follow O.Reg 406/19 is included in Table 6-2 of the EWR.

19	CSPB Comments - Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports	CTC Source Protection Plan - sent Oct 28 2021		<p>Draft Early Works Report Ontario Line East Harbour Station Early Works The EA project site is located in the Toronto Source Protection Area and is therefore subject to the approved CTC Source Protection Plan.</p> <p>The Ontario Line East Harbour Station Early Works project is a component of the Ontario Line Project. The station is proceeding before the completion of the Ontario Line as it is strategic to the implementation of the project. Station construction will take place adjacent to the Don Valley Parkway and Eastern Avenue (see Appendix A). The project area is in an Intake Protection Zone (IPZ) 3, a highly vulnerable aquifer (HVA) scoring 6 and an events-based area (EBA) for fuel and oil spills and storage and sanitary sewers.</p> <p>Given that the preferred alternative is in a surface water protection zone (IPZ 3) the activities related to the construction and/or maintenance phase of the project could be significant drinking water threat. The intake protection zone has no vulnerability score and is an events-based area (EBA) for fuel and oil spills and storage and sanitary sewers (see Appendix A). This means activities related to moving sewer infrastructure, the storage of fuel and fuel spills could be significant drinking water threats and policies may apply. Other activities may be identified as moderate/low drinking water threats and select policies may still apply.</p> <p>In the Draft Early Works Report, the proponent has discussed source water protection thoroughly as part of section 5.2.3 and table 6.2. The proponent has outlined the vulnerable areas in the study area as well as the SPP policies that relate to the source water protection features. Additionally, they have outlined potential mitigation measures that can be taken to reduce the potential of risk.</p>	Noted.
20	CSPB Comments - Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports	CTC Source Protection Plan - sent Oct 28 2021		<p>The SPP polices related to the project are related to the EBA and HVA. There are 4policies in the CTC Source Protection Plan that the proponent should be aware of and consider before project development, as applicable.</p> <ul style="list-style-type: none"> •LO-SEW-2: Where event-based modelling has shown that a spill from a sanitary trunk sewer break would be a significant drinking water threat •LO-PIPE-1: Where event based modelling has shown that a spill from a petroleum pipeline system reaching a tributary would be a significant drinking water threat, the Ministry of the Environment and Climate Change should work with facility owners and provincial and federal regulators to develop, review and recommend necessary improvements to existing spill prevention, spill management, risk reduction, and contingency plans. •SAL-10: Where the application of road salt would be a moderate or low drinking water threat, the planning approval authority is encouraged to require a salt management plan, which includes a reduction in the future use of salt, as part of a complete application for development. •SAL-12: Where the application of road salt on unassumed roads and private parking lots with greater than 200 square metres is, or would be, a moderate or low drinking water threat <p>The proponent should consult with the local source protection authority if they have not already done so.</p>	<p>Thank you for your review and acknowledgement of the report. A mitigation measure is already included in Table 6-2 of the EWR to conduct a review of SPP policies.</p> <p>Metrolinx has been and will continue to consult with the TRCA, the local source protection authority as project planning progresses.</p>

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

Conservation and Source
Protection Branch

14th Floor
40 St. Clair Ave. West
Toronto ON M4V 1M2

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

Direction de la protection de la nature et
des sources

14^e étage
40, avenue St. Clair Ouest
Toronto (Ontario) M4V 1M2



October 26th, 2021

MEMORANDUM

To: Cindy Batista, Special Project Officer, Environmental Assessment Branch

From: Grace Donnelly Program Service Delivery Intern
Conservation and Source Protection Branch

Re: CSPB Comments -Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports

In response to your request for review of the Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports, Conservation and Source Protection Branch (CSPB) and offers the following comments.

Draft Early Works Report Ontario Line East Harbour Station Early Works
The EA project site is located in the Toronto Source Protection Area and is therefore subject to the approved **CTC Source Protection Plan**.

The Ontario Line East Harbour Station Early Works project is a component of the Ontario Line Project. The station is proceeding before the completion of the Ontario Line as it is strategic to the implementation of the project. Station construction will take place adjacent to the Don Valley Parkway and Eastern Avenue (see Appendix A). The project area is in an Intake Protection Zone (IPZ) 3, a highly vulnerable aquifer (HVA) scoring 6 and an events-based area (EBA) for fuel and oil spills and storage and sanitary sewers.

Given that the preferred alternative is in a surface water protection zone (IPZ 3) **the activities related to the construction and/or maintenance phase of the project could be significant drinking water threat**. The intake protection zone has no vulnerability score and is an events-based area (EBA) for fuel and oil spills and storage and sanitary sewers (see Appendix A). This means activities related to moving sewer infrastructure, the storage of fuel and fuel spills could be significant drinking water threats and policies may apply. Other activities may be identified as moderate/low drinking water threats and select policies may still apply.

In the Draft Early Works Report, the proponent has discussed source water protection thoroughly as part of section 5.2.3 and table 6.2. The proponent has outlined the vulnerable areas in the study area as well as the SPP policies that relate to the source water protection features. Additionally, they have outlined potential mitigation measures that can be taken to reduce the potential of risk.

The SPP policies related to the project are related to the EBA and HVA. There are 4 policies in the **CTC Source Protection Plan** that the proponent should be aware of and consider before project development, as applicable.

- LO-SEW-2: Where event-based modelling has shown that a spill from a sanitary trunk sewer break would be a significant drinking water threat
- LO-PIPE-1: Where event based modelling has shown that a spill from a petroleum pipeline system reaching a tributary would be a significant drinking water threat, the Ministry of the Environment and Climate Change should work with facility owners and provincial and federal regulators to develop, review and recommend necessary improvements to existing spill prevention, spill management, risk reduction, and contingency plans.
- SAL-10: Where the application of road salt would be a moderate or low drinking water threat, the planning approval authority is encouraged to require a salt management plan, which includes a reduction in the future use of salt, as part of a complete application for development.
- SAL-12: Where the application of road salt on unassumed roads and private parking lots with greater than 200 square metres is, or would be, a moderate or low drinking water threat

The proponent should consult with the local source protection authority if they have not already done so.

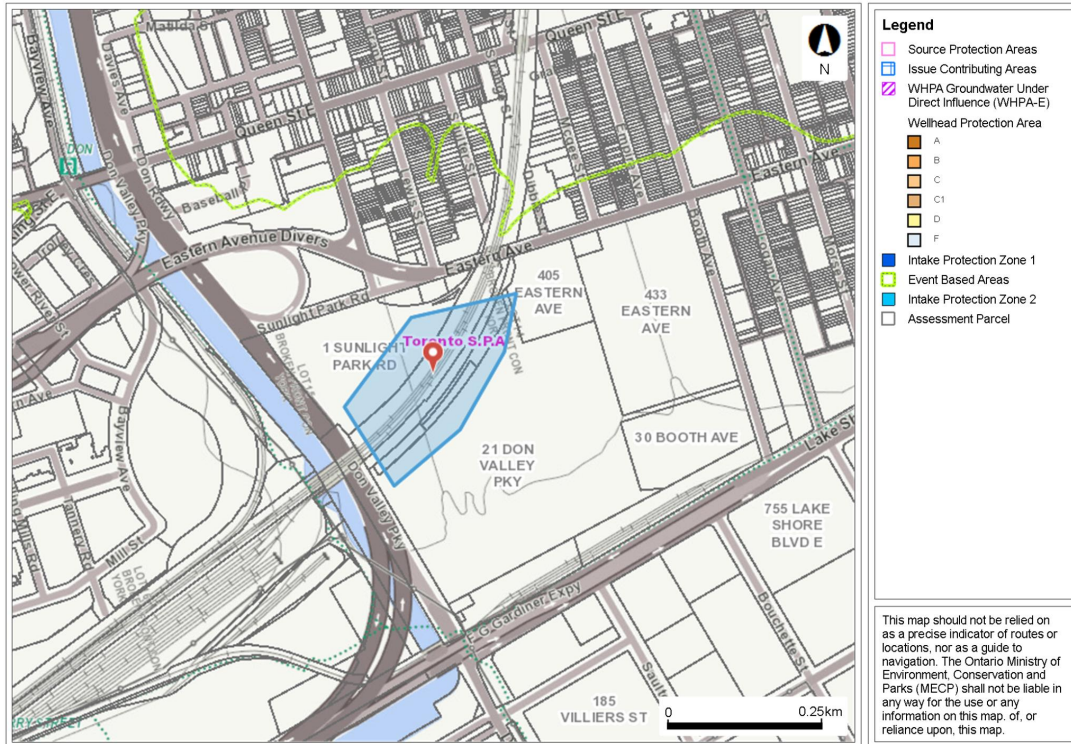
Thank you for considering the Conservation and Source Protection Branch's comments on the Draft East Harbor and Lakeshore East Joint Corridor Early Works Reports. If you have any questions or concerns about the above information, please do not hesitate to contact myself or Jennifer Moulton, Manager, Conservation and Source Protection Branch.

Grace Donnelly
Program Service Delivery Intern, Conservation and Source Protection Branch
416-925-6408
sourceprotectionscreening@ontario.ca

Cc: Jennifer Moulton, Manager, Approvals Unit, CSPB
Wendy Lavender, Manager, Planning Unit, CSPB

Appendix A

Ontario Line East Harbour Station Project Area



Ontario  © Queen's Printer for Ontario, 2021

Map Created: 10/25/2021
Map Center: 43.65503 N, -79.34756 W

SPIA Map of the study area outlined by a blue polygon.

Ministry of the Environment,
Conservation and Parks

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

Central Region

Région du Centre

5775 Yonge Street, 8th floor
North York ON M2M 4J1
Tel.: 416 326-6700
Fax.: 416 325-6345

8^e étage, 5775, rue Yonge
North York ON M2M 4J1
Tél. : 416 326-6700
Télééc. : 416 325-6345

Memorandum

Date: October 7, 2021

To: Cindy Batista, Special Project Officer, Environmental Assessment and
Permissions Division

From: Vincent Bulman, Senior Hydrogeologist, Water Resources Unit, CR

Re: MECP GW Review of Metrolinx Draft Early Works Ontario Line East Harbour
Station report

IDS: N/A

File No: N/A

WMD: 45, 078a

I have reviewed Section 5.2 Soil and Groundwater of AECOM (2021) *Ontario Line East Harbour Station Metrolinx Draft Early Works Report prepared by Sarah Schmied, Jarrid Radoslav and Madeleine Atherton of AECOM Canada Ltd. September 2021.*

The proposed construction area straddles an existing rail corridor between the Don River to the West and Eastern Avenue to the North. The Site will occupy an area which is occupied by a rail corridor, bridges, and parking lots. A building and parking lot occupy the Site north of Eastern Avenue.

Section 5.2 describes the geology and overburden of the site using publicly available materials including the ministry's Water Wells Database. Source Water Protection was also addressed. Site specific data have not been used in the preparation of AECOM's draft report.

The report includes *Table ES-2 Potential Impacts, Mitigation Measures and Monitoring Activities for the East Harbour Station Early Works* which describes potential impacts to soil and groundwater from excavation and dewatering activities. These impacts include subsidence/settlement, excavation of contaminated soils, dewatering of contaminated groundwater, decrease in groundwater discharge to the Don River. AECOM (2021) proposes monitoring and mitigation measures to reduce the impact of these possible impacts and the Ontario Regulations involved.

It is expected that additional detail will become available during geotechnical studies. These studies should include the advancement of bore holes and the installation of monitoring wells to determine groundwater depth, the presence or absence of contaminated soils/groundwater and construction dewatering requirements.

Construction dewatering if over 50,000L/day will require a Permit to Take Water or a Construction Dewatering EASR. These instruments will require a more detailed site characterization. For guidance on these studies the reader is referred to *Technical guidance document for hydrogeological studies in support of category 3 applications*¹ and *Technical guidance document for surface water studies in support of category 3 applications*².

I have no concerns with the draft report however my opinion may change as more site-specific details/studies become available.

STATEMENT of LIMITATIONS

The purpose of the preceding review is to provide advice to the Ministry of the Environment, Conservation and Parks regarding subsurface conditions based on a review of the information provided in the above referenced document. The conclusions, opinions and recommendations of the reviewer are based on information provided by others. The Ministry cannot guarantee that the information that has been provided by others is accurate or complete. A lack of specific comment by the reviewer is not to be construed as endorsing the content or views expressed in the reviewed material.

Vincent Bulman, M.Sc., P.Geo. (Reg. No: 1376)
Senior Hydrogeologist / Provincial Officer

¹ Technical guidance document for hydrogeological studies in support of category 3 applications retrieved Oct 7, 2021 from: <https://www.ontario.ca/page/technical-guidance-document-hydrogeological-studies-support-category-3-applications>

² Technical guidance document for surface water studies in support of category 3 applications retrieved Oct 7, 2021 from: <https://www.ontario.ca/page/technical-guidance-document-surface-water-studies-support-category-3-applications>

From: [Maria Zintchenko](#)
To: [Raisman, Daniel \(MECP\)](#)
Cc: [Crystal Ho](#); [Batista, Cindy \(MECP\)](#)
Subject: RE: Lakeshore East Joint Corridor
Date: November 2, 2021 12:03:48 PM
Attachments: [REDACTED]

Good morning Daniel,

Responses to your questions are below in green - please let me know if you have any further questions or need more information.

1. Can you please confirm if it is just noise barriers that extend past Pape Avenue and would you be able to provide a map that shows the street names and colour coding more clearly?

Yes, it's just the noise barriers that extend past Pape Avenue. See pdf map attached. It's a bit more schematic, has street names and lets you zoom in and out. Hope it shows early works components and other elements of the project we included for context (labelled as Future Work) more clearly. This map is also available on the project website where the reports and consultation materials are posted <https://www.metrolinxengage.com/en/content/ontario-line-early-works-lakeshore-east-joint-corridor>

2. Are there any portions of the tracks that are going underground?

Lakeshore East Joint Corridor early works scope excludes any underground tracks construction. With respect to track work, it only includes shifting existing GO tracks 1 through 3, and constructing supporting infrastructure for previously approved GO track 4. Ontario Line tracks, both above- and underground, will be delivered outside of early works (by Ontario Line main contracts).

3. For the construction of noise barriers continuing east of Pape Avenue up to Jones Avenue, I am looking to confirm that this is not retaining wall too?

Confirmed, no retaining wall is planned in this area.

-Maria

From: Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>
Sent: November 2, 2021 11:37 AM
To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Cc: Crystal Ho <Crystal.Ho@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: FW: Lakeshore East Joint Corridor

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Hi Maria,

In addition to my previous email, I do have a few more questions - Are there any

portions of the tracks that are going underground? Also, for the construction of noise barriers continuing east of Pape Avenue up to Jones Avenue, I am looking to confirm that this is not retaining wall too?

Thank you,
Daniel

From: Raisman, Daniel (MECP)

Sent: November 2, 2021 9:51 AM

To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>

Cc: Crystal Ho <Crystal.Ho@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

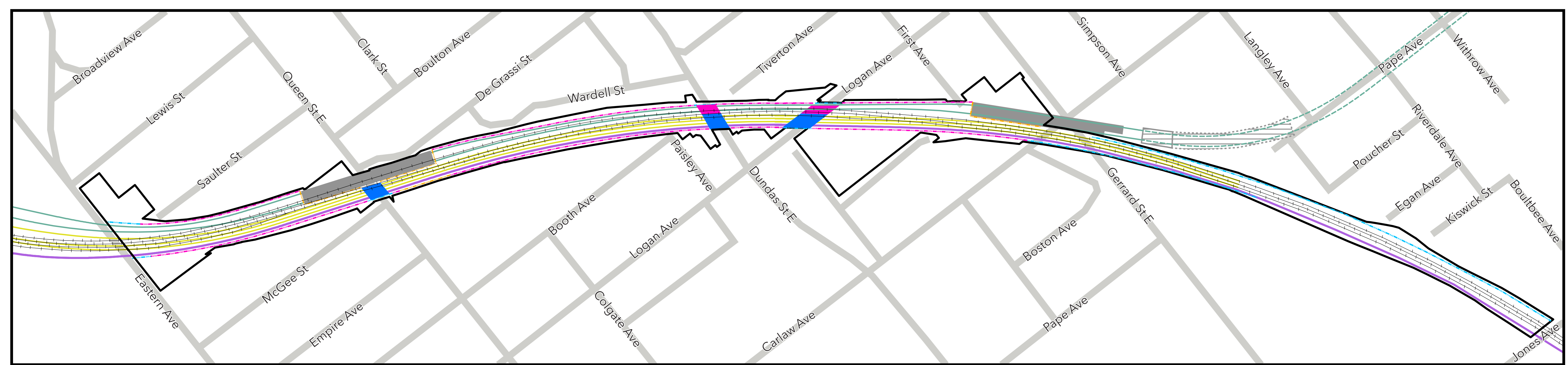
Subject: Lakeshore East Joint Corridor

Hi Maria,




Upon review of the EWR, can you please confirm if it is just noise barriers that extend past Pave Avenue and would you be able to provide a map that shows the street names and colour coding more clearly?

Thank you,

Daniel Raisman | Project Officer
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St Clair Ave W, 7th Floor, Toronto, ON, M4V 1P5
Tel.: 437-247-8405 | Daniel.Raisman@ontario.ca









Legend

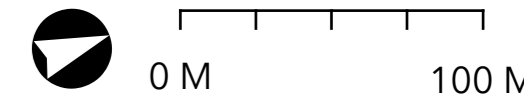
-  Roads
-  Existing Rail
-  Lakeshore East Joint Corridor Early Works Project Footprint


Early Works Components

-  Proposed GO Bridge Replacement
-  Proposed Ontario Line Bridge
-  GO Track
-  Proposed Noise Barrier
-  Proposed Retaining Wall
-  Proposed Retaining Wall and Noise Barrier

Future Work (Not Part of Early Works)

-  Proposed Ontario Line Station
-  Proposed Future Gerrard Portal (Below Ground)
-  Proposed Future Gerrard Portal (Above Ground)
-  Proposed Ontario Line Track
-  Proposed Ontario Line Underground Track
-  Proposed GO Track 4



From: [Maria Zintchenko](#)
To: [Crystal Ho](#); [Batista, Cindy \(MECP\)](#)
Cc: [Merlin Yuen](#); [Raisman, Daniel \(MECP\)](#); [Desautels, Solange \(MECP\)](#)
Subject: RE: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports
Date: October 29, 2021 3:16:53 PM
Attachments: 

Good afternoon Cindy,

Wanted to let you know we will need a few extra days beyond November 12 to address multiple sets of comments and prepare and publish Final EH and LSE JC EWRs. We anticipate to be able to publish on Wednesday November 17, or 24 days following the review period end. This means MECP 35-day review period would end on Wednesday December 22.

I realize this is a few days beyond our originally planned date of Friday December 17, and hope December 22 works for the Ministry.

Please let me know if you'd like to connect to discuss further.

Thank you

-Maria

From: Crystal Ho <Crystal.Ho@metrolinx.com>
Sent: October 19, 2021 3:17 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Merlin Yuen <Merlin.Yuen@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hi Cindy,

Thank-you for your comments on the Early Works Reports. We will provide a response once we receive the full set of comments from the Ministry.

Based on comments received to date (review period ends October 24), we are confident that we can still publish the Final EWRs on November 12th. However, if there are any changes to the timeline based on the comments we receive from now until the end of the review period, we will provide an update next week.

Crystal Ho

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

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: October 19, 2021 1:58 PM
To: Crystal Ho <Crystal.Ho@metrolinx.com>
Cc: Merlin Yuen <Merlin.Yuen@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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Hello Crystal:

Thank you for the friendly reminder. I am still expecting additional comments from the ministry's air and noise reviewers. In the interim, please find below surface water review comments:

Ontario Line Lakeshore East Joint Early Works
Metrolinx, Draft Early Works Report, Ontario Line Lakeshore East Joint Corridor Early Works, prepared by AECOM Canada Ltd. September 2021

The Report did not identify any waterbody, wetland or other environmental sensitive features within the Lakeshore East Joint Corridor Early Works therefore I have no concerns with surface water or fish and fish habitat. In terms of storm water management, the Project has committed to properly manage storm water and develop Erosion and Sediment Control Plan during the project. Consider the location and urban settings I expect storm water and discharge, if any, will most likely be managed through city sewer system. The Ministry does not have major concerns if they meet Toronto sewer use bylaw. No follow-up is required.

Ontario Line East Harbour Station Early Works
Metrolinx, Draft Early Works Report, Ontario Line East Harbour Station Early Works, prepared by AECOM Canada Ltd. September 2021

The East Harbour Station Early Works Project is located 30 metres away from the Lower Don River and no in-water works are proposed. The Report proposed buffers, Erosion and Sediment Control Plan, Spill Prevention and Response Plan and Stormwater Management Plan to be developed to minimize impacts to watercourses. The assessment and commitments appear to be adequate to address surface water concerns.

Consider the location and urban settings I expect storm water and discharge, if any, will most likely be managed through city sewer system. The Ministry does not have major concerns if they meet Toronto sewer use bylaw. No follow-up is required.

Can you confirm when Metrolinx intends on posting the notice of final publication of the EWRs?

Thanks,

Cindy

From: Crystal Ho <Crystal.Ho@metrolinx.com>

Sent: October 19, 2021 8:28 AM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Cc: Merlin Yuen <Merlin.Yuen@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>

Subject: RE: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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Good morning Cindy,

Thanks for sending along these comments. Should we anticipate to receive comments on the other technical reports for Lakeshore East Joint Corridor and East Harbour Station early works as well? Just a friendly reminder that the review period for these two Early Works Reports ends October 24.

Thanks,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment

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

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

Metrolinx

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: October 8, 2021 11:51 AM

To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>

Subject: FW: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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Hello Maria and Merlin,

Please find attached comments from our Central Regional Office for the early works reports. **It is**

recommended that Metrolinx include a table in the EIAR that includes all commitments made to address ministry comments since Metrolinx initiated the process. Having all commitments made to address ministry comments or other comments be in one spot will help to facilitate the review of the final report for the Ontario Line process.

Thank you,

Cindy

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

Project Name: East Harbour Draft Early Works Report

Revised By: MECP

Project No:

Date In:

Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Review Comment	Response	Review Comment
1	Kevin A Smith	FTA Guide's construction vibration reference levels	Table 3-2	Front End Loader assumed reference vibration level is incorrect. In an email to MECP dated 2021-07-15, Dee Phan, Environmental Protection Specialist, Office of Environmental Programs, Federal Transit Administration, dee.phan@dot.gov, stated: "Table 7-4 (from FTA's Transit Noise and Vibration Impact Assessment Manual) is meant to be just a sampling of levels for different types of construction equipment. We suggest using the vibration levels for a large bulldozer listed in Table 7-4 for each of the three equipment (grader, front end loader, and excavator)."				
2	Kevin A Smith	FTA Guide's construction vibration reference levels	Appendix B, Example Calculation Vibration Zone of influence Bylaw 514 and 0.14 mm/sec	Front End Loader assumed reference vibration level is incorrect. In an email to MECP dated 2021-07-15, Dee Phan, Environmental Protection Specialist, Office of Environmental Programs, Federal Transit Administration, dee.phan@dot.gov, stated: "Table 7-4 (from FTA's Transit Noise and Vibration Impact Assessment Manual) is meant to be just a sampling of levels for different types of construction equipment. We suggest using the vibration levels for a large bulldozer listed in Table 7-4 for each of the three equipment (grader, front end loader, and excavator)."				

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

Project Name: Ontario Line and LSE Joint Operational Noise & Vibration Assessment

Revised By: MECP

Project No:

Date In:

Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Review Comment
1	Kevin A Smith	Acrylic Noise Barriers	Noise Barrier Investigation, Section 3.4	Provide noise barrier specification sheet confirming that acrylic noise barrier has absorption coefficient of 0.21		
2	Kevin A Smith	Road Traffic Noise Model	Road Traffic Noise Assessment, Section 3.5	TNM 3.0 is accepted by MECP as the better traffic noise model for predicting road traffic noise at elevated receptors such as several high-rise buildings along the corridor because TNM 3.0 is more modern and accounts for 3D distance attenuation, while ORNAMENT does not.		

From: Ontario Line ontarioline@metrolinx.com>

Sent: September 23, 2021 4:43 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [Merlin Yuen](#)
To: lisa.trevisan@ontario.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Lisa,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Lisa Trevisan,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

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**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

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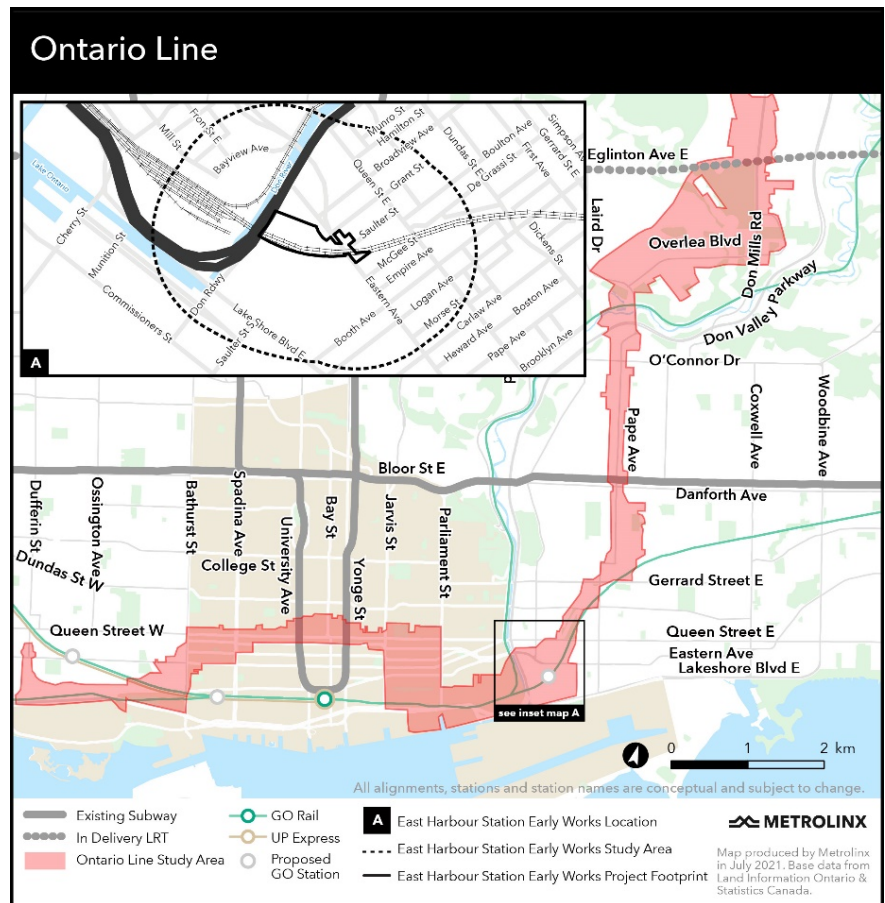
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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From: [Merlin Yuen](#)
To: kathleen.oneill@ontario.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Kathleen,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Kathleen O'Neill,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

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“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

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Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

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Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

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Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

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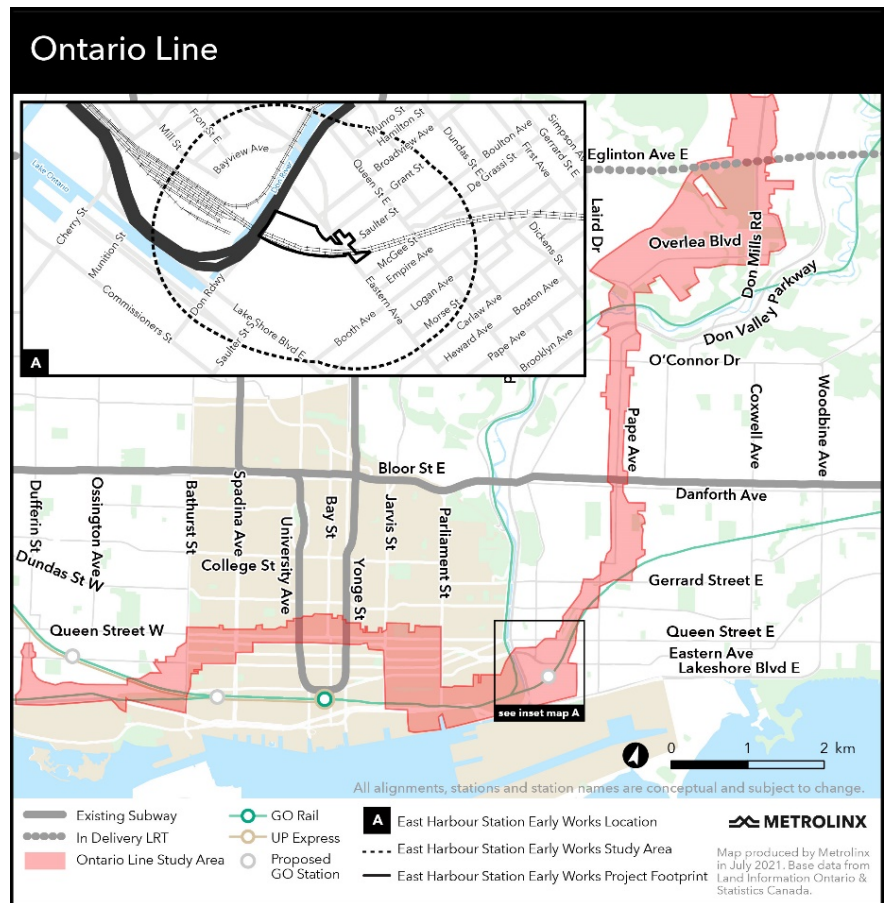
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From: [Merlin Yuen](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Desautels, Solange \(MECP\)](#); Miroslav.Ubovic@ontario.ca; [Liu, Chunmei \(MECP\)](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Cindy,

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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]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Cindy Batista,

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Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Solange Desautels, Ministry of the Environment, Conservation, and Parks
Miroslav Ubovic, Ministry of the Environment, Conservation, and Parks
Chunmei Liu, Ministry of the Environment, Conservation, and Parks
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
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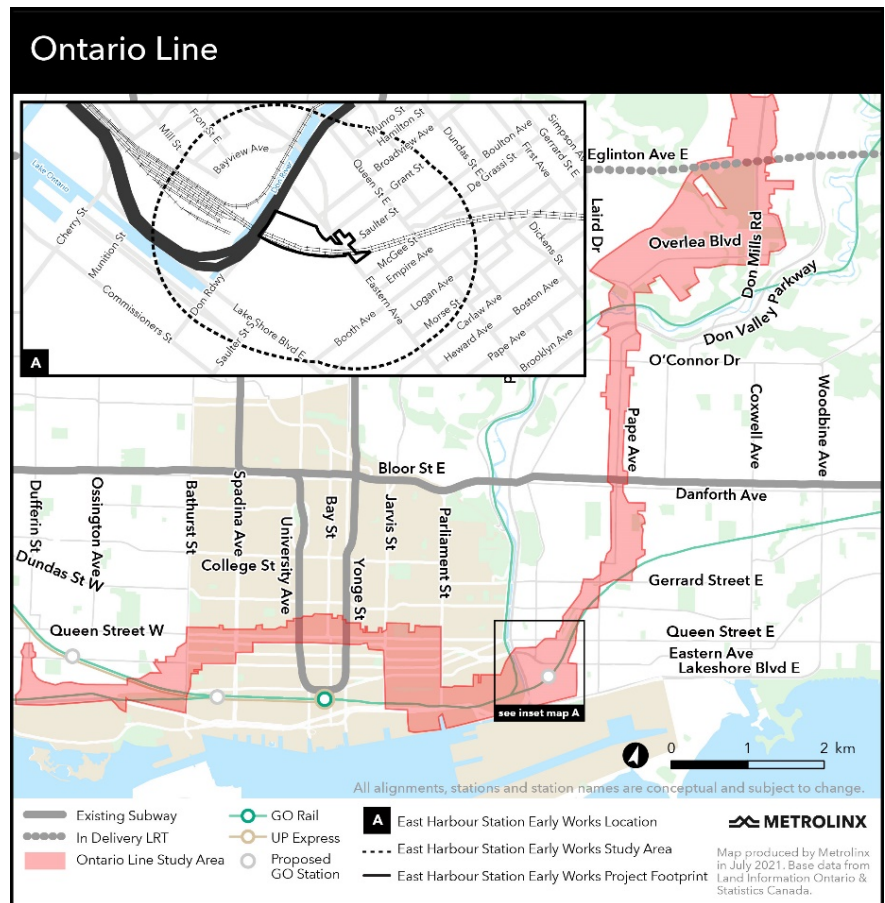
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East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Merlin Yuen](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] RE: Ontario Line EW Reports - AQ/N&V MECP Comments
Date: Tuesday, September 21, 2021 8:45:05 AM
Attachments: [REDACTED]

Good morning Cindy,

Ahead of the scheduled publication of the draft East Harbour Station early works report on September 23, 2021, please see attached comment responses to the Ministry's original set of comments on the consolidated Ontario Line draft early works report, first circulated on July 3, 2020.

Let us know if any additional comments or questions on our responses and we can revise accordingly.

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



Review Comments Spreadsheet

Ontario Line

*** 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

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)	August 2021 EH EWR Revised Response
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.		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.		Comment is not applicable to East Harbour Station EWR.
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.		Updated Table 2-1 and Table 3-1 accordingly.
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 2-3), then to average a selection of the most recent and complete five year's 90th percentile data (shown in Table 2-4). The wording in the first bullet point of Section 2.1 will be updated to clarify this approach.		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 2-2), then to average a selection of the most recent and complete five year's 90th percentile data. This has been clarified in Section 3.1 of the Air Quality Report.
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 2-4 were calculated in the same methodology as indicated in the response to comment no. 4. Any typos in averaging between Table 2-3 and 2-4 will be corrected.		This has been clarified in Section 3.1 of the revised Air Quality Report.
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 2-4 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.		This has been clarified in Table 3-1 of the revised Air Quality Report.
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).	Noted - The Ontario Manual for Air Quality Monitoring (2018) will be the primary document referred to for guidance. The text will be updated to differentiate items adopted from AMD versus items adopted from the Ontario Manual.		The Alberta air quality monitoring guidance document has been removed. The Ontario Manual for Air Quality Monitoring (2018) is referenced as the document for guidance.

8	Amanda Graham	Air Quality	Table 1 of the AQMP	Please note that the most recent published version of the AAQCs is dated 2016.	Noted - Table 2 will be revised to the correct date.		<p>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.</p> <p>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.</p>
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.	Noted - Table 3 will be revised to indicate most recent background values, rather than maximum background values.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. The values in Table 3-1 of the revised Air Quality report reference the 2017 90th percentile values.
10	Amanda Graham	Air Quality	Table 3 and Table 6 of the AQMP	The PM2.5 24-hour AAQC is 27 ug/m3 rather than 25 ug/m3.	As per comment number 8 under the AAQC Summary Table, 25 ug/m3 was selected as recommended threshold for decision making near individual sources provided on MECP website " https://www.ontario.ca/page/ontarios-ambient-air-quality-criteria-sorted-contaminant-name "		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Application of threshold "Action Level" triggers for implementation of specific and increasing intensity mitigation activities linked to specific construction activities have been included in the mitigation table within the Air Quality Report and subsequent plans to management air quality 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.	Noted - Text will be revised to clarify this point. Only one meteorological station is recommended for the area, representing all Early Works projects.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Mitigation measures 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 a subsequent plan to manage air quality.
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.	Agreed - We recommended the baseline monitoring should be conducted for at least one week, however consultation with the construction contractor will determine the ability to install and operate monitoring stations in advance of this recommendation for each Early Works Study Area.		Comment noted. A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Significant construction air quality impacts are not anticipated at this time due to the scope and nature of the work. Baseline monitoring duration will be project-specific and will be confirmed as design progresses and more detailed implementation information is available.
13	Amanda Graham	Air Quality	Section 3.3, Figures 7 & 8	It is recommended, where possible, to site monitors both upwind and downwind of construction activities at each of the Early Works sites.	Agreed - Historical meteorological conditions for each Early Works project were investigated in preparation of the AQMP, and suggested monitoring station locations were indicated based on both upwind and downwind impacts surrounding each Early Works project site as well as location of respective critical and sensitive receptors.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. The mitigation table of the revised Air Quality Report, includes monitoring activities 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).	Noted - The Ontario Manual for Air Quality Monitoring (2018) will be the primary document referred to for guidance. The text will be updated to differentiate items adopted from AMD versus items adopted from the Ontario Manual.		The Alberta air quality monitoring guidance document has been removed. The Ontario Manual for Air Quality Monitoring (2018) is referenced as the document for guidance.

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.	The silica content is expected to vary based on the type of the earthwork activity as well as the meteorological conditions that could drive the fugitive dust emission from the site activities. The regular seasonal sampling was proposed to capture the effect of changes in meteorological conditions including temperature, humidity, etc. In addition to regular sampling, it was identified that additional silica sampling should be performed "upon any major changes in the type of construction activities in the area near all monitoring station locations". AECOM proposes that mandatory monthly sampling would not provide further benefit in addition to the measures already in place within the AQMP.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. The plan will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, as outlined in the Table 4-1 of the 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.	The project duration refers to the duration of the construction activities.		The monitoring activities are specific to the East Harbour Station early works are outlined in this report. Project-wide mitigation and monitoring will be addressed in the Environmental Impact Assessment Report.
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.	Noted - the AQMP Section 7 will be revised accordingly to clarify.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Table 4-1 of the Air Quality Report includes the development of a complaints resolution process as part of the early works.
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.	Noted - the AQMP will be revised to include this recommendation.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Laboratory work will 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.	AECOM understands the recommendation to include action taken if contaminated soil is discovered during construction activities. These actions would typically be captured in a contaminated soils management plan, or similar document.		A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Table 4-1 of the Air Quality Report includes measures to be taken if contaminated soil is disrupted during construction.

Review Comments Spreadsheet

Work Plan

*** Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

**** Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete



Project Name: Ontario Line 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)	August 2021 EH EWR Revised Response
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.		Response provided. No further report revisions required.
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.		Response provided. No further report revisions required.
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.		No revisions required. This language is no longer in the reports.
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.		Response provided, no revisions required.
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.		Section 1.3.3 discusses alternatives considered.

6	C. Batista	Draft EWR	Section 3	<p>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:</p> <ul style="list-style-type: none"> - 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. <p>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.</p>	<p>Early works components placement and detailed description is provided in the revised report. Refer to Figures 3-1 and 3-3.</p> <p>Information regarding East Harbour Station has been revised to be in its own early works report, under separate cover.</p>	<p>Updated East Harbour early works project footprint and study area mapping and an updated project description are included in Section 3 of the EWR.</p>
13	C. Batista	Draft EWR	Section 4.1.1	<p>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.</p>	<p>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.</p>	<p>Not applicable to East Harbour Station Early Works.</p>
14	C. Batista	Draft EWR	Section 4.0	<p>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?</p>	<p>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.</p>	<p>The Natural Environment Report for East Harbour Station early works will be available for review as Appendix B1 to the EWR</p>
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 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.</p>	<p>Additional details have been provided in the East Harbour Station Early Works Report that outline surface water conditions within the East Harbour Station early works study area and footprint. Language has also been added to the impact and mitigation table noting that a Stormwater Management Plan will be completed prior to construction.</p>

16	C. Batista	Draft EWR	Hydrogeology	<p>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:</p> <ol style="list-style-type: none"> 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>Possible ground settlement from dewatering will also need to be addressed.</p> <ol style="list-style-type: none"> 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>City of Toronto Archives can also be consulted to locate areas of past industrial activities.</p> <ol style="list-style-type: none"> 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>Characterization of groundwater along the alignment will be required.</p> <ol style="list-style-type: none"> 4. The ministry's new excess soil will need to be incorporated into the project's soil management. <ol style="list-style-type: none"> 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!" 	<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>	<p>Additional details have been added to the East Harbour Station Early Works Report to outline hydrogeology and stratigraphy conditions within the study area and project footprint. Table 6-2 includes potential impacts and mitigation measures for groundwater quantity/quality, and potential dewatering. Requirements of Ontario Regulation 406/19: On-Site and Excess Soil Management will be met.</p> <p>It is acknowledged that discharge of dewatering effluent will be governed by the discharge approval obtained for the Project, which could include one or a combination of a Municipal Discharge Permits, Conservation Authority Approval, and/or Ministry of the Environment, Conservation and Parks Environmental Compliance Approval.</p> <p>A description and characterization of groundwater has been included in Section 5.2.</p>
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From: [Merlin Yuen](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] RE: Ontario Line - LSE-JC Operational N&V + EWR Comment Response
Date: Tuesday, September 21, 2021 7:53:08 AM
Attachments: [REDACTED]

Good morning Cindy,

Please see attached comment responses to the below set of comments on the OL LSE-JC Operational Noise and Vibration Report circulated on July 19, 2021, and also revised LSE-JC responses to the comments circulated by the Ministry on the initial draft of the Early Works Report on July 3, 2020.

Let us know if any additional comments or questions on our responses and we can revise accordingly.

Thanks,

MERLIN YUEN

Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street West | Toronto | Ontario | M5H 0A1
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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

Project Name: Ontario Line and OnCorr Lakeshore East Joint Corridor Noise & Vibration Operations

Revised By: MECP

Project No:

Date In:

Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Review Comment
1	Kevin A Smith	Typo	Table 3-1 Title: Provided Ontario Line Train Seeds	Table 3-1 Title: Should be: Provided Ontario Line Train Speeds	Comment noted, this revision has been made in the updated report.	
2	Kevin A Smith	Ontario Line sound and vibration limits are absolute	Table 3-2, Ontario Line contribution over 60 dBA daytime, 55 dBA nighttime	Why does "Meets GO/TTC Protocol Criteria [Y/N]" indicate YES, for OL_LSE_POR_POW2, OL_LSE_POR_POW10, OL_LSE_POR_OUT10, OL_LSE_POR_POW11, OL_LSE_POR_POW16, OL_LSE_POR_POW19, when the future Ontario Line contributions are above 60 dBA daytime and above 55 dBA nighttime?	As per the MOEE/GO protocol and MOEE/TTC criteria, noise limits are relative to either the higher of 55 dBA/50 dBA for respective day/night periods, or the predicted existing ambient noise for those time periods. This has been further clarified in Section 3.1.	
3	Kevin A Smith	Soil and subsurface conditions are known to have a strong influence on the levels of ground borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock	Appendix	Appendix should provide sample calculation of vibration impact from Ontario Line at worst case residential receptor, as per FTA, showing all factors affecting vibration. Has the consultant added a vibration penalty of +10 dB to each dwelling if the depth to bedrock is less than 9.1m?	A 10 dB vibration penalty has not been included within the assessment. The methodology used within this report has been consistent with previous studies of the Lakeshore East rail corridor. It's understood that the majority of the rail is supported on an embankment constructed of fill material. As such, it does not exhibit characteristics of efficient propagation. As well, since the rail is supported on an embankment, this configuration would be expected to result in lower vibration levels relative to a typical at grade configuration. However, the report does recommend that detailed vibration analysis, including vibration propagation testing to consider local ground conditions, be conducted in these areas in the detailed design stage in order to refine mitigation requirements. A sample calculation has been added to Appendix G.	
4	Kevin A Smith	Where are existing switches and crossovers? Where are new proposed switches and crossovers?	Appendix	Appendix should provide figure showing existing and proposed new track switches and crossovers	A figure of modelled crossover locations has been included in Appendix E.	

Review Comments Spreadsheet

Ontario Line

*** 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

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	September 202+F8:G181 LSE JC EWR Revised Response
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 through the Ontario Line Environmental Impact Assessment Report.
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.	Lakeshore East Joint Corridor Early Works project description is updated in Section 3.1.
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	Updated Table 2-1 and Table 3-1 accordingly.
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 2-2), then to average a selection of the most recent and complete five year's 90th percentile data. This has been clarified in Section 3.1.
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.	Clarified in Section 3.1.
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.	Clarified in Table 3-1.
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).	The Alberta air quality monitoring guidance document has been removed. The Ontario Manual for Air Quality Monitoring (2018) is referenced as the document for guidance.

8	Amanda Graham	Air Quality	Table 1 of the AQMP	Please note that the most recent published version of the AAQCs is dated 2016.	<p>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.</p> <p>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.</p>
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.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. The values in Table 3-1 of the revised Air Quality report reference the 2017 90th percentile values.
10	Amanda Graham	Air Quality	Table 3 and Table 6 of the AQMP	The PM2.5 24-hour AAQC is 27 ug/m3 rather than 25 ug/m3.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Application of threshold "Action Level" triggers for implementation of specific and increasing intensity mitigation activities linked to specific construction activities have been included in the mitigation table within the Air Quality Report and subsequent plans to management air quality 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.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Mitigation measures 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 a subsequent plan to manage air quality.
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.	Comment noted. A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Significant construction air quality impacts are not anticipated at this time due to the scope and nature of the work. Baseline monitoring duration will be project-specific and will be confirmed as design progresses and more detailed implementation information is available.
13	Amanda Graham	Air Quality	Section 3.3, Figures 7 & 8	It is recommended, where possible, to site monitors both upwind and downwind of construction activities at each of the Early Works sites.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. The mitigation table of the revised Air Quality Report, includes monitoring activities 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).	The Alberta air quality monitoring guidance document has been removed. The Ontario Manual for Air Quality Monitoring (2018) is referenced as the document for guidance.

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.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. The plan will be developed to ensure consistent attention to mitigation of dust and particulates, including silica, as outlined in the Table 4-1 of the 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.	The monitoring activities are specific to the LSE JC early works are outlined in this report. Project-wide mitigation and monitoring will be addressed in the Environmental Impact Assessment Report.
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.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Table 4-1 of the Air Quality Report includes the development of a complaints resolution process as part of the early works.
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.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Laboratory work will 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.	A plan to manage air quality will be completed prior to construction when additional design and implementation details are available. Table 4-1 of the Air Quality Report includes measures to be taken if contaminated soil is disrupted during construction.

Review Comments Spreadsheet

Work Plan

*** Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

**** Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete



Project Name: Ontario Line Draft Early Works Report (EWR)

Project No:

Draft Environmental Reports

Revised By:

Date In:

Date Out:

Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	September 2021 LSE JC EWR Revised Response
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.	Addressed in Section 1.
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.	Response provided. No further report revisions required.
3	C. Batista	Draft EWR	Section 1.2	The Relief Line Project had three proponents, Metrolinx, City of Toronto and TTC. Please make correction.	No revisions required. This language is no longer in the revised report.
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.	Response provided, no revisions are required to the most recent report.
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.	Further language has been added in Section 1.3.3 to document alternatives considered for the LSE-JC segment of the Ontario Line.
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.	Section 3 of the revised LSE-JC EWR documents the project description including project activities and construction activities. A conceptual design figure has also been included into Section 3.
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.	Section 2.1.2 of the Natural Environment Report documents previously completed studies within the LSE-JC study area that are referenced in support of the LSE-JC EWR. Similar to the approach taken for the Exhibition EWR, these reports are not planned to be provided for public review as they were completed as part of other projects.

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?	The Natural Environment Report for Lakeshore East Joint Corridor will be available for review as Appendix A1 to the EWR
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>	Additional details have been provided in the LSE JC EWR that outline surface water conditions within the LSE JC early works study area and footprint. Language has also been added to the impact and mitigation table noting that Stormwater Management Plan will be completed prior to construction.
16	C. Batista	Draft EWR	Hydrogeology	<p>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:</p> <ol style="list-style-type: none"> 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>Possible ground settlement from dewatering will also need to be addressed.</p> <ol style="list-style-type: none"> 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>City of Toronto Archives can also be consulted to locate areas of past industrial activities.</p> <ol style="list-style-type: none"> 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>Characterization of groundwater along the alignment will be required.</p> <ol style="list-style-type: none"> 4. The ministry's new excess soil will need to be incorporated into the project's soil management. <ol style="list-style-type: none"> 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!" 	<p>Additional details have been added to the LSE JC Early Works Report to outline hydrogeology and stratigraphy conditions within the study area and project footprint. Table 6-2 includes potential impacts and mitigation measures for groundwater quantity/quality, and potential dewatering. Requirements of Ontario Regulation 406/19: On-Site and Excess Soil Management will be met.</p> <p>It is acknowledged that discharge of dewatering effluent will be governed by the discharge approval obtained for the Project, which could include one or a combination of a Municipal Discharge Permits, Conservation Authority Approval, and/or Ministry of the Environment, Conservation and Parks Environmental Compliance Approval.</p> <p>A description and characterization of groundwater has been included in Section 5.2.</p>

From: [Maria Zintchenko](#)
To: [Batista, Cindy \(MECP\)](#)
Cc: [Crystal Ho](#); [Raisman, Daniel \(MECP\)](#); [Desautels, Solange \(MECP\)](#)
Subject: RE: Ontario Line Lakeshore East Joint Corridor and East Harbour Station EWRs - publication notices
Date: Tuesday, September 14, 2021 3:10:45 PM

Hi Cindy,

Thank you for the quick response!

These were shared as part of the Early Works Report draft we circulated in Summer 2020, when a single report covering all early works locations – including the Lakeshore East Joint Corridor and East Harbour Station - was planned. As with the Exhibition Station and Lower Don Bridge early works, Lakeshore East Joint Corridor and East Harbour Station are now stand-alone reports. We will be responding to Ministry's comments on the draft Early Works Report before publishing the Draft Lakeshore East Joint Corridor and East Harbour Station EWRs.

Thank you
Maria

MARIA ZINTCHENKO

Project Manager, Environmental Programs & Assessment
Metrolinx
20 Bay Street | Toronto | Ontario | M5J 2N8
C: (416) 843-2189

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: September 14, 2021 3:02 PM
To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Cc: Crystal Ho <Crystal.Ho@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Ontario Line Lakeshore East Joint Corridor and East Harbour Station EWRs - publication notices

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Hello Maria,

Thank you for sharing the draft notice of publication for the Lakeshore East Joint Corridor and East Harbour Station EWRs. I have no comments on the notices. I do not recall Metrolinx sharing a draft EWRs? Will they be shared in advance of the postings on September 23rd?

Thank you,

Cindy

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Sent: September 13, 2021 10:53 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Crystal Ho <Crystal.Ho@metrolinx.com>; Raisman, Daniel (MECP) <Daniel.Raisman@ontario.ca>
Subject: Ontario Line Lakeshore East Joint Corridor and East Harbour Station EWRs - publication notices

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

Good morning Cindy,

Hope you had a great weekend!

Please find attached the draft notices of publication of Lakeshore East Joint Corridor and East Harbour Station EWRs.

Let me know if you have any comments or questions.

-Maria

MARIA ZINTCHENKO

Project Manager, Environmental Programs & Assessment
Metrolinx
20 Bay Street | Toronto | Ontario | M5J 2N8
C: (416) 843-2189

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.

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

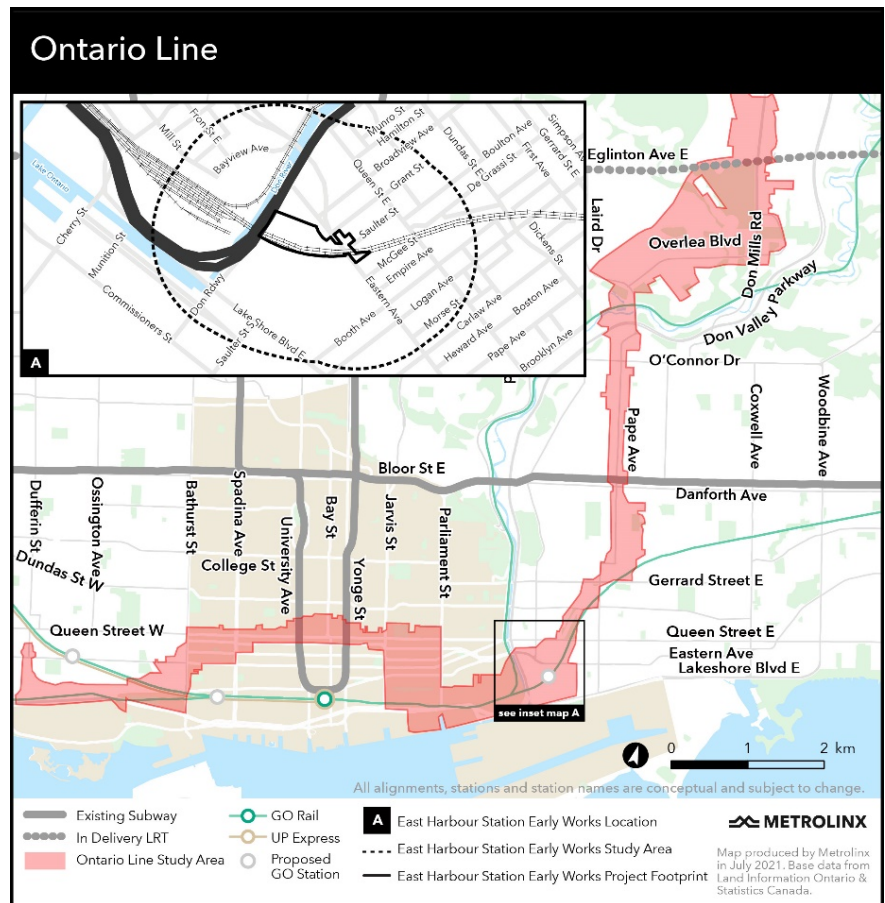
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

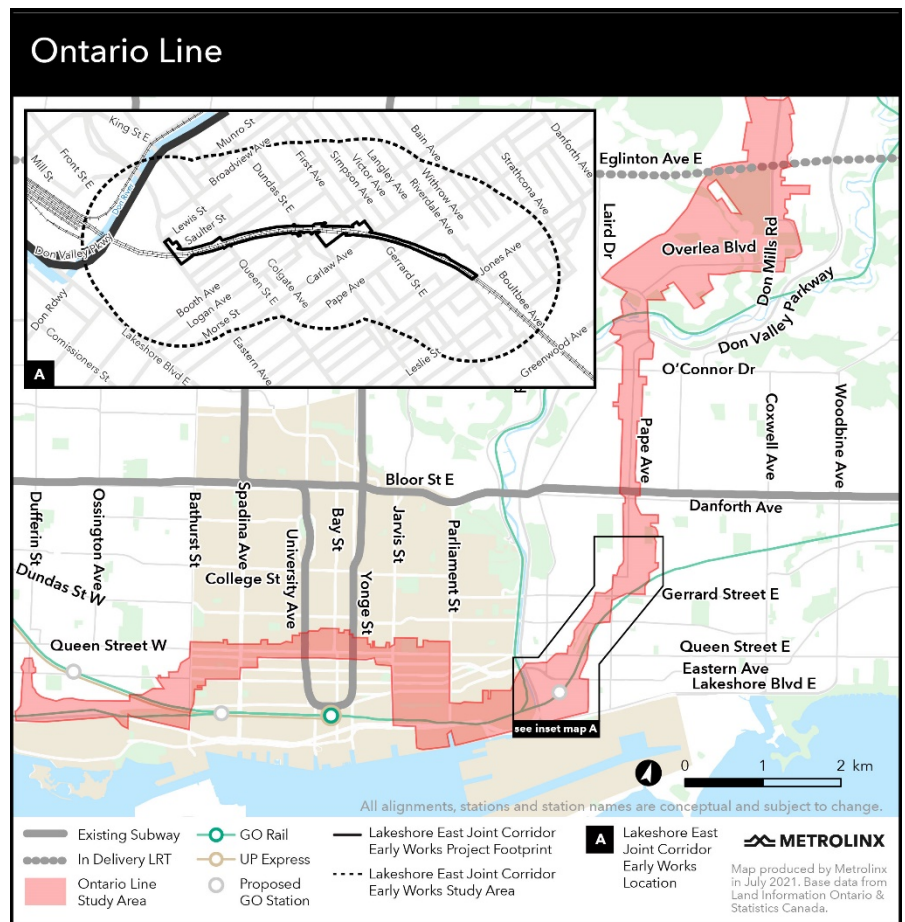
The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks, replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue and construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line infrastructure; construction of a fourth GO track and the foundations for GO Overhead Catenary System poles between Eastern Avenue and Carlaw Avenue; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.

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



The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Sent: July 19, 2021 10:14 AM

To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>

Cc: Merlin Yuen <Merlin.Yuen@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Ontario Line - Lakeshore East Joint Corridor operational noise & vibration report draft

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Good Morning Maria,

Please find attached the ministry's comments on the draft noise and vibration report for the Lakeshore East Joint Corridor early works activities.

Please let me know if your team has any questions and I am happy to arrange a meeting.

Cindy

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: June 28, 2021 9:58 AM
To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Ontario Line - Lakeshore East Joint Corridor operational noise & vibration report draft

Morning Maria,

The ministry's noise reviewer has confirmed that he will have his comments to Metrolinx by July 16th.

Cindy

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Sent: June 25, 2021 9:55 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Ontario Line - Lakeshore East Joint Corridor operational noise & vibration report draft

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Good morning Cindy,

We were hoping for a 3 week turn-around – in other words, to have your comments by Thursday July 15.

Thank you
Maria

MARIA ZINTCHENKO
Project Manager, Environmental Programs & Assessment
Metrolinx
20 Bay Street | Toronto | Ontario | M5J 2N8
C: (416) 843-2189

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: June 25, 2021 9:14 AM
To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Ontario Line - Lakeshore East Joint Corridor operational noise & vibration report draft

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Hello Maria,

I have reached out to noise reviewer and asked him when he thinks he can complete his review. I am not aware of his current workload and work priorities. What would be an ideal review turnaround time by the ministry? You do not state below what Mx timelines are.

I will let you know what he says when I hear back.

Cindy

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>

Sent: June 23, 2021 5:20 PM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: Ontario Line - Lakeshore East Joint Corridor operational noise & vibration report draft

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

Good afternoon Cindy,

I wanted to let you know we are finalizing the draft Lakeshore East Joint Corridor (where Ontario Line tracks run parallel to GO) operational noise & vibration report and will be ready to send to MECP for review and comment as early as tomorrow, together with the model files.

Metrolinx is looking to install noise walls along the portion of the Joint Corridor between Eastern Avenue and Pape Avenue to keep noise levels as close to existing as feasible, and will be building these noise walls as part of early works planned to start early Summer 2022. To meet our implementation schedule, we are looking to obtain local community input on noise wall design (which is currently in its early stages) in the latter half of July (2021).

We are really hoping to have your input on the draft operational noise & vibration report before this engagement.

Recognizing this is coming in on a short notice, I wanted to see if it would be possible for your technical review team to expedite the review of this report, even if it's by a handful of days.

Would be great if we could connect over Teams or phone – please let me know what time would work best for you.

Thank you

Maria

MARIA ZINTCHENKO

Project Manager, Environmental Programs & Assessment

Metrolinx

20 Bay Street | Toronto | Ontario | M5J 2N8

C: (416) 843-2189

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Review Comments Spreadsheet		* Actions:		** Status:		
		1 = Will comply		O = Open, not resolved		
		2 = Discuss, clarification required		P = Pending incorporation in design		
		3 = Not applicable because		C = Closed, implementation complete		
Project Name:		Ontario Line and OnCorr Lakeshore East Joint Corridor Noise & Vibration Operations		Revised By: MECP		
Project No:				Date In:		
				Date Out:		
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Review Comment
1	Kevin A Smith	Typo	Table 3-1 Title: Provided Ontario Line Train Seeds	Table 3-1 Title: Should be: Provided Ontario Line Train Speeds		
2	Kevin A Smith	Ontario Line sound and vibration limits are absolute	Table 3-2, Ontario Line contribution over 60 dBA daytime, 55 dBA nighttime	Why does "Meets GO/TTC Protocol Criteria [Y/N]" indicate YES, for OL_LSE_POR_POW2, OL_LSE_POR_POW10, OL_LSE_POR_OUT10, OL_LSE_POR_POW11, OL_LSE_POR_POW16, OL_LSE_POR_POW19, when the future Ontario Line contributions are above 60 dBA daytime and above 55 dBA nighttime?		
3	Kevin A Smith	Soil and subsurface conditions are known to have a strong influence on the levels of ground borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock	Appendix	Appendix should provide sample calculation of vibration impact from Ontario Line at worst case residential receptor, as per FTA, showing all factors affecting vibration. Has the consultant added a vibration penalty of +10 dB to each dwelling if the depth to bedrock is less than 9.1m?		
4	Kevin A Smith	Where are existing switches and crossovers? Where are new proposed switches and crossovers?	Appendix	Appendix should provide figure showing existing and proposed new track switches and crossovers		

From: [Merlin Yuen](#)
To: [Batista, Cindy \(MECP\)](#); [Liu, Chunmei \(MECP\)](#); [Desautels, Solange \(MECP\)](#); Miroslav.Ubovic@ontario.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: RE: OL - LSE-JC Draft Noise and Vibration Report and Modelling
Date: Friday, June 25, 2021 9:34:37 PM

Good afternoon Cindy – just wanted to confirm you were able to access these files?

Thanks,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Merlin Yuen
Sent: June 24, 2021 2:44 PM
To: 'Batista, Cindy (MECP)' <Cindy.Batista@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Miroslav.Ubovic@ontario.ca
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: OL - LSE-JC Draft Noise and Vibration Report and Modelling

Good afternoon Cindy,

Please see attached the Ontario Line Lakeshore East Joint Corridor Draft Noise and Vibration Report and Modelling Files located in the below link for your review:

- 

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

Thanks,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
Sent: December-15-20 11:52 AM
To: Maria Zintchenko
Cc: Merlin Yuen; Desautels, Solange (MECP); Batista, Cindy (MECP)
Subject: RE: Ontario Line Environmental Conditions Report and draft Early Works.

Hello Maria,

Just wanted to follow-up on my email below. Both the ministry's surface water reviewer and District Office have now reviewed Metrolinx' responses. Please see updated comment response tables attached.

Thanks,

Cindy

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: December 9, 2020 3:33 PM
To: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Cc: Merlin Yuen <Merlin.Yuen@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: Ontario Line Environmental Conditions Report and draft Early Works.

Hello Maria,

Ministry staff have reviewed the comments response tables for the final Environmental Conditions Report (ECR) and draft Exhibition Station Early Works Report (EWR) and I can confirm the following:

- For the final ECR, the ministry has is satisfied with the Metrolinx responses to my comments and source protection. I am still waiting to hear back from the ministry's district office.
- For the draft EWR, we discussed comment #5 regarding alternative considered over the phone (EWR worksheet table) as well as the Metrolinx' responses to the air quality comments (AQ worksheet). As you will see in this worksheet, comments #7 to 19 have the same response.
 - There are no outstanding comments regarding noise and vibration. These comments have been addressed by Metrolinx.
 - I am also waiting to hear back from the reviewer on comment #15 as it relates to surface water.

Please let me know if you have any questions.

Thanks,

Cindy

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Review Comments Spreadsheet

MECP Comments ECR

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Project Name: Ontario Line Environmental Conditions Report

Revised By:

Project No:

Date In:

Date Out:

Item No.	Discipline	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)	Status
1	Groundwater	MECP District Office	Section 3	<p>We note that Metrolinx has included section 3.2.2.3 Groundwater Resources - Source Water Protection in the draft ECR. The draft ECR correctly identifies that the project would be occurring within the CTC Source Protection Region (CTC SPR), and falls under the CTC Source Protection Plan (CTC SPP). The draft ECR also discusses the vulnerable areas for the protection of drinking water sources that intersect with the project study area. In tables 3-14, 3-17, and 3-20 lists the applicable CTC Source Protection Plan policies for each of the line segments.</p> <p>We note that Table ES-2 does not address mitigation measures that relate to the protection of drinking water sources nor the implementation of applicable source protection plan policies. Table ES-2 lists several mitigative measures for the protection of the natural environment (e.g. spill prevention and contingency plans for the construction and design phases of the project) that would also protect sources of drinking water. We recommend that where measures could also benefit the protection of drinking water sources, that this be indicated in the existing sections of Table ES-2. With these additions, we are satisfied that the draft ECR addresses the protection of drinking water sources.</p>	<p>The following mitigation measures will be added to Table ES-2 and Table 4-2 of the Final ECR.</p> <ul style="list-style-type: none"> •Storage and Application of Road Salt: It is recommended that a Salt Management Plan that incorporates BMPs be employed on the project where the storage and application of road salt is required. •Handling and Storage of DNAPL: It is recommended that BMPs be employed on the project if the handling and storage of DNAPL is required. •Storage of Organic Solvent: It is recommended that BMPs be employed on the project if the storage of organic solvent is required. •Spill of Stored Fuel within Event Based Area: The policy related to this potential risk is specific to bulk fuel storage locations (i.e. tank farms). As this activity is not consistent with the proposed construction, it is evaluated that the related SPP policies do not apply. Despite this, where the storage and handling of fuel is required for the Ontario Line construction, it is recommended that related BMPs be employed. 		C

Review Comments Spreadsheet

MECP Comments ECR

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Project Name:	Ontario Line Environmental Conditions Report	Revised By:	
Project No:		Date In:	
		Date Out:	

Item No.	Discipline	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)
1	Executive Summary	Cindy Batista	ES.5	Section ES. 5 of the draft ECR states that 'future studies to support the Environmental Impact Assessment Report and/or Early Works Report(s) are not anticipated for soil and groundwater, air quality. . . ' However, in section 5.3 it states that 'an air quality impact assessment will be completed as part of the Environmental Impact Assessment Report.' Please clarify. Also, please confirm whether an air quality impact assessment report/s will be submitted to support the Early Works Report(s). In the same section of the draft ECR, it also states that 'future studies/plans to support construction activities are not anticipated for noise and vibration, socio-economic and land use characteristics, built heritage resources and cultural landscape, or archaeological resources.' Can Metrolinx provide an explanation as to why these reports are not anticipated for either the Environmental Impact Assessment Report or in future studies to support construction activities since the regulation anticipates that all environmental impacts will be studied.	This list refers to future studies aside from the Environmental Impact Assessment Report and/or Early Works Report(s). This will be clarified in ES.5 and Section 5 of the Final ECR. Natural environment, air quality, noise and vibration, cultural heritage, and traffic and transportation reports will be submitted to support the Early Works Report(s).	C
2	General	Cindy Batista	Section 1.2	Section 1.2 states that Metrolinx 'is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto Area, one of which is the Ontario Line.' It is suggested that here Metrolinx list what the other three priority projects are in order to provide additional context and information for the reader.	In updated revisions of the report, this sentence referencing the four priority subway projects has been removed and revised to focus on the Ontario Line to enhance clarity.	C
3	General	Cindy Batista	Section 1.3	Section 1.3 states that in 2014, the Relief Line South Project Assessment launched. For clarify, it is recommended that the draft ECR state that a transit project assessment process was completed for the Relief Line South Project; however, the project was not implemented and was replaced by the Ontario Line project, as opposed to saying it was launched. It may be unclear to readers what it means to say that this project was launched.	Section 1.3 of the Final ECR will be updated to clarify the history of the Relief Line South project and its relationship to Ontario Line.	C
4	General	Cindy Batista	Section 1.4	Section 1.4 states that the 'Ontario Line Study Area was established based on the representative alignment presented in the Ontario Initial Business Case.' The draft ECR should clearly describe how and why the boundaries of the overall study area were chosen. Readers should not have to refer to the Ontario Initial Business Case to understand how the study area was established. This document is not listed in the appendix and not sure if this document is available on your website for the public?	The Ontario Line IBC is available on the Metrolinx website. Details regarding the development of the Ontario Line Study Area, including a figure presenting the IBC representative alignment, will be added to Section 1.4 of the Final ECR.	C
5	Consultation	Cindy Batista	Section 7	The Ontario Line Project Regulation states that the consultation record should include a description of what Metrolinx did to respond to concerns expressed by Indigenous communities and interested persons; and, any commitments made by Metrolinx to Indigenous communities and interested persons. Section 7 of the draft ECR does not appear to include a description of what Metrolinx did to respond to any concerns expressed during the consultation process. Please include this description when finalizing the ECR.	This information will be more clearly included in Section 7 of the Final ECR.	C

Review Comments Spreadsheet

MECP Comments ECR

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Project Name: Ontario Line Environmental Conditions Report

Revised By:

Project No:

Date In:

Date Out:

Item No.	Discipline	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)
1	Permits and Approvals	MECP District Office	Section 6	Section 6.2.3.2 indicates that project facilities such as storage facilities will be either registered on EASR or obtain ECA depending on the activity. Could you please clarify if this means that storage and laydown areas are included in the definition of storage facilities?	The EASR/ECA is applicable to permanent facilities that support project operations (i.e., maintenance and storage facility, traction power substations, etc.) and is not applicable for temporary construction storage or laydown areas. This will be clarified in Section 6.2.3.2 of the Final ECR.	MECP's District Office continues to have ongoing internal discussions regarding storage facilities for all transit projects. District Office staff will communicate directly with Metrolinx staff involved for any updates.
2	General	MECP District Office	General	A map of the study area was provided. Are the ancillary facilities inside this study area?	All project components (e.g., alignment, ancillary facilities, etc.) are anticipated to be located within the Ontario Line Study Area presented in the ECR.	C
3	Air Quality	MECP District Office	Table 4.1	Table 4.1 (Air Quality) – The only column for air quality is “construction air quality”. Metrolinx recommends the use of Environment Canada’s BMP to mitigate construction air quality. We suggest that the MECP’s Technical Bulletin “Management Approaches for Industrial Fugitive Dust Sources” should be used to mitigate dust from storage yards and other stationary sources.	These mitigation resources will be added to Table ES-1 and Table 4-1 of the Final ECR. The same update will be made to Appendix B2 (Air Quality Report).	C

Review Comments Spreadsheet

Ontario Line - MECP Early Works Comments

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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.		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.
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
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	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.		C

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)
16	C. Batista	Draft EWR	Hydrogeology	<p>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

Review Comments Spreadsheet

Ontario Line - MECP Early Works Comments

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Review Code:	Document Name:	Ontario Line - EW - N&V Report - MECP Comment Sheet	Revised By:	Name, Acronym
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Location:	Contract Name:		Date In:	
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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 revised 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 construction 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 and 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 noise 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 and 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
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	C
8	Miroslav Ubovic	N&V	Table 4.4	As per comment #5 and Metrolinx's Environmental Guide for Noise and 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 and 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 and 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 and 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 included 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 included 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

Review Comments Spreadsheet

Ontario Line - MECP Early Works 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

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)
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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
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

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.		○
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.		○
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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.		○
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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.		○

[REDACTED]

[REDACTED]

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



From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
Sent: July-03-20 2:34 PM
To: Merlin Yuen; Sanzo, Adam (MECP)

Review Comments Spreadsheet				* Actions:	** Status:		
Ontario Line - MECP Early Works Comments				1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete		
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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 (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 and 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 and 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 and 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 and 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	

Review Comments Spreadsheet

Ontario Line - MECP Early Works 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

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:	** Status:		
Ontario Line - MECP Early Works Comments				1 = Will comply	O = Open, not resolved		
				2 = Discuss, clarification required	P = Pending incorporation in design		
				3 = Not applicable because	C = Closed, implementation complete		
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 \(MECP\)](#)
To: [Maria Zintchenko](#); [James Francis](#)
Cc: [Ontario Line](#); [Desautels, Solange \(MECP\)](#); [Mirjana Osojnicki](#); [Carrie Sheaffer](#); [Merlin Yuen](#)
Subject: RE: MECP comments on draft Environmental Conditions Report
Date: Thursday, November 26, 2020 8:22:24 AM
Attachments: [REDACTED]

Thanks Maria!

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Sent: November 25, 2020 3:51 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; James Francis <James.Francis@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: RE: MECP comments on draft Environmental Conditions Report

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

Hi Cindy,

Thank you for the Draft EWR Notice comments – we will incorporate into the revised Notice and newspaper ad and share the final versions with you.

Appreciate your take on the Final ECR Notice posting. For consistency with Draft ECR Notice publication and distribution to interested parties, we'll apply the same approach which does include newspaper ads.

To answer your questions regarding the Draft EWR Notice and Final ECR Notice:

- these are the notices that are to be sent directly to communities and persons who participated in the review of the draft documents and anyone who Metrolinx thinks may have an interest? – Correct. Draft EWR Notice will be issued to everyone who was provided the draft of the Draft EWR and distributed to addresses within the EWR study area. Other interested parties will be informed of the Draft EWR Notice as well. Final ECR Notice will be issued to everyone who received the Draft ECR Notice. Both will the Draft EWR Notice and the Final ECR Notice be published on the Project website
- And for the notice of draft EWR, copies will be sent as prescribed in subsection 9(4)? Please confirm. - Confirmed

Thank you
Maria

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: November-25-20 1:22 PM
To: Maria Zintchenko; James Francis
Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen; Batista,

Cindy (MECP)

Subject: RE: MECP comments on draft Environmental Conditions Report

Hello Maria,

Thank you for sharing the draft notices with the ministry. I have reviewed the first two attachments and I have some minor comments/edits for Metrolinx's consideration, which are also relevant in the newspaper posting.

It is my understanding that for the publication of the final ECR, Mx shall ensure that all of the Indigenous communities and persons, identified in clause 5 of the regulation, are given notification of the publication of the final ECR and provided access to a copy of it (Section 7.(2)). I don't believe you have to publish the notice of the final ECR in the newspaper, but publish the final on your website only. Whereas, the notice of EWR, you must publish in a newspaper, in addition to the project webpage. However, if Metrolinx wants to post in the newspaper and wants to post together with the draft EWR, the ministry has no concerns with this approach.

I assume that for the first two attachments, these are the notices that are to be sent directly to communities and persons who participated in the review of the draft documents and anyone who Metrolinx thinks may have an interest? And for the notice of draft EWR, copies will be sent as prescribed in subsection 9(4)? Please confirm.

Please let me know if you have any questions with respect to the above.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
Phone: 437-248-0058 | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>

Sent: November 24, 2020 2:01 PM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; James Francis <James.Francis@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: RE: MECP comments on draft Environmental Conditions Report

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

Hi Cindy,

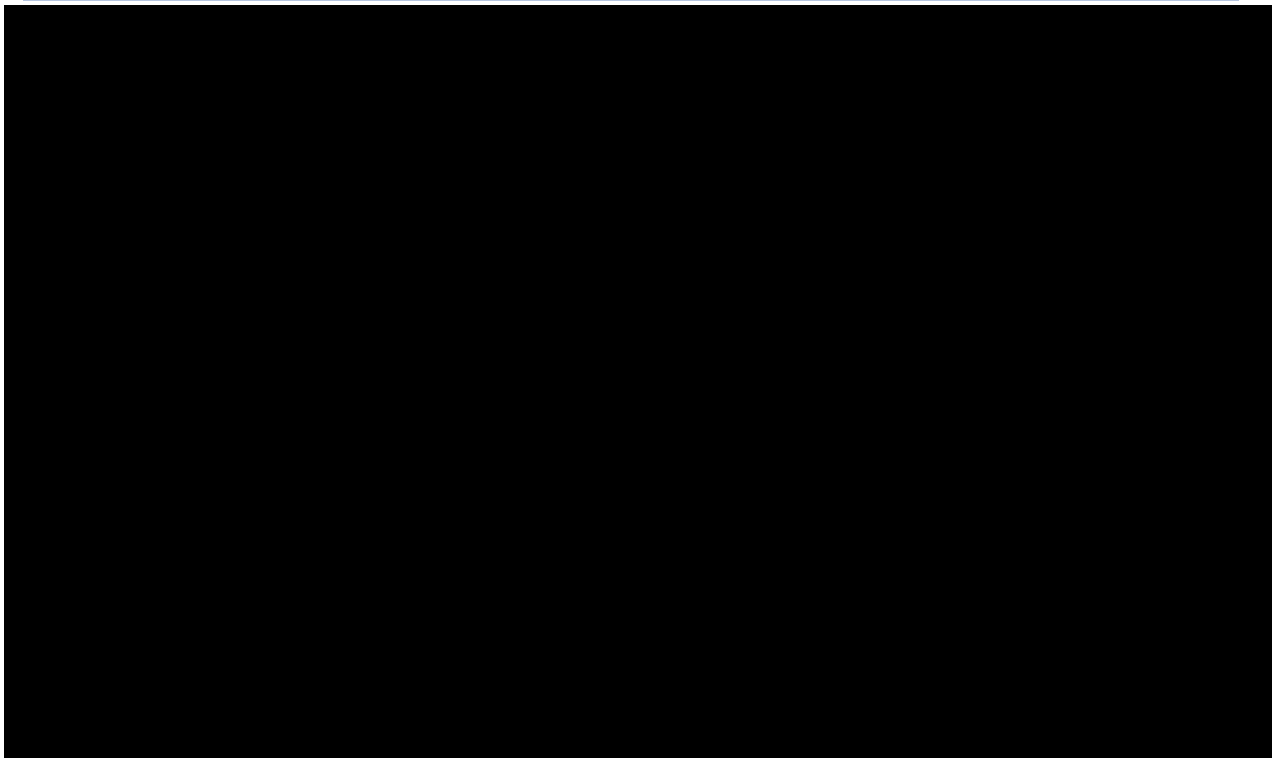
Please see the following attached for your review:

- Draft Exhibition Early Works Report (EWR) Notice
- Final Environmental Conditions Report (ECR) Notice
- Combined newspaper ad for the Draft Exhibition EWR Notice and Final ECR Notice

Note that we are making a few tweaks to the map legend in the ad and Draft EWR Notice.

We'd appreciate any comments that you may have by tomorrow afternoon, if at all possible, to accommodate ad placement several days in advance of the publication date. Apologies for the short turn-around time request.

Thank you
Maria



From: [Batista, Cindy \(MECP\)](#)
To: [James Francis](#)
Cc: [Ontario Line](#); [Desautels, Solange \(MECP\)](#); [Mirjana Osojnicki](#); [Carrie Sheaffer](#); [Maria Zintchenko](#); [Merlin Yuen](#)
Subject: RE: MECP comments on draft Environmental Conditions Report
Date: Friday, November 20, 2020 2:46:27 PM
Attachments: [REDACTED]

Thanks James. This is helpful.

Cindy

From: James Francis <James.Francis@metrolinx.com>
Sent: November 18, 2020 3:27 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: RE: MECP comments on draft Environmental Conditions Report

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Hi Cindy,

Thanks for joining our excess soil call this morning on very short notice. Our OL EA reporting timelines continue to evolve, and the latest thinking is as follows:

- Notice of Final Environmental Conditions Report and Draft Early Works Report for Exhibition Station – November 30, 2020
- Notice of Draft Early Works Report for Lower Don Bridges – TBC
- Notice of Draft Early Works Report for Lakeshore East Joint Corridor – TBC

We anticipate potentially extending the public review period for the Draft Early Works Report for Exhibition Station beyond 30 days given overlap with end of year holidays, with completion of the Issues Resolution Process by January 25, 2021. We would be seeking a notice from MECP by March 1, 2021.

Hope this all makes sense! Thanks for bearing with us as our plans continue to evolve.

Thanks,
James

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: November-18-20 10:27 AM
To: Maria Zintchenko; Merlin Yuen
Cc: Ontario Line; Desautels, Solange (MECP); James Francis; Mirjana Osojnicki; Batista, Cindy (MECP)
Subject: RE: MECP comments on draft Environmental Conditions Report
Importance: High

Hello Maria,

Based on my understanding of your email below, there are 3 early works reports for the following:

1. Exhibition Station – Draft EWR Notice for November 20th
2. Lower Don Bridges – Draft EWR Notice for November 20th
3. Lakeshore East Joint Corridor – Draft EWR Notice for January 5th

On a call with Mirjana regarding the On Corridor projects, I asked her how much time Metrolinx intends on taking for its issues resolution process following the end of the comment period. This information is important so we can provide senior management advance notice of when the Minister's Office can expect to see a decision package for the early works projects project and when he is required to issue a notice.

Also, is Metrolinx still on target for posting its notice for the early works report for this Friday? Please let me know.

Thank you,

Cindy

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>

Sent: November 16, 2020 9:31 AM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; James Francis <James.Francis@metrolinx.com>

Subject: RE: MECP comments on draft Environmental Conditions Report

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Hi Cindy,

Apologies for the confusion. To align with early works schedules, we've split what was originally one early works report into individual reports – one per each early works location/package. At this time, we are aiming to publish Draft Exhibition Station early works report and Lower Don Bridges early works report on November 20, and Lakeshore East Joint Corridor early works report on January 5. East Harbour Station is at this time being included in the Environmental Impact Assessment Report.

Thank you

Maria

Maria Zintchenko

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

T: 416.202.1663 C: 416.843.2189



From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: November-16-20 9:12 AM
To: Maria Zintchenko; Merlin Yuen
Cc: Ontario Line; Desautels, Solange (MECP); James Francis; Batista, Cindy (MECP)
Subject: RE: MECP comments on draft Environmental Conditions Report

Good Morning Maria,

Thanks for the update. In your email below, you state that Metrolinx is aiming to post the draft EWR Notices on November 20th. Can you clarify what you mean by 'Notices'? It is my understanding that Metrolinx intends on sharing and posting one draft EWR? Can you kindly confirm.

Please let me know if the dates change.

Thanks,

Cindy

From: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Sent: November 13, 2020 7:02 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; James Francis <James.Francis@metrolinx.com>
Subject: RE: MECP comments on draft Environmental Conditions Report

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

Hi Cindy,

Correct, we are aiming to post the Draft EWR Notices on November 20th, subject to MTO approval. Final ECR Notice is intended to be posted on the same date. Please see draft Final ECR Notice attached for your reference. Draft EWR Notices will be shared for your review and comment early next week.

We are just finalizing the responses to MECP comments on the ECR and will be sharing those early next week.

Thank you
Maria

Maria Zintchenko

Project Manager, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
T: 416.202.1663 C: 416.843.2189



From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: November-13-20 9:36 AM
To: Merlin Yuen; Maria Zintchenko
Cc: Ontario Line; Desautels, Solange (MECP); James Francis; Batista, Cindy (MECP)
Subject: RE: MECP comments on draft Environmental Conditions Report

Good Morning,

I was wondering if Metrolinx has any new updates to share with respect to the Ontario Line project. It is my understanding that Metrolinx intends on posting the notice of draft Early Works Report on November 20th, is this still accurate? Can you also confirm when we can expect to see responses to ministry's comments on the Environmental Conditions Report (ECR) and when Metrolinx intends on posting the notice of the final ECR.

Thank you,

Cindy

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Sent: October 20, 2020 11:21 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: RE: MECP comments on draft Environmental Conditions Report

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Good morning Cindy – thanks for passing these along, I can acknowledge receipt and will let you know if we have any clarifications needed from your team. You're correct that our team will be reviewing these comments and providing comment responses back to the Ministry prior to posting of the Final ECR.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: October-19-20 5:39 PM
To: Maria Zintchenko; James Francis; Merlin Yuen
Cc: Ontario Line; Desautels, Solange (MECP); Batista, Cindy (MECP)
Subject: MECP comments on draft Environmental Conditions Report

Hello,

Please find attached additional ministry's comments on the draft Environmental Conditions Report for your consideration (both in word and pdf). In terms of next steps, will Metrolinx be providing responses back to the ministry prior to finalizing/posting this report? Can you kindly confirm.

Happy to arrange a call if you have any questions or need clarification on the comments made in the attached memo.

Thank you,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
Phone: 437-248-0058 | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

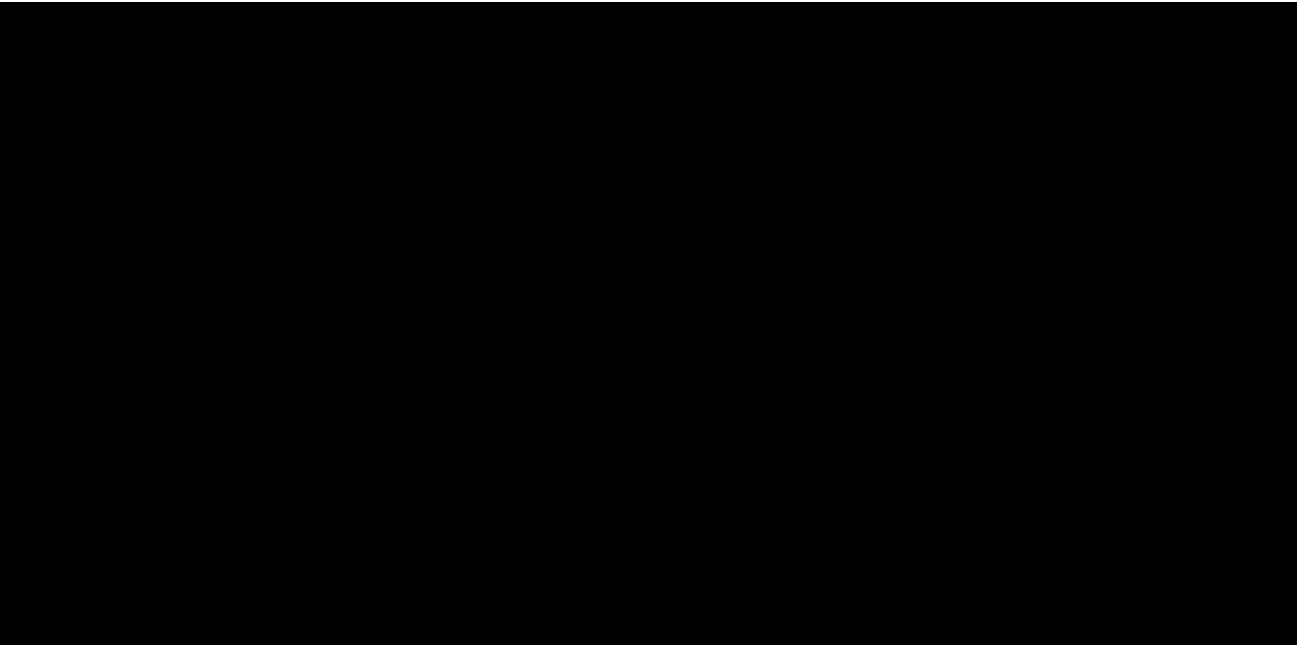
Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir

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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

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télééc. : 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.

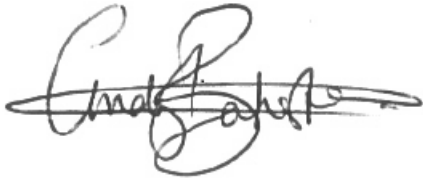
Concluding Remarks

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.

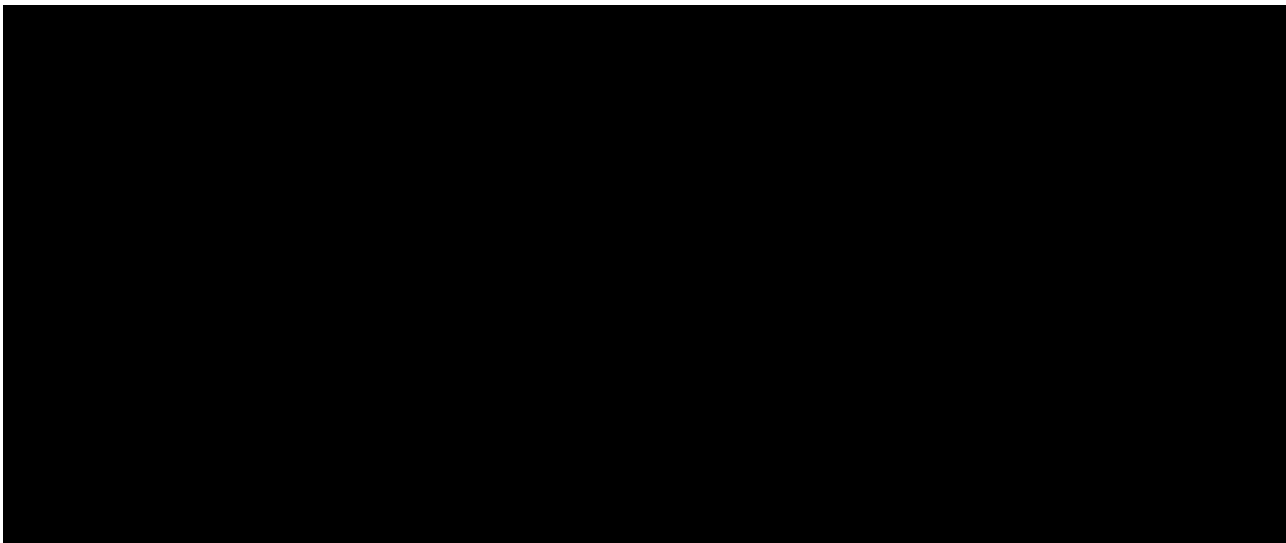
Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.

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,



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 | 416-314-8452 | *cindy.batista@ontario.ca)

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

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

From: [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: 

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

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à

la communication ou des médias substitués, veuillez me le faire savoir

From: 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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Review Comments Spreadsheet				* Actions:	** Status:		
Ontario Line				1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete		
Review Code:	Document Name:	Ontario Line - EW - N&V Report - MECP Comment Sheet			Revised By:	Name, Acronym	
Location:	Contract Name:				Date In:		
% Completion:	Contract No:				Date Out:		
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 | 416-314-8452 | *cindy.batista@ontario.ca)

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, 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)

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

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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: 

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: [Merlin Yuen](#)
To: robert.greene@ontario.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Robert,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Robert Greene,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and



- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

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You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

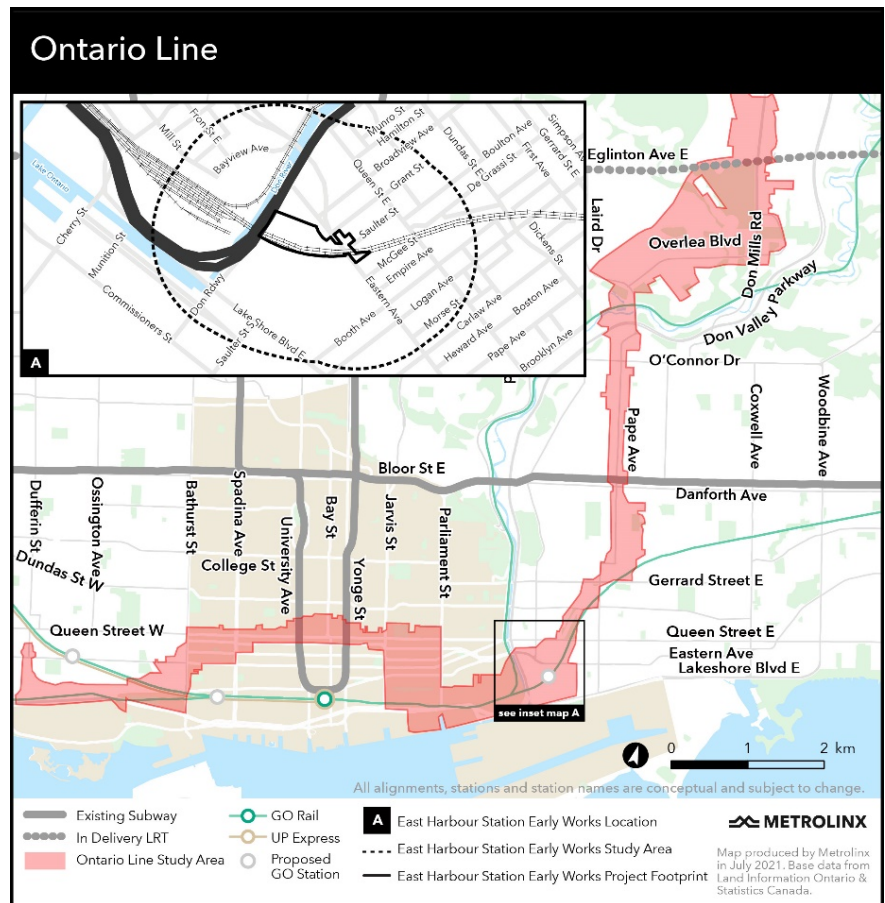
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

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To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: robert.greene@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:11:59 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

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: [Merlin Yuen](#)
To: jason.white@ontario.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Jason,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Jason White,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

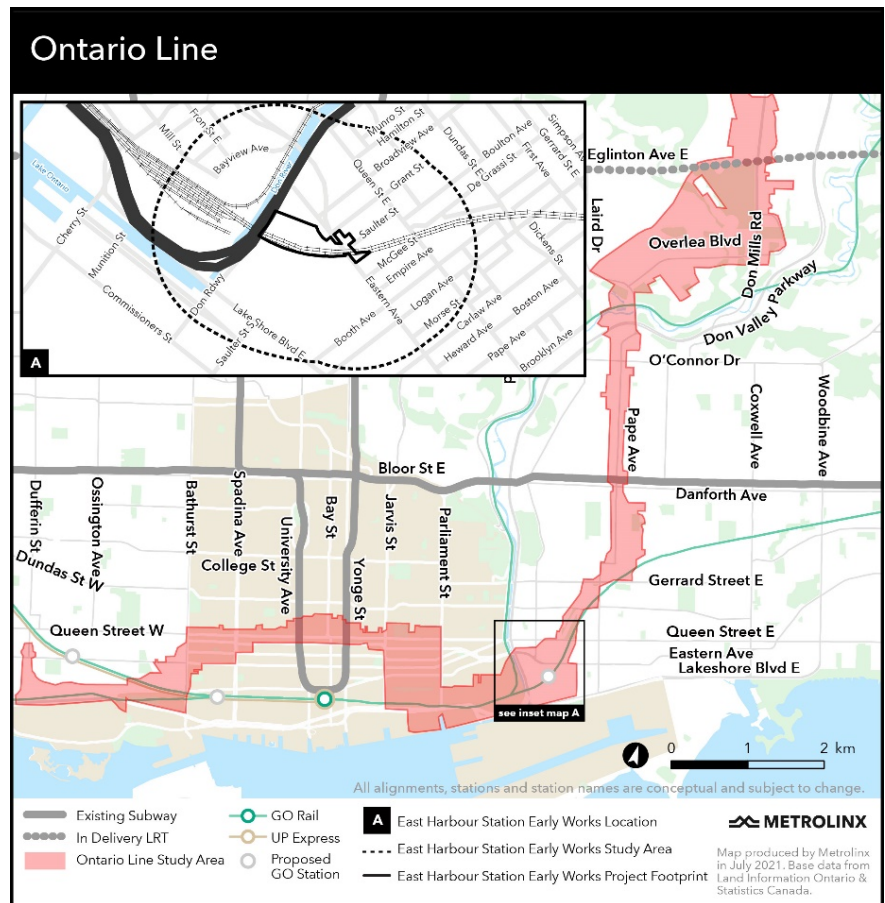
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

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**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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**Metrolinx
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Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: jason.white@ontario.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:06:34 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

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

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: 

Hello,

Thank you for this information. Since this project is not close to OPG's facilities and operations, I do not wish to receive further information on this.

Regards,

Tammy Wong
Sr. Environment Specialist
Ontario Power Generation
Tammy.wong@opg.com | 416-592-4548

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Tuesday, June 2, 2020 3:40 PM
To: WONG Tammy -ENV H&S <tammy.wong@opg.com>
Cc: James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review

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

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho
Junior Project Coordinator, Environmental Programs and Assessment

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



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Technical Stakeholders

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

From: [Merlin Yuen](#)
To: Jennifer.Davey@opp.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 24, 2021
Attachments: [REDACTED]

Good afternoon Jennifer,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Jennifer Davey,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

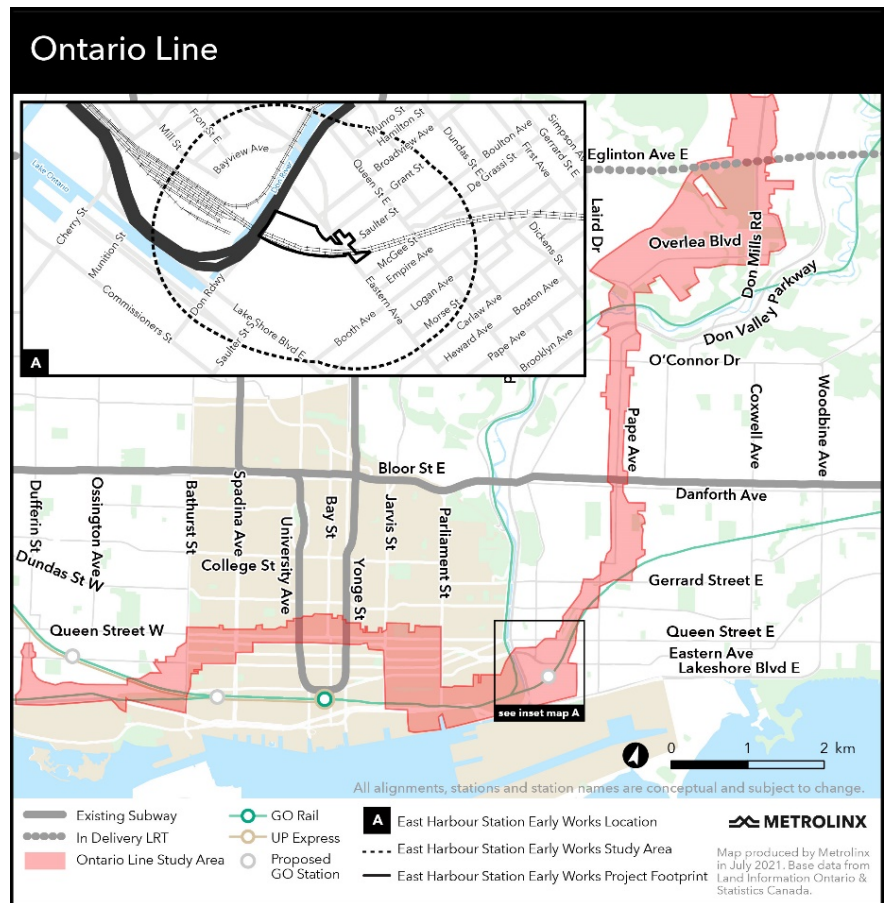
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: Jennifer.davey@opp.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#); [Crystal Ho](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:08:39 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

From: [Ontario Line](#)
To: 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


Intern, Environmental Programs & Assessment
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: [Merlin Yuen](#)
To: [Julia Murnaghan](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#); [Richard Borbridge](#); [Saad Karnelia](#)
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR
Date: November 15, 2021 2:43:03 PM
Attachments: 

Good afternoon Julia,

Please see attached Metrolinx's responses to the City of Toronto's comments on the draft Lakeshore East Joint Corridor Early Works Report, provided on October 25, 2021. Note that we are anticipating a publication date of November 17, 2021 for the Final Lakeshore East Joint Corridor Early Works Report.

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												
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)	September 2021 Revised Response LSE-JC	Revised O / P / C / D** (Reviewer)	Revised Follow-up Comments (Reviewer)	Response
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.	Section 2.2 notes that quantitative impact assessment will be completed and shared with the City as detailed design progresses and the construction staging strategies become available.	C		
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.	The service headways during the AM and PM peak hours were obtained from the TTC website. These reflect the current service headways which, as mentioned, may be impacted by the COVID-19 pandemic. The TTC website does not provide the "normal" planned operating conditions. Dates accessed will be clarified in the report. As additional quantitative traffic analysis is completed for the LSE-JC early works study area, additional considerations will be made to use data that is representative of 'normal' traffic scenarios where possible.	C		
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.	N/A; response provided, no further updates.	C		
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.	

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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	The Don Valley Parkway is not located in the Traffic and Transportation Study Area for Lakeshore East Joint Corridor Early Works.	C	
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.	The noted recreational trail is not located in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.	C	
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.	The 505 Dundas streetcar route does not operate in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.	C	
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).	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.	C	
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.	The Don Valley Parkway is not located in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.	C	
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	Closed			
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.

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.	Noted.	D	Acknowledge Mx intends to defer documentation of operational noise and vibration to the OL EIAR.
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 associated with each receptor is documented in Table 5-1		
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.	Study area has been appropriately defined, consisting of the project footprint and a noise and vibration buffer to capture the full extent of noise and vibration impacts arising from construction.	C	
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.			
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.	Addressed. LSE JC EWR lists all relevant planning policies and projects in Section 2.	C	

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.	Alterations to the Richmond Hill GO line and Ontario Line Portal Structures are not part of the Lakeshore East Joint Corridor Early Works.	C	
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 LSE-JC	C	Closed for the purpose of this LSE-JC log.
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 LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Addressed. LSE JC EWR lists all relevant planning policies and projects in Section 2.	C	
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 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.	?	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 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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Addressed in Section 5.6.1.1. of the Early Works Report.	C	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.

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 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). The LSE JC EWR reflects the most recent information provided in the LSE JC Natural Environment Report.	C		
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 receptors for Air Quality are defined in Section 4.4.2 and Section 5.4 of the EWR, and the nearest representative noise sensitive receptors are outlined in Section 5.1 of the Noise and Vibration Report.	C		
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 Lakeshore East Joint Corridor Early Works Report includes mitigation within Table 6-1 which states that project-specific construction noise and vibration limits will be established.	O	Clarify why construction noise and vibration limits cannot be identified within the Early Works report so that they form part of the environmental approvals and commitments related to the project. Assume reference is intended to Table 6-5 which covers noise and vibration impacts and mitigation measures, as Table 6-1 contains natural environment impacts and mitigation measures.	As environmental assessment is one of the early steps in project planning, construction noise limits will be developed as project design and planning progress. Commitment to development of project-specific construction noise limits is found in Table ES-2 and Table 6-5 of the Final Early Works Report, along with mitigation measures and monitoring activities.
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).	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.	C		
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).	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.	C		
44	City Planning, Transit Implementation	Draft Early Works Report	Page 217, 5.5.1.3	Public realm impacts should include construction activity potentially disturbing streetscape 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 included in Table 6-6 of the LSE-JC Early Works Report to note that wherever feasible, lands impacted by construction will be restored to the current City of Toronto standards following construction completion.	C		
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.	Jimmie Simpson Recreation Centre is included as a community resource within the Lakeshore East Joint Corridor Socio-economic and Land Use Characteristics Study Area in Table 5-11.	C		

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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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 project, and Metrolinx will continue to consult with the City of Toronto, TRCA, and Waterfront Toronto.	D	Despite reponse, not applicable to LSE-JC.
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.	The Lakeshore East Joint Corridor 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.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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.	The Lakeshore East Joint Corridor 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.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.

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 planning progresses.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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.	The Lakeshore East Joint Corridor 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.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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 planning progresses.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
54	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	4.2 Potential Impacts Table 4	Revise all Impact 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 planning progresses.	C	
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 OLECR and Draft Early Works HDDR will be reviewed. Any updates required in either report will be made and reissued for final OLECR and Early Works HDDR.	?	P	Not fully addressed in the draft HDDR.	The LSE-JC Early Works Report references cultural heritage documentation developed as part of the Ontario Line Environmental Conditions Report, which included consultation with the local community. The Draft LSE-JC 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.	C		
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.	

ADDITIONAL COMMENTS (OCTOBER 2021)

1	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.1.2							new	Provide additional description of the retaining walls to be constructed, including the material and landscape treatments and strategies that were discussed in the Lakeshore East Wall Mitigation series of meetings held with the City.	Additional details associated with the retaining walls, including material and landscape treatments, are part of the early works detailed design and are anticipated to continue to evolve as project planning and design, and discussions with the City, progress. City's feedback is being incorporated into project detailed design, and Metrolinx is looking forward to continuing to work with the City to advance this.
2	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.1.3							new	Provide additional description of the reconstructed bridges to be built within the Lakeshore East Joint Corridor, including basic information about the distance provided between abutments for each bridge, functional accommodation for streets running under the bridges (proposed cross-section elements, right-of-way width, etc.), the structural design of the bridges, etc.	Additional details of the reconstructed bridges are part of the early works detailed design and are anticipated to continue to evolve as project planning and design, and discussions with the City, progress. City's feedback is being incorporated into project detailed design, and Metrolinx is looking forward to continuing to work with the City to advance this.

3	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.1.5							new	Clarify why noise barriers between Pape and Jones Avenues are included within the scope of this Early Works package, and approved under the Ontario Line regulation (instead of the Lakeshore East corridor widening or electrification EAs), as they are unrelated to the delivery of the Ontario Line which veers north from the Lakeshore East GO corridor west of Carlaw Avenue.	This assessment was a joint assessment of both the GO Expansion and Ontario Line within the above ground Ontario Line study area (considered to be approximately from Tannery Road to Pape Avenue. As such, barriers were included where impacts from either source were predicted to impact receptors within this study area.
4	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.2 and Figure 3-1							new	Clarify why the Lakeshore East Joint Corridor Early Works footprint overlaps with the East Harbour Early Works footprint north of Eastern Avenue (per the study area boundaries reviewed earlier in the East Harbour Early Works Report.	The following text has been included in the report: Note that such lands adjacent to the Eastern Avenue rail bridge on the north side of Eastern Avenue will be shared with the Ontario Line East Harbour Station early works project to reduce temporary land requirements in support of construction activities.
5	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.6.1.1							new	Revise description of built form to add main street retail stores primarily along Queen Street East and Gerrard Street East. The characterization of retail being mainly in single-storey retail plazas with surface parking is inaccurate in this area, applying only to a specific area within the study area (Gerrard-Carlaw).	Description revised in Section 5.6.1.1.
6	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.6.1.1.1							new	Revise description of the Downtown Plan as bounded by the Don River to the east (not west), and Bathurst Street to the west (not east). The Downtown Plan is not within the boundaries of the Early Works.	The Downtown Plan overlaps with the Lakeshore East Joint Corridor Study Area west of the Don River between Adelaide Street East and the rail corridor. Description revised in Section 5.6.1.1.
7	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.6.1.3							new	Note that neighbourhoods are not typically described in urban planning and design as elements of the public realm, although they do contain public realm elements and characteristics. Also note that arguably the character of Riverside and Leslieville communities could more accurately be described as reminiscent of traditional urban retail main streets rather than small towns.	Description revised in Section 5.6.1.3.1.

8	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Provide additional detail regarding the specific heritage impacts imposed by the proposed design of the project, and the specific mitigation measures and monitoring measures proposed to address the impacts. The "preliminary potential" level of detail and certainty provided in the draft Early Works report is insufficient and inadequate given that Metrolinx is designing the project to 100% design, especially given the change in design of the project from the straddle option to the north side option that occurred since this assessment was completed.	The Lakeshore East Joint Corridor Early Works Report and supporting technical reports including the Heritage Detailed Design Report reflect the early works design concept available at the time of the Early Works Report development, while also reflecting the level of design typical for an environmental assessment. The impacts and mitigation measures documented in the Heritage Detailed Design Report are impacts and mitigation measures that have been refined from the previously circulated and reviewed Ontario Line Existing Conditions Report/Cultural Heritage Report and Preliminary Impact Assessment. The heritage reporting for the Ontario Line has been developed in consultation with the MHSTCI. The resultant level of detail reflected in the impact assessment is consistent with the preceding early works reports and has also been reviewed by the MHSTCI. Metrolinx has also engaged the City throughout project planning and design development to date, is incorporating City's feedback into the design, and will continue to engage the City as design progresses.
9	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	The Queen Street bridge appears to be missing from the list of features studied for heritage potential. Given the inclusion of the Carlaw Avenue and Gerrard Street bridges which are of a similar design and age, this appears to be an omission.	A Cultural Heritage Evaluation Report for the Queen Street bridge was completed by AECOM in January 2017 and approved by the Metrolinx Heritage Committee. The bridge was evaluated using Ontario Regulation 9/06 and 10/06 and was determined not to meet these criteria. Therefore as the Queen Street bridge was screened out in the Ontario Line Cultural Heritage Report, it is not included in the HDDR.
10	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Provide in particular more specific details about the direct impacts to the Riverdale Heritage Conservation District. The HCD is considered as one resource being impacted, but the property-specific impacts within the HCD should be understood.	Figures ES-2 and 3-1 in the HDDR illustrate where the boundaries of OLS-017 - the Riverdale HCD overlap with the project footprint. Tables ES-2 and 5-1 provide details of impacts to specific properties within the Riverdale HCD. For example, one non-contributing property will be directly impacted by early works and mitigation measures have prepared based on the policies of the HCD plan. Refer to the permits and approvals section (Section 7) of the HDDR for future commitments noted for consultation with the City.
11	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Confirm Metrolinx's intent with respect to the plans for 400 Carlaw Avenue. This report indicates that there will be no impacts to the property through the Early Works, but a previous report and presentation suggested it would be impacted by the project.	400 Carlaw Avenue is not required for early works and will be assessed in the forthcoming EIAR.
12	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7, 6.7, 7.4 and Appendix A4							new	Clarify the commitments to municipal process and authority related to heritage properties impacted by the project, including with respect to the ownership status of impacted properties (particularly in the Riverdale HCD). Unless they are acquired by the Province, they would be subject to the municipal process framework for alteration and demolition.	Section 7 of the HDDR provides an overview of municipal permit/consultation requirements. Metrolinx will continue to work with the City of Toronto as planning progresses for early works.

13	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Request that Metrolinx convene a meeting with City Heritage Planning staff to discuss heritage impacts and conservation for the Lakeshore East Joint Corridor, prior to the completion of the final Early Works Report. We note that Metrolinx and the Ontario Line Technical Advisor have provided meetings to discuss heritage impacts and conservation for the Ontario Line South portion of the project, but such a meeting has not yet occurred for this segment.	A meeting was held between Metrolinx and the City of Toronto, on November 12, 2021 to discuss cultural heritage impacts and mitigation associated with the Lakeshore East Joint Corridor early works.
14	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.9 and Figure 5-20							new	Expand the study area for transportation to include a wider area of analysis. Planning studies will typically define the transportation analysis area much more broadly than the footprint of the project to ensure impacts to major streets around the project and downstream major intersections are captured in the analysis. The narrow definition of the study area does not allow for any assessment of network level transportation impacts at the nearest major intersections along Eastern Avenue and Queen Street, for example. The closure of traffic lanes at the bridge construction sites along these streets, for example, can reasonably be inferred to have impacts at the nearest signalized intersections at the very least, for example. Update the analysis that follows in this section using the broader study area.	Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.
15	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 6.5, Appendix B3, and Appendix C							new	City Planning is concerned about the land use impacts of noise and vibration resulting from short-term construction as well as long-term operation of new infrastructure. In principle, the long-term operation impacts of infrastructure in particular must be reasonably compatible with the activities normally occurring within permitted land uses for these uses to continue to be viable and sustainable, and provide residents and businesses with reasonable enjoyment of their properties and support a high quality of life. This is of significant interest within the Lakeshore East Joint Corridor due to the significant increase in transit service being proposed in proximity to existing sensitive receptors abutting and adjacent to the corridor. City Planning does not have the technical expertise or capacity to undertake a review of the noise and vibration impacts, mitigation measures and monitoring activities identified in the report, and recommend a peer review of the noise and vibration impacts and mitigation measures to determine their accuracy and appropriateness.	The NV impact assessment was performed following the provincial framework provided in the MOEE/GO and MOEE/TTC protocol for noise and vibration. In the case of noise, even more stringent standards were adopted by attempting to meet existing predicted railway 16h and 8h Leq levels, where feasible. The assessment, including the full noise model has been reviewed by the MECP and comments on the draft report will be included in the final EWR. Station and other component NPC-300 assessments will be assessed in the forthcoming EIAR.
16	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 6.6							new	Clarify the specific impacts the project will impose on the socio-economic environment and strengthen the mitigation measures and monitoring activities identified. Listed impacts are overly general and vague. Mitigation measures identified are minimal and often equivocal, and do not respond to specific conditions that may be present during construction. As the Early Works are being designed to 100% design by Metrolinx it should be possible to identify the impacts to property, adjacent land uses, and the public realm with a great degree of specificity.	The Lakeshore East Joint Corridor Early Works Report reflects the level of preliminary design typical for an environmental assessment and a conservative approach has been taken to determine impacts and develop mitigation measures. Detailed design is advancing concurrent with the EA process and Metrolinx will continue to work with the City of Toronto as design and construction advance.

17	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 6.9							new	Provide details about the specific impacts the project will impose on various aspects of the transportation system. Listed impacts are overly general and vague, and do not appear to be based on any information about required modifications or closures to various components of transportation infrastructure. Mitigation measures are tentative and often equivocal, and do not respond to any specific impacts or concerns created by the project. The assessment of transportation impacts and identification of mitigation measures and monitoring activities should be based on reasonable assumptions about the construction methodology including proposed or permitted closures/modifications to transportation infrastructure related to the early works project.	MX is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.
18	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5							new	Update the report to describe more fully the early works as it relates to traffic and transportation, alternatives that were considered, assessment and evaluation of impacts, and mitigation measures in accordance with section 8 of O. Reg 341/20. For example, describe which roads will be affected by temporary closures for construction works, what alternatives have been considered, what are the impacts, and what mitigations are proposed. Carry forward any edits made to this appendix in response to these comments to the main report.	The Early Works Reports have been prepared in accordance with, and meets the requirements of Section 8 of Ontario Regulation 341/20. Description of alternatives is documented in Section 1.3.3. Future work being completed includes a quantitative traffic report underway for a broader study area in consultation with the City of Toronto Transportation Services.
19	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 2.1.1							new	Clarify which intersections did not have existing turning movement counts and signal timing plans, and what was done to accurately assess their existing traffic conditions.	The intersections where traffic data was missing are listed in Appendix A of the Existing Conditions Traffic and Transportation Report ("The Ontario Line Final Environmental Conditions Report" (AECOM, 2020) which was published on November 30, 2020). Metrolinx is currently completing a quantitative traffic assessment (in consultation with the City of Toronto Transportation Services) for a broader study area and where all impacted intersections will be assessed in existing conditions and construction staging scenarios.
20	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 2.1.2							new	Consider including the volume of pedestrians, cyclists, and transit when determining their level of service, which is a limitation to Ottawa's Multi-Modal Level of Service tool. If recent volumes are not available, then apply growth rate assumptions to older volume counts, rather than doing new counts now which may not be accurate due to the current pandemic.	The multi-modal level of service tools that are widely used in the Canadian context (e.g., City of Ottawa's MMLOS Guidelines (2015), York Region's MMLOS Evaluation Approach (2016), and Halifax's MMLOS Framework (2019)) do not consider pedestrian, cyclist, or transit volumes when determining their level of service. The parameters used in the assessment of each mode (e.g., number of uncontrolled conflicts, crossing width, average delays, etc.) are considered more important than actual volumes in assessing the specific mode's/facility's level of comfort, safety, and convenience.
21	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.1.1							new	Include more signalized intersections for traffic operations analysis. The transportation study area seems to be defined very narrowly and some roads like Queen Street and Eastern Avenue have not been analysed at all despite the fact they will be impacted by the project. There are other signalized intersections in the vicinity including at Eastern/Broadview, Queen/Logan, Dundas/Boulton, Queen/Broadview, and Eastern/Logan. All roads within the study area that will be impacted by construction along the rail corridor should be considered.	Intersections along Queen Street and Eastern Avenue were not assessed as traffic data was missing at the noted intersections as listed in Appendix A of the Existing Conditions Traffic and Transportation Report ("The Ontario Line Final Environmental Conditions Report" (AECOM, 2020) which was published on November 30, 2020). Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.

22	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.1.2.2							new	Clarify which arterial roads are experienced by pedestrians to have long average delays/waiting times. Note that this section includes street names that are outside the Lakeshore East Joint Corridor Study Area in the second paragraph of this section, which is assumed to be an error.	Noted, the reference to the arterial roads in Section 3.1.2.2 was updated to reflect the actual roads within the Lakeshore East Joint Corridor Study Area where pedestrians experience long average delays/waiting times.
23	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.1.2.2 & 3.1.3.2							new	Determine the existing level of service for pedestrians and cyclists on Queen Street and Eastern Avenue, in addition to what is noted in Tables 3-3 and 3-5. Consider any other arterial, collector, or local roads as well, especially if there are any sidewalks near the rail corridor which will be affected and/or if detour will be required. All segments within the study area that will be impacted by construction along the rail corridor should be considered.	Noted, the existing pedestrian and cyclists level of service on Queen Street and Eastern Avenue were added to Table 3-3 and 3-5. Only arterial and collector roads were considered in the analysis as at the EA stage, detailed information on the impacted active transportation facilities is not available. Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.
24	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 3.2.1							new	Add the existing TTC route #325 (Don Mills Blue Night bus route) to Table 3-6 and Figure 3-6.	Noted, TTC route #325 was added to Table 3-6 and Figure 3-6.
25	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.2.2							new	Determine the existing level of service for transit on Queen Street, in addition to what is noted in Table 3-8. All segments within the study area that will be impacted by construction along the rail corridor should be considered.	Noted, the existing transit level of service on Queen Street and Eastern Avenue were added to Table 3-8.
26	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - Table 4-1							new	Confirm that any changes to signal timing will be considered from the pedestrian and cycling perspective (as it could have negative impacts for pedestrians in terms of longer wait/crossing times) in addition to the traffic movement perspective.	As noted under the mitigation measures column of Table 4-1, Metrolinx will coordinate with the City of Toronto to ensure any modifications to pedestrian crossing distances at signalized intersections are reflected in revised pedestrian clearance timings.

Review Comments Spreadsheet

Transportation Services

*** 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
Project No: EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked

Revised By:
Date In:
Date Out: Oct 18, 2021

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)
1	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	General	This report does not include any detailed or quantitative analysis considering the impacts of the LSE EW traffic impacts. MX to provide a quantitative and detailed traffic impact analysis considering all modes of transportation.	Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.	
2	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	General	MX to provide all related Traffic and Transit Management Plans and Traffic Control Plans to show how the traffic impacts will be managed and mitigated during the construction period.	Metrolinx will be circulating Transit and Traffic Management Plans and Traffic Control Plans for the City's review as they become available.	
3	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	General	The report should use Synchro 11 for the intersection capacity analysis and provide reference to the City's most updated guidelines (link below): https://www.toronto.ca/wp-content/uploads/2021/01/964c-TSSignal-OptimizationSynchro-11-Guidelines.pdf	Synchro 9 was used this report to stay consistent with the Existing Conditions Traffic and Transportation Report ("The Ontario Line Final Environmental Conditions Report" (AECOM, 2020) which was published on November 30, 2020). At the time of preparation of the Existing Conditions report, the noted Synchro 11 guidelines were not published.	
4	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	Table ES-1, Page 13	Construction vehicles routes need to be determined and related analysis needs to be conducted to evaluate the impacts on regular traffic. Safety issues need to be considered as well.	Construction haul routes are being considered as part of the Transit and Transportation Management Plan. Congestion hotspots and truck restrictions will be considered when identifying these haul routes.	
5	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	Table ES-1, Page 13	A communication plan to be provided to make sure people are aware of the construction and its effects and also know how to use detours in case of road closures.	Metrolinx will develop a communication plan during detailed design which will be implemented in advance of construction.	

6	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_lsejc_draft_60611173_optimiz	Figure 1-2 , Page 25	The study area needs to be specifically determined including all affected intersections. This should be including all signalized and also un-signalized intersections.	At the EA stage, detailed construction staging schemes that describe the potential modifications to the existing transportation network were not available. Hence, identifying all affected intersections was not feasible. Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.
7	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_lsejc_draft_60611173_optimiz	Table 3-1, Page 41	Is there any un-signalized intersection in the study area?	Yes, there are unsignalized intersections in the study area. Those intersections were not assessed in this report since turning movement counts were missing as listed in Appendix A of the Existing Conditions Traffic and Transportation Report ("The Ontario Line Final Environmental Conditions Report" (AECOM, 2020) which was published on November 30, 2020).
8	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_lsejc_draft_60611173_optimiz	Table 3-3, Page 45	The results show that the pedestrian LOS is not at a good and acceptable level for the existing condition. Any kind of sidewalk closure may have a great impact on the pedestrian LOS in this area. Please confirm if there is any sidewalk closure during the EW construction period.	Sidewalks or temporary walkways will be maintained/provided wherever possible. A small number of full weekend closures may be required on Dundas, Logan, and Queen for safety reasons during construction, to be confirmed through the quantitative multi-modal transportation impact assessment currently being developed by Metrolinx. Metrolinx will co-ordinate with other ongoing projects when scheduling the early works activities to maintain the mobility of road users, and to identify mitigation measures that optimize traffic flow during construction. Notices of any closures will be issued in advance of the closures.
9	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.1.2- Intersections Operations, Page 127	Please provide additional traffic analysis for the adjacent un-signalized intersections within the study boundary. The analysis should include the multimodal transportation aspects.	The Transit and Traffic Transportation Master Plan is considering an expanded study area roughly bounded by Danforth Avenue, River Street, Lake Shore Boulevard East, and Jones Avenue. Impacts of construction on non-vehicular modes of travel will be assessed. Metrolinx will be circulating Transit and Traffic Management Plans and Traffic Control Plans for the City's review as they become available.

10	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.2- Pedestrian Network and Operations, Page 129	<p>Please identify and label the pedestrian foot-overbridge over the GO Rail corridor in the pedestrian network (red-marked in the Figure 5-21 below) .</p> 	Noted, the pedestrian bridge over the GO Rail corridor will be shown and labelled in Figure 5-21.	
11	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.2- Pedestrian Network and Operations, Page 132	<p>Some of the streets/sidewalks were not analyzed (red-maked in the Figure 5-22). Is there any reason they are excluded to this LOS analysis?</p> 	The existing pedestrian level of service findings on Queen Street and Eastern Avenue were added. Only arterial and collector roads were considered in the analysis as at the EA stage, detailed information on the impacted active transportation facilities was not available. Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.	
12	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.3- Cycling Network and Operations, Page 134	Similar to the pedestrian network operation analysis comments, some of the streets were not analyzed for the bike operation (Figure 5-24). Is there any rationale they are excluded to this LOS analysis?	The existing cyclists level of service findings on Queen Street and Eastern Avenue were added. Only arterial and collector roads were considered in the analysis as at the EA stage, detailed information on the impacted active transportation facilities was not available. Metrolinx is currently completing a quantitative traffic assessment for a broader study area in consultation with City of Toronto Transportation Services.	
13	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.4- Transit Network and Operations, Page 143	Similar to the pedestrian network operation analysis comments, some of the streets were not analyzed for the transit operation (Figure 5-26). Is there any rationale they are excluded to this LOS analysis?	The existing transit level of service on Queen Street and Eastern Avenue were added.	

14	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 6.9- Traffic and Transportation, Page 174	<p><i>"Potential overlapping construction timelines with other planned projects (e.g. capital projects and local developments) nearby may result impacts to the transportation network and its road users."</i></p> <p>Have all City capital projects and third party construction that overlap with the Lakeshore East Joint Corridor Early Works timelines been identified? Metrolinx has access to the City's INVlewT.O. Infrastructure Viewer and should be able to identify all major infrastructure projects within the area / adjacent road network. All conflicts and impacts should be identified in the Early Work Report and mitigation measures presented.</p>	<p>The Early Works Reports have been prepared in accordance with, and meets the requirements of Section 8 of Ontario Regulation 341/20.</p> <p>This will be addressed through the detailed design of early works, including a quantitative traffic impacts analysis underway for a broader study area in consultation with the City of Toronto Transportation Services.</p>	
15	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 6.9- Traffic and Transportation, Page 174	<p><i>"Implement flagging where construction vehicles are present to ensure construction vehicles operators are aware of pedestrian and vehicular traffic within the construction area."</i></p> <p>Please include traffic control persons (TCP) where it is required (i.e. major intersections, construction area access, etc.) to provide safety for the pedestrian and during the construction period. This should be included in the construction management plan/traffic management plan report and confirmed by Transportation Services and Work Zone coordinators.</p>	<p>Table 6-9 mentions that flagging will be implemented where construction vehicles are present to ensure construction vehicles operators are aware of pedestrian and vehicular traffic within the construction area</p>	
16	Utility Review, Permits & Enforcement - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Utility Design	<p>All proposed utilities (dry) should be designed (i.e. proposed alignments, vertical and horizontal clearances etc.) and constructed in-accordance with the "MCR" (Municipal Consent Requirements), for more information about MCR please check the following link:</p> <p>https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/</p>	<p>Comment noted</p>	

17	Utility Review, Permits & Enforcement - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	Sign Offs	<p><u>Utilities Sign-Off</u> Sign-offs are required from all members of Toronto Public Utilities Coordination Committee (TPUCC) as noted in Appendix B of the MCR or any other affected party from this work, prior to submission of right of way permit application . Please refer to the following link for further information:</p> <p>https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/?accordion=utility-cut-permit-applications-and-municipal-consent-requirements-mcr</p>	Comment noted.	
18	Utility Review, Permits & Enforcement - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	R.O.W. Permits	<p><u>Permits</u> Prior to commencement of any construction work within the Municipal Right of Way, the applicant must obtained a permit / approval from the Right of Way Management, Transportation Services, City of Toronto. The utility company can contact to Right of Way Management, Utility Cut Permit's office at utilrev@toronto.ca and or check the following link for further information;</p> <p>https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/</p>	Comment noted.	

Review Comments Spreadsheet

Work Plan

*** Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

**** Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete
- , or D = Deferred to future phase

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 -)	Actions 1 / 2 / 3 (Authors -)
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ADDITIONAL COMMENTS (OCTOBER 2021)

Lakeshore East Joint Corridor Early Works Report

1	BSE	<p>Lakeshore East Joint Corridor Early Works Report - Conceptual Design & Appendix C - Draft noise and Vibration Operations Report - Lake shore East Joint Corridor</p>	<p>(main report) Figure ES-1, Page v, vi, Section 3.1.5, Pg 28 & (Noise and Vibration Report) Appendix D - Noise and Vibration Mitigation Figures</p>	<p>Noise barriers are identified on the figures along between Eastern Avenue and Gerrard Street East, including the bridge crossings at Queen St. E., Dundas Street, and Logan Avenue. Please confirm if noise barriers will be required on these bridge structures, as the preliminary structure design drawings dated July 7th, 2021 do not show noise barrier on these three structures?</p>	<p>Detailed design of bridges and noise walls is still ongoing and presence/absence/height of noise walls on bridges will be confirmed as part of the forthcoming design submission to the City. The bridges in the Lakeshore East Joint Corridor segment requiring replacement (Queen St, Dundas St and Logan Ave) will be redesigned and reconstructed to accommodate an additional GO track and, in some cases, improved road clearances. The bridges will be re-designed according to the latest GO protocol. This requires ballast mats to be applied to all overpass structures, reducing vibration transmitted to the bridge and in turn, its ability to radiate noise.</p> <p>Noise barriers will be installed on both sides of the rail corridor in the Lakeshore East Joint Corridor segment, between approximately Eastern Avenue and beyond Pape Avenue. Our current noise model accounts for the reflected noise off these barriers and the presence of gaps and height variations as barriers approach bridges. The noise barriers will be designed to limit the passing of noise through gaps, allowing for continuous sound proofing.</p>	
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2	BSE	Lakeshore East Joint Corridor Early Works Report - Soil and Groundwater	Table ES-2, Page xx	Monitoring Activities column, last row first bullet point - "If required, develop and conduct settlement monitoring program...", please confirm if there will be a monitoring program for all major infrastructure / bridges within zone of influence, as per City's vibration by-law/ Transportation Specification GN117SS. Please include the monitoring requirement in the construction contract document.	The following revision has been made in Table ES-2 and Table 6-2: If required, develop and conduct a settlement monitoring program that includes all infrastructure and structures within the dewatering zone of influence, to identify construction effects, adverse trends and the need for additional mitigation measures;
3	BSE	Lakeshore East Joint Corridor Early Works Report	Section 3.1.3.1 and 3.1.3.2, Pg 27 & 28	Will Structural Design Report for each bridge structure be available?	A Bridge Design Criteria Memo will be included as part of the next design submission to be provided to the City.
4	BSE	Lakeshore East Joint Corridor Early Works Report	Section 3.3, Table 3-1, Site Servicing / Removals / Demolition, Page 30	Include the demolition of the existing bridges for bridge replacement	Demolition of structures, including bridges, is captured under 'Demolition of buildings and structures' in Table 3-1.
5	BSE	Lakeshore East Joint Corridor Early Works Report - Noise and Vibration	Section 6.5, Table 6-5, Construction Vibration, Pg.167	last row: for the existing railway bridges (Dundas Street, Logan Avenue and Queen Street) which will be removed in stages, will the existing remaining /new bridge section be monitored for vibration under all staged construction? The GIMP monitoring reports for the bridge structures are to be submitted to City's BSE for filing purposes.	The existing bridges being modified as part of this project are within the assessed project footprint. Any structures within the project footprints are the responsibility of Metrolinx and/or its contractors to protect (as applicable, note that other structures are being removed) during construction, which may include vibration monitoring.

6	BSE	Lakeshore East Joint Corridor Early Works Report - Heritage	Section 6.7, Table 6-7, OLS-014 Carlaw Avenue Subway and Gerrard St. East Subway, Pg. 173	<p>2nd last row: noise barriers are identified at the locations of the existing Carlaw Avenue Subway and Gerrard St. East Subway (refer to figure ES-1 as well as on the draft noise and vibration operations report). Please confirm if these existing bridge structures will be modified to include new noise barriers.</p> <p>With the track realignment and future additional GO track 4, has the existing bridge be assessed and evaluated to take the subject loads?</p>	<p>Design of bridges and noise walls is still ongoing and presence/absence/height of noise walls on bridges will be confirmed as part of the forthcoming design submission to the City. Noise barriers will be installed on both sides of the rail corridor in the Lakeshore East Joint Corridor segment, between approximately Eastern Avenue and beyond Pape Avenue. Our current noise model accounts for the reflected noise off these barriers and the presence of gaps and height variations as barriers approach bridges. The noise barriers will be designed to limit the passing of noise through gaps, allowing for continuous sound proofing.</p> <p>The existing bridge at Gerrard Street East and Carlaw Avenue has been assessed from a structural perspective to take subject loads.</p>	
East Harbour Station Early Works Report						
7	BSE	East Harbour Station Early Works Report	Figure ES-1, Page iv & Section 3.1.1, Pg. 26	<p>As shown on Figure ES-1, GO tracks realignment will be required on the existing GO railway bridge over Don River/DVP, which could require modification/repair of good state/widening of this existing bridge. Have the bridge be structurally assessed and evaluated to take the subject loads?</p> <p>Will there be any modification/repair of good state/widening work of the railway bridge included in the scope of Early Works? The bridge is partially included under the Lower Don Bridge and Don Yard Early Works project footprint and partially included under the East Harbour Station Early Works footprint. Please confirm the construction of track realignment and associated bridge work will be under which Early Works.</p>	<p>Potential modifications to the GO railway bridge across the Don River and Don Valley Parkway are outside of the scope of the Lakeshore East Joint Corridor early works report, however are included in the Lower Don Bridge and Don Yard early works report.</p> <p>Requirements for modifications to the DVP bridge superstructure are currently being assessed. Further discussions with the CoT (TEO) relating to structural assessment of the bridge are being advanced.</p>	

8	BSE	East Harbour Station Early Works Report	Section 3.1.2, Pg 26	<p>1) Please confirm if the station platform and bridge structure for OL trains will be built under the East Harbour Early works and the OL tracks will be built separately as part of the main OL contract?</p> <p>2) Will there be retaining wall between the Lower Don River OL bridge and the East Harbour Transit Hub OL Station/platform? If yes, will it be included as part of the OL Lower Don River Early Works, East Harbour Early Works or other OL contracts?</p>	<p>1. Station platforms and bridge replacement at Eastern Avenue will be constructed as part of the East Harbour Station early works, however, Ontario Line tracks will be constructed as part of the Ontario Line main contracts, separate from East Harbour Station construction.</p> <p>2. Details regarding retaining walls and grading at this location are still in development and will be confirmed with the City in forthcoming discussions.</p>	
9	BSE	East Harbour Station Early Works Report	Table ES-2, Construction Vibration, last row, Pg. xviii & Section 3.1.4, Pg 27	Will the existing Eastern railway bridge be replaced or expanded in stages, will the existing remaining /new bridge section be monitored for vibration under all staged construction?	The existing bridges being modified as part of this project are within the assessed project footprint, including the Eastern Avenue bridge. Any structures within the project footprint are the responsibility of Metrolinx and/or its contractors to protect (as applicable, note that other structures are being removed) during construction, which may include vibration monitoring.	
10	BSE	East Harbour Station Early Works Report	Section 3.3, Table 3-1, Construction of Buildings and Structures, Page 30	Include the staged demolition of the existing Eastern Ave Bridge for bridge replacement	Demolition of structures is captured under 'Demolition of buildings and structures' in Table 3-1.	

Review Comments Spreadsheet				* Actions:	** Status:					
Ontario Line - City of Toronto Early Works Report Comments				1 = Will comply	O = Open, not resolved					
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)	September 2021 Revised Response LSE-JC	Status O / P / C / D** (Reviewer)
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	Table 4-1 notes that Traffic Control Management Plan(s) will address specific emergency services requirements in consultation with the City of Toronto.	Language is included in Table 6-9 of the EWR.	C
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		Comment noted. Mitigation measures to consult with the City of Toronto on the transit and traffic management plans to address specific emergency services requirements is included in Table 6-9 of the LSE-JC EWR.	C
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.	C

Review Comments Spreadsheet						* Actions:		** Status:					
Ontario Line - City of Toronto Early Works Report Comments						1 = Will comply		O = Open, not resolved		, or D = Deferred to future phase			
						2 = Discuss, clarification required		P = Pending incorporation in design					
						3 = Not applicable because		C = Closed, implementation complete					
Project Name: Ontario Line						Revised By:		Date In:					
Project No:								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)	September 2021 Revised Response LSE-JC	Follow-up Comments LSE-JC (City)	Status O / P / C / D** (Reviewer)	Response	
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 potential impacts to the public realm are documented in Section 6.6 of the Lakeshore East Joint Corridor Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? PF&R would like to note that within the project footprint McCleary Playground is noted in Parks Capital's Construction schedule for playground enhancement in 2029.	O	The following are the anticipated areas (ha) of overlap of the Lakeshore East Joint Corridor footprint with City Parks: - McCleary Playground 0.007305 ha (7%) - Jimmie Simposon Park 0.003529 (0.13%) - Gerrard - Carlaw Parkette 0.223895 (100%) - Gerrard - Carlaw Traffic Island 0.070391 (24%) - Bruce Mackey Park 0.039065 (8%) However, please note that these values have been derived based on the project footprint as presented in the early works report. As noted in the report, the extent of impacted areas will continue to be refined and reduced to the extent feasible as project design progresses. Discussions with the City on the design of retaining walls and adjacent landscaping treatments/restoration of impacted areas are ongoing. Following construction, each of the four parks adjacent to the project footprint will be larger. In total, there will be approximately 2,600 square meters of added greenspace to the local parks. Comment noted regarding McCleary Playground being scheduled for playground enhancement in 2029, Metrolinx will continue coordination with the City on construction timing.	
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	The conceptual design figure appended to the draft LSE-JC Early Works Report shows impacted parkland and natural areas within the LSE-JC project footprint. Lakeshore East Joint Corridor early works will mostly occur within the existing rail corridor and will avoid impacts to parklands where feasible. Metrolinx has and will continue engaging with the City as project planning and design progress.	PFR&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? Ongoing coordination with the City of Toronto will be required to protect for reinstatement/interim of City-owned parkland to current City standards and/or negotiated improvements with the City.	O	The following are the anticipated areas (ha) of overlap of the Lakeshore East Joint Corridor footprint with City Parks: - McCleary Playground 0.007305 ha (7%) - Jimmie Simpson Park 0.003529 (0.13%) - Gerrard - Carlaw Parkette 0.223895 (100%) - Gerrard - Carlaw Traffic Island 0.070391 (24%) - Bruce Mackey Park 0.039065 (8%) However, please note that these values have been derived based on the project footprint as presented in the early works report. As noted in the report, the extent of impacted areas will continue to be refined and reduced to the extent feasible as project design progresses. Discussions with the City on the design of retaining walls and adjacent landscaping treatments/restoration of impacted areas are ongoing. Following construction, each of the four parks adjacent to the project footprint will be larger. In total, there will be approximately 2,600 square meters of added greenspace to the local parks.
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.	Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as a vibration sensitive receptor as part of the Lakeshore East Joint Corridor operations vibration impact assessment.	PFR&R have reviewed Table 6-5 and acknowledge that Jimmie Simpson RC will be considered as a vibration sensitive receptor. For the purposes of this comment log, this comment can be closed.	C	
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	Closed				
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	Closed				
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	Closed				
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	Closed				
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.	Once TRCA's VPR letter has been given to Metrolinx, please submit to the city for review	P	Comment noted.
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	Closed				
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	Closed				

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	Closed				
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	Closed				
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	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? PF&R would like to note that within the project footprint McCleary Playground is noted in Parks Capital's Construction schedule for playground enhancement in 2029.	O	This is the same comment as Comment #1. Refer to response above.
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?	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress. Lakeshore East Joint Corridor early works will mostly occur within the existing rail corridor and will avoid impacts to parkland where possible.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? We note Mx response as ongoing and we acknowledge that additional discussions between Mx and Cot about an agreement dealing with compensation remain pending. This comment will remain open.	O	Comment noted. In regards to park within the footprint, please see response to comment 1 above.
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.	Not applicable to LSE-JC	This comment can be closed	C	
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.	Not applicable to LSE-JC	This comment can be closed	C	
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, Sautler 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.	Recreational uses, parks and open spaces within the Lakeshore East Joint Corridor Socio-Economic and Land Use Characteristics Study Area are outlined in Table 5-10 of the Early Works Report.	PF&R have reviewed Table 5-10 and acknowledge that parks have been added to the EWR report. For the purposes of this comment log, this comment can be closed.	C	
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.	Community groups and resources within the Lakeshore East Joint Corridor Socio-Economic and Land Use Characteristics Study Area are outlined in Table 5-11 of the Early Works Report.	PF&R have reviewed Table 5-11 and acknowledge that community groups have been added to the EWR report. For the purposes of this comment log, this comment can be closed.	C	
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.	All community amenities within the Lakeshore East Joint Socio-Economic and Land Use Characteristics Study Area are included in Figure 5-16 of the Early Works Report.	It appears that the latest Mx response does not match PF&R's original comment however it has been addressed in Table 5-10. For the purposes of this comment log, this comment can be closed.	C	

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 Lakeshore East Joint Corridor 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.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C	
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	The impacts to De Grassi Street from Queen Street to Wardell Street include encroachment into the streetscape causing physical impact to the streetscape, while avoiding physical impact to buildings and/or the heritage attributes. The plaques are heritage attributes of the public realm of the De Grassi Street streetscape. Metrolinx is committed to consulting with City of Toronto's Heritage Planning as planning progresses for any physical impacts to the streetscape and its heritage attributes (i.e. historical plaques). Steps will be applied during construction for the plaques to remain in-situ if possible.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C	
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.	Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as a vibration sensitive receptor as part of the Lakeshore East Joint Corridor operations vibration impact assessment.	PF&R have reviewed Table 6-5 and acknowledge that Jimmie Simpson RC will be considered as a vibration sensitive receptor. For the purposes of this comment log, this comment can be closed.	C	
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.	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.	Along the LSE JC EW project footprint, the City may want Mx to undertake site preparation, site grading and earthworks on City parkland in order to improve the condition at the property line and/or negotiated improvements with the City. PF&R agrees that these construction activities may be expanded, further refined, or found to be unnecessary as the project progresses through detailed design and construction. Ongoing coordination with the City of Toronto will be required to improve the condition at the property line and/or negotiated improvements with the City. This comment will remain pending	P	Comment noted. Metrolinx will continue to engage with the City as project planning and design progress.
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	Closed				
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.	The Lakeshore East Joint Corridor 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.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C	
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	Closed				
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	The impacts to De Grassi Street from Queen Street to Wardell Street include encroachment into the streetscape causing physical impact to the streetscape, while avoiding physical impact to buildings and/or the heritage attributes. The plaques are heritage attributes of the public realm of the De Grassi Street streetscape. Metrolinx is committed to consulting with City of Toronto's Heritage Planning as planning progresses for any physical impacts to the streetscape and its heritage attributes (i.e. historical plaques). Steps will be applied during construction for the plaques to remain in-situ if feasible.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C	

33	UF	Joint Corridor - draft heritage detailed design report- Appendix A4	Table ES-2, OLS-017							Confirm if any trees and/or vegetation shall require to be removed. An arborist report, tree inventory and permit application shall be submitted for review. Please note that the arborist report and tree inventory shall require to be reviewed and approved prior to processing the permit application. Standard review for the work submittals is 20 business days and standard review time for the permit application is an additional 40 business days.	new	Metrolinx is completing an arborist report including tree inventory for the Lakeshore East Joint Corridor early works and will circulate to the City in the coming weeks. Tree removal compensation will be provided in accordance with the Metrolinx Vegetation Guideline (2020).
34	UF	Natural environment report - Arborist report & tree inventory	general							Confirm when PFR can expect to review the arborist report and tree inventory for the joint corridor. Please note that the work submittals shall require to be reviewed and approved prior to a tree permit application submission. It is highly advised to submit the reports for review in advance of scheduled tree and vegetation removal to address items of concern and to avoid possible construction delays.	new	Metrolinx is completing an arborist report including tree inventory for the Lakeshore East Joint Corridor early works and will circulate to the City when available in the coming weeks.
35	UF	Natural environment report	Table ES-1, Vegetation Communities - City & Private tree removal							4th bullet. Compensation will be according to municipal bylaws, not Mx vegetation guideline. Revise and correct.	new	MX developed the Metrolinx Vegetation Guideline (2020) in consultation with municipalities including the City of Toronto. The Metrolinx Vegetation Guideline (2020) is followed for compensation on all Metrolinx projects. Per the guideline, Metrolinx will be following City by-laws for trees removed on private and City-owned lands in the City of Toronto.
36	UF	Natural environment report	Table ES-1, Vegetation Communities - Soil or water contamination as a result of spills from equipment use							It is understood that there are no water features identified within the Lakeshore East Joint Corridor Study Area. However, please add language that any refuelling shall be completed at least 30m from a watercourse as a mitigation measure.	new	The Lakeshore East Joint Corridor Project Footprint edge closest to the Lower Don River is nearly 400 m away from the river and therefore this mitigation measure does not apply.
37	UF	Natural environment report	Table 5-1, Vegetation Communities - City & Private tree removal							4th bullet. Compensation will be according to municipal bylaws, not Mx vegetation guideline. Revise and correct.	new	Same comment as Comment #35. See response above.
38	UF	Natural environment report	Section 6, tree inventory							As the tree inventory is a required work submittal to be reviewed, should read "A tree inventory shall be completed...". Revise and correct.	new	Natural Environment Report text revised to: Text within this section has been revised to include "a tree inventory shall be completed during detailed design for all City- or private-owned trees within 6 metres of the LSE JC Project Footprint". An arborist report and tree inventory is being completed for the Lakeshore East Joint Corridor early works and will be circulated to the City in the coming weeks.
39	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxv Table 6-5 p.159							Table ES-2 Noise and Vibration, Construction Vibration: Clarification required for Mitigation Measures 'structure in 80 McGee St (park)'. Mx has not engaged the City for access to the building. Further discussion required.	new	A review of the vibration assessment will take place as planning progresses and, if this location is still subject to potential vibration impacts, Metrolinx will be engaging with the City for permission-to-enter requirements to this property as pre-construction surveys are complete.
40	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxvi Table 6-6 p.162							Table ES-2 Socio-Economic and Land Use Characteristics, Property, Property Acquisition - permanent and temporary. Add: Temporary Property Acquisition - construction: Provide alternative interim location and retrofit and/or undertake park enhancements for the loss of the amenity to the satisfaction of the City of Toronto. Add: Permanent Property Acquisition - Operation: Provide compensation for the permanent loss of park and open space via comparable land swap or park improvements to the satisfaction of the City of Toronto.	new	Metrolinx is reviewing options to compensate for the loss of amenity at various park locations along the Lakeshore East Joint Corridor and will continue to engage the City on these discussions. Following construction, each of the four parks adjacent to the project footprint will be larger. In total, there will be approximately 2,600 square meters of added greenspace to the local parks.
41	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxvii Table 6-6 p.162							Table ES-2 Socio-Economic and Land Use Characteristics, All land uses and adjacent lands: Add: Reduce potential impacts and maintain access to recreational uses, parks and open spaces by restricting construction staging limits and duration of staging relating to the respective works.	new	Project Footprint included in the Early Works Report includes areas within parks and open spaces that are anticipated to be impacted. Access to parks will be maintained during construction, and construction activities currently planned are not anticipated to impact park access.

42	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxvii Table 6-6 p.162							<p>Table ES-2 Socio-Economic and Land Use Characteristics, Public Realm:</p> <p>Mitigation Measures Add: Alterations to key features such as sidewalks, trails, parks, and street trees should be reduced as much as is feasible and restored following construction to current City standards to the satisfaction of the City of Toronto. Add: Continue to engage with the City of Toronto to confirm mitigation measures. Add: Retaining walls, tunnel walls, noise walls, and abutments that are public facing or accessible to the walking-public will have plain surface finishes acceptable by the local road authority and will require anti-graffiti coating treatment (if artwork will be installed by the municipality, anti-graffiti coating shall be applied after artwork installation). On all other wall treatment cases, a patterned concrete finish acceptable by the local road authority and anti-graffiti coating will be applied unless otherwise enhanced (i.e. LSE EW where the walls may be vegetated, public art, playground etc.)</p> <p>Monitoring Add: Metrolinx to monitor graffiti vandalism and comply to Toronto Municipal Code Chapter 485. Graffiti must be removed within 72 hours. Hate or gang-related graffiti must be removed within 24 hours.</p>	new	<p>Language within this section has been revised to state that Metrolinx will be consulting with the City regarding restoration of public realm areas impacted by early works activities, and consulting with the City and Business Improvement Areas, as necessary, regarding restoration of assets owned by the City of Toronto and local Business Improvement Areas.</p> <p>Metrolinx is taking lessons learned from previous noise barrier installations and has developed numerous strategies to deter and remove graffiti from our infrastructure. We will use a mix of graffiti deterrence strategies for noise barriers and retaining walls through Riverside and Leslieville, which could include things like graffiti-resistant coatings, landscaping on or adjacent to vulnerable surfaces, murals, increased lighting, and so on.</p> <p>Graffiti occurring on the Ontario Line system will be removed within as early as 24 hours of being reported. Graffiti that contains obscene material or hate messaging will be removed within 24 hours after the policing authority has conducted a crime scene investigation.</p>
43	LAU - Transit Unit	Planning Context	2.2.2.1 City of Toronto Official Plan p.19							2.2.2.1 City of Toronto Official Plan to include Policy 4.3.8 regarding compensation for disposal of parkland and open space.	new	Comment noted, Policy 4.3.8 will be included into the documentation regarding the City of Toronto Official Plan.
44	LAU - Transit Unit	Planning Context	2.2 Planning Context - Parkland Strategy							Add Parkland Strategy including paragraph describing it under 2.2.2 Municipal	new	Parkland Strategy has been added to Section 2.2.2.3.
45	LAU - Transit Unit	3.2 EW Project Footprint and Study Area	3.2 EW Project Footprint and Study Area							Edit to add: The extent of lands anticipated to be temporarily impacted by construction staging/laydown and access will continue to be refined and reduced to the extent feasible as project planning progresses. Ongoing coordination with the City of Toronto will be required to protect for reinstatement/interim of City-owned parkland to current City standards and/or negotiated improvements with the City.	new	Additional language has been added into Table 6-6 with regards to consultation with the City on restoration plans for the impacted areas within public realm during detailed design.
46	LAU - Transit Unit	3.2 Construction Activities	Table 3-1 Anticipated Construction Activities for the OL LSE JC EW							<p>Along the LSE JC EW project footprint, the City may want Mx to undertake site preparation, site grading and earthworks on City parkland in order to improve the condition at the property line and/or negotiated improvements with the City. PF&R agrees that these construction activities may be expanded, further refined, or found to be unnecessary as the project progresses through detailed design and construction.</p> <p>Ongoing coordination with the City of Toronto will be required to improve the condition at the property line and/or negotiated improvements with the City.</p>	new	Comment noted, discussions between Metrolinx and the City are ongoing with regards to conditions at property line and will be continued as project planning progresses.
47	LAU - Transit Unit	5.6 Socio-Economic and Land Use Characteristics	5.6.2.1.2 Recreational Uses, Parks and Open Spaces and Table 5-10 p.103							<p>This section states recreational uses however does not indicate City owned recreational centres (Jimmie Simpson Recreation Centre and Matty Eckler Community Recreation Centre). PF&R requests that City-owned be added here and not in 5.6.2.1.3 Community Groups and Resources.</p> <p>Add general note that there are properties that have been acquired by the City of Toronto for parkland that have not yet been named but targeted for Park Development.</p>	new	<p>Jimmie Simpson Recreation Centre and Matty Eckler Community Recreation Centre moved to Table 5-10. Edit has been adjusted on Figure 5-16.</p> <p>Note about properties for park development added to Section 5.6.2.1.2.</p>
48	LAU - Transit Unit	5.6 Socio-Economic and Land Use Characteristics	5.6.2.2 Planned Services and Facilities							<p>Add verbiage regarding Capital Projects or improvements directly impacted by the OL project, including: McCleary Playground, Jimmie Simpson Park, Gerrard-Carlaw Parkette, Bruce Mackey Park, Saulter Street Parkette.</p> <p>Note: this list does not include the ongoing park development works that are associated with Development Applications and Parkland Acquisitions.</p>	new	This section documents existing conditions for socioeconomic and land-use characteristics, compiled based on publically-available data. Metrolinx recognizes the City has scheduled capital projects or improvements to parkland adjacent to the project footprint and is committed to ongoing consultation with the City as design progresses. Specific impacts to parklands are still being refined as part of the ongoing design development and as such, are not shown within the Lakeshore East Joint Corridor early works report.
49	LAU - Transit Unit	5.6 Socio-Economic and Land Use Characteristics	5.6.4 Future Development							This section should acknowledge the Future Parks and Open Space as part of all active TOC submissions currently under review.	new	This section documents existing conditions and therefore, future developments are not being referenced. Note that the development applications available in the City of Toronto development applications database at the time of report preparation are outlined in Table 5-13.

50	LAU - Transit Unit	Temporary Land Requirements	General							Are drawings available that outline which properties will be needed as temporary land requirements? What are the types of work planned for these lands and what is the intention to do with these lands after construction ie: 356 Eastern Ave and 240-242 First Avenue? PF&R is seeking this information to verify there are no impacts to existing parks and to better understand potential opportunities for parkland in this area.	new	All lands anticipated to be impacted as a result of early works are included within the Project Footprint (Figure 3-1 and Figure 3-2). Property acquisitions and other property-specific matters are being facilitated outside of the environmental assessment process, and as such have not been included into the early works report. Metrolinx will continue to engage the City with respect to property-specific matters as part of the ongoing discussions.
51	LAU - Transit Unit	OL Lower Don Bridge	General							A portion of the Ontario Line Lower Don Bridge is considered within the LSE JC study area. Which scope of work will the construction of this bridge be delivered under - East Harbour?	new	The Lower Don Bridge and Don Yard early works study area does not overlap with the Lakeshore East Joint Corridor study area. Lower Don Bridge is a stand-alone early works project, separate from both East Harbour Station and Lakeshore East Joint Corridor early works.
52	LAU - Transit Unit	Socio-Economic and Land Use Characteristics	General							This section should include reference to the Mx commitments to design and construct an MUT bridge over the Don River connecting East Harbour TOC and Corktown Common/Lower Don Trail.	new	The multi-use trail bridge is located adjacent to the East Harbour Station and is referenced in the East Harbour Station early works report, Section 3.1.3.
53	LAU - Transit Unit	MUT Connection	General							While it is acknowledged there are no cycling facilities within the project footprint, Early Works should acknowledge, anticipate and plan for a future MUP connection and bridge north of the OL tracks connecting Corktown Common and the Lower Don Trail to the west over the Don River to the East Harbour Station lands as it is in the LSE JC study area. Confirm which contract the planned design and delivery of the MUT bridge and connection falls under.	new	The multi-use trail bridge is planned to be located adjacent to the East Harbour Station and is referenced in the East Harbour Station early works report, Section 3.1.3. This bridge will be assessed as part of the forthcoming Environmental Impact Assessment Report.

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)	September 2021 Revised Response LSE-JC	Revised O / P / C / D** (Reviewer)	Revised Follow-up Comments (Reviewer)	Response	Report Edit
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 ug/m3 PM10 per 0.54 ug/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.	As noted previously, 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.	C	If this methodology is accepted by the MECP, then we can close this comment.	Confirmed. Comment Closed	No edit
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.	Not applicable to LSE-JC.	C	Closed for the purpose of this LSE-JC log.		
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.	Language following Table 5-1 of the Noise and Vibration Report (formerly Table 4-7) acknowledges the exceedance and further recommendations are provided to reduce impacts in Section 6.	C			
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.	Response provided. Figure 5-2 of the Noise and Vibration Report displays project footprint and vibration screening.	C			

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> <ul style="list-style-type: none"> *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. <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>	Response provided. Section 6 and Table 6-1 of the Noise and Vibration Report identify the noted mitigation measures in addition to other mitigation measures.	C			
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.	The AQMP attachment has been removed. Benzene and B(a)P are discussed in the Air Quality Report.	D		Mitigation plan has been deferred to AQ Management Plan, to be developed 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.	The AQMP attachment has been removed. Note that the comment has been addressed in Table 4-1 of the Air Quality Report.	D		Mitigation plan has been deferred to AQ Management Plan, to be developed prior to construction.	

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.	Not applicable to LSE-JC.	C	Closed for the purpose of this LSE-JC log.		
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.	Construction or other project components and project operations will be assessed and documented in the forthcoming Environmental Impact Assessment Report. However, please note that noise and vibration impacts associated with the joint corridor Ontario Line and GO track operations will be assessed under the Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report. This report will be provided in the Lakeshore East Joint Corridor Early Works Report. This report outlines details of noise and vibration mitigation measures investigation, as the Lakeshore East Joint Corridor early works will include implementation of noise barriers and vibration mitigation technologies for the GO tracks.	D	Acknowledge Mx intends to defer documentation of operational noise and vibration to the OL EIAR.		
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	<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.	Language following Table 5-1 of the Noise and Vibration Report (formerly Table 4-7) acknowledges the exceedance and further recommendations are provided to reduce impacts in Section 6.	D	Acknowledge Mx intends to defer documentation of operational noise and vibration to the OL EIAR.		
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 5-6.	?	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 <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.</p>	Response provided. Figure 5-2 of the Noise and Vibration Report displays project footprint and vibration screening.	C			
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> <ul style="list-style-type: none"> *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. <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.	Response provided. Section 6 and Table 6-1 of the Noise and Vibration Report identify the noted mitigation measures in addition to other mitigation measures.	C			
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.				Comment noted.	C			

From: [Julia Murnaghan](#)
To: [Merlin Yuen](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#); [Richard Borbridge](#); [Saad Karnelia](#)
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: October 25, 2021 6:51:59 PM
Attachments: [REDACTED]

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Attached please find the City comments regarding the Draft LSE-JC EWR. Please note that City comments on the Draft EH Station EWR have been provided under separate cover.

Please contact me if you have any questions or concerns.

Regards,

Julia Murnaghan

From: Merlin.Yuen@metrolinx.com [mailto:Merlin.Yuen@metrolinx.com]
Sent: September 23, 2021 3:15 PM
To: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
Cc: Junaid Farooq <Junaid.Farooq@toronto.ca>; Richard Borbridge <Richard.Borbridge@toronto.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Good afternoon Julia,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works

Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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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:
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)	September 2021 Revised Response LSE-JC	Follow-up Comments LSE-JC (City)	Status O / P / C / D** (Reviewer)
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 potential impacts to the public realm are documented in Section 6.6 of the Lakeshore East Joint Corridor Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? PF&R would like to note that within the project footprint McCleary Playground is noted in Parks Capital's Construction schedule for playground enhancement in 2029.	O
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	The conceptual design figure appended to the draft LSE-JC Early Works Report shows impacted parkland and natural areas within the LSE-JC project footprint. Lakeshore East Joint Corridor early works will mostly occur within the existing rail corridor and will avoid impacts to parklands where feasible. Metrolinx has and will continue engaging with the City as project planning and design progress.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? Ongoing coordination with the City of Toronto will be required to protect for reinstatement/interim of City-owned parkland to current City standards and/or negotiated improvements with the City.	O
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.	Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as a vibration sensitive receptor as part of the Lakeshore East Joint Corridor operations vibration impact assessment.	PF&R have reviewed Table 6-5 and acknowledge that Jimmie Simpson RC will be considered as a vibration sensitive receptor. For the purposes of this comment log, this comment can be closed.	C
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	Closed			
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	Closed			

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	Closed			
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	Closed			
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.	Once TRCA's VPR letter has been given to Metrolinx, please submit to the city for review	P
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	Closed			
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	Closed			
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	Closed			
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	Closed			
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	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? PF&R would like to note that within the project footprint McCleary Playground is noted in Parks Capital's Construction schedule for playground enhancement in 2029.	O
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?	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress. Lakeshore East Joint Corridor early works will mostly occur within the existing rail corridor and will avoid impacts to parkland where possible.	PF&R have reviewed Section 6.6 and are not satisfied with the information provided in Table 6-6. In other EWR reports, all parks within the footprint are described, including which parks will be impacted and the areas that are required for each park for temporary/permanent. When can the City expect this information? We note Mx response as ongoing and we acknowledge that additional discussions between Mx and Cot about an agreement dealing with compensation remain pending. This comment will remain open.	O
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.	Not applicable to LSE-JC	This comment can be closed	C
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.	Not applicable to LSE-JC	This comment can be closed	C
21	LAU	Draft EWR		Lakeshore East Joint Corridor - there are recreational uses and parks and open spaces in this footprint...Jimmie Simpson RC and Park, Bruce Mackey Park, McCleary Park, Saulter St Parkette, Gerrard-Carlaw Parkette	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include recreational uses and parks within the Lakeshore East Joint Corridor study area.	?	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.	Recreational uses, parks and open spaces within the Lakeshore East Joint Corridor Socio-Economic and Land Use Characteristics Study Area are outlined in Table 5-10 of the Early Works Report.	PF&R have reviewed Table 5-10 and acknowledge that parks have been added to the EWR report. For the purposes of this comment log, this comment can be closed.	C

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.	Community groups and resources within the Lakeshore East Joint Corridor Socio-Economic and Land Use Characteristics Study Area are outlined in Table 5-11 of the Early Works Report.	PF&R have reviewed Table 5-11 and acknowledge that community groups have been added to the EWR report. For the purposes of this comment log, this comment can be closed.	C
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.	All community amenities within the Lakeshore East Joint Socio-Economic and Land Use Characteristics Study Area are included in Figure 5-16 of the Early Works Report.	It appears that the latest Mx response does not match PF&R's original comment however it has been addressed in Table 5-10. For the purposes of this comment log, this comment can be closed.	C
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 Lakeshore East Joint Corridor 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.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C
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	The impacts to De Grassi Street from Queen Street to Wardell Street include encroachment into the streetscape causing physical impact to the streetscape, while avoiding physical impact to building and/or the heritage attributes. The plaques are heritage attributes of the public realm of the De Grassi Street streetscape. Metrolinx is committed to consulting with City of Toronto's Heritage Planning as planning progresses for any physical impacts to the streetscape and its heritage attributes (i.e. historical plaques). Steps will be applied during construction for the plaques to remain in-situ if possible.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C
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.	Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as a vibration sensitive receptor as part of the Lakeshore East Joint Corridor operations vibration impact assessment.	PF&R have reviewed Table 6-5 and acknowledge that Jimmie Simpson RC will be considered as a vibration sensitive receptor. For the purposes of this comment log, this comment can be closed.	C
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.	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.	Along the LSE JC EW project footprint, the City may want Mx to undertake site preparation, site grading and earthworks on City parkland in order to improve the condition at the property line and/or negotiated improvements with the City. PF&R agrees that these construction activities may be expanded, further refined, or found to be unnecessary as the project progresses through detailed design and construction. Ongoing coordination with the City of Toronto will be required to improve the condition at the property line and/or negotiated improvements with the City. This comment will remain pending	P
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	Closed			
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.	The Lakeshore East Joint Corridor 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.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measure are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C
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	Closed			

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	The impacts to De Grassi Street from Queen Street to Wardell Street include encroachment into the streetscape causing physical impact to the streetscape, while avoiding physical impact to building and/or the heritage attributes. The plaques are heritage attributes of the public realm of the De Grassi Street streetscape. Metrolinx is committed to consulting with City of Toronto's Heritage Planning as planning progresses for any physical impacts to the streetscape and its heritage attributes (i.e. historical plaques). Steps will be applied during construction for the plaques to remain in-situ if feasible.	OLS-126 Degrassi St from Queen St E to Wardell St includes a historical plaque near the bridge within Bruce Mackey Park. Mitigation measures are noted in Table 6-7. For the purposes of this comment log, this comment can be closed.	C	
ADDITIONAL COMMENTS (OCTOBER 18 2021) Lakeshore East Joint Corridor EW												
33	UF	Joint Corridor - draft heritage detailed design report- Appendix A4	Table ES-2, OLS-017								Confirm if any trees and/or vegetation shall require to be removed. An arborist report, tree inventory and permit application shall be submitted for review. Please note that the arborist report and tree inventory shall require to be reviewed and approved prior to processing the permit application. Standard review for the work submittals is 20 business days and standard review time for the permit application is an additional 40 business days.	new
34	UF	Natural environment report - Arborist report & tree inventory	general								Confirm when PFR can expect to review the arborist report and tree inventory for the joint corridor. Please note that the work submittals shall require to be reviewed and approved prior to a tree permit application submission. It is highly advised to submit the reports for review in advance of scheduled tree and vegetation removal to address items of concern and to avoid possible construction delays.	new
35	UF	Natural environment report	Table ES-1, Vegetation Communities - City & Private tree removal								4th bullet. Compensation will be according to municipal bylaws, not Mx vegetation guideline. Revise and correct.	new
36	UF	Natural environment report	Table ES-1, Vegetation Communities - Soil or water contamination as a result of spills from equipment use								It is understood that there are no water features identified within the Lakeshore East Joint Corridor Study Area. However, please add language that any refuelling shall be completed at least 30m from a watercourse as a mitigation measure.	new
37	UF	Natural environment report	Table 5-1, Vegetation Communities City & Private tree removal								4th bullet. Compensation will be according to municipal bylaws, not Mx vegetation guideline. Revise and correct.	new
38	UF	Natural environment report	Section 6, tree inventory								As the tree inventory is a required work submittal to be reviewed, should read "A tree inventory shall be completed...". Revise and correct.	new
39	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxv Table 6-5 p.159								Table ES-2 Noise and Vibration, Construction Vibration: Clarification required for Mitigation Measures 'structure in 80 McGee St (park)'. Mx has not engaged the City for access to the building. Further discussion required.	new
40	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxvi Table 6-6 p.162								Table ES-2 Socio-Economic and Land Use Characteristics, Property, Property Acquisition - permanent and temporary. Add: Temporary Property Acquisition - construction: Provide alternative interim location and retrofit and/or undertake park enhancements for the loss of the amenity to the satisfaction of the City of Toronto. Add: Permanent Property Acquisition - Operation: Provide compensation for the permanent loss of park and open space via comparable land swap or park improvements to the satisfaction of the City of Toronto.	new
41	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxvii Table 6-6 p.162								Table ES-2 Socio-Economic and Land Use Characteristics, All land uses and adjacent lands: Add: Reduce potential impacts and maintain access to recreational uses, parks and open spaces by restricting construction staging limits and duration of staging relating to the respective works.	new

42	LAU - Transit Unit	Potential Impacts, Mitigation Measures and Monitoring Activities	ES.5 pg xxvii Table 6-6 p.162							Table ES-2 Socio-Economic and Land Use Characteristics, Public Realm: Mitigation Measures Add: Alterations to key features such as sidewalks, trails, parks, and street trees should be reduced as much as is feasible and restored following construction to current City standards to the satisfaction of the City of Toronto. Add: Continue to engage with the City of Toronto to confirm mitigation measures. Add: Retaining walls, tunnel walls, noise walls, and abutments that are public facing or accessible to the walking-public will have plain surface finishes acceptable by the local road authority and will require anti-graffiti coating treatment (if artwork will be installed by the municipality, anti-graffiti coating shall be applied after artwork installation). On all other wall treatment cases, a patterned concrete finish acceptable by the local road authority and anti-graffiti coating will be applied unless otherwise enhanced (i.e. LSE EW where the walls may be vegetated, public art, playground etc.) Monitoring Add: Metrolinx to monitor graffiti vandalism and comply to Toronto Municipal Code Chapter 485. Graffiti must be removed within 72 hours. Hate or gang-related graffiti must be removed within 24 hours.	new
43	LAU - Transit Unit	Planning Context	2.2.2.1 City of Toronto Official Plan p.19							2.2.2.1 City of Toronto Official Plan to include Policy 4.3.8 regarding compensation for disposal of parkland and open space.	new
44	LAU - Transit Unit	Planning Context	2.2 Planning Context - Parkland Strategy							Add Parkland Strategy including paragraph describing it under 2.2.2 Municipal	new
45	LAU - Transit Unit	3.2 EW Project Footprint and Study Area	3.2 EW Project Footprint and Study Area							Edit to add: The extent of lands anticipated to be temporarily impacted by construction staging/laydown and access will continue to be refined and reduced to the extent feasible as project planning progresses. Ongoing coordination with the City of Toronto will be required to protect for reinstatement/interim of City-owned parkland to current City standards and/or negotiated improvements with the City.	new
46	LAU - Transit Unit	3.2 Construction Activities	Table 3-1 Anticipated Construction Activities for the OL LSE JC EW							Along the LSE JC EW project footprint, the City may want Mx to undertake site preparation, site grading and earthworks on City parkland in order to improve the condition at the property line and/or negotiated improvements with the City. PF&R agrees that these construction activities may be expanded, further refined, or found to be unnecessary as the project progresses through detailed design and construction. Ongoing coordination with the City of Toronto will be required to improve the condition at the property line and/or negotiated improvements with the City.	new
47	LAU - Transit Unit	5.6 Socio-Economic and Land Use Characteristics	5.6.2.1.2 Recreational Uses, Parks and Open Space and tAble 5-10 p.103							This section states recreational uses however does not indicate City owned recreational centres (Jimmie Simpson Recreation Centre and Matty Eckler Community Recreation Centre). PF&R requests that City-owned be added here and not in 5.6.2.1.3 Community Groups and Resources. Add general note that there are properties that have been acquired by the City of Toronto for parkland that have not yet been named but targeted for Park Development.	new
48	LAU - Transit Unit	5.6 Socio-Economic and Land Use Characteristics	5.6.2.2 Planned Services and Facilities							Add verbiage regarding Capital Projects or improvements directly impacted by the OL project, including: McCleary Playground, Jimmie Simpson Park, Gerrard-Carlaw Parkette, Bruce Mackey Park, Saulter Street Parkette. Note: this list does not include the ongoing park development works that are associated with Development Applications and Parkland Acquisitions.	new

49	LAU - Transit Unit	5.6 Socio-Economic and Land Use Characteristics	5.6.4 Future Development							This section should acknowledge the Future Parks and Open Space as part of all active TOC submissions currently under review.	new
50	LAU - Transit Unit	Temporary Land Requirements	General							Are drawings available that outline which properties will be needed as temporary land requirements? What are the types of work planned for these lands and what is the intention to do with these lands after construction ie: 356 Eastern Ave and 240-242 First Avenue? PF&R is seeking this information to verify there are no impacts to existing parks and to better understand potential opportunities for parkland in this area.	new
51	LAU - Transit Unit	OL Lower Don Bridge	General							A portion of the Ontario Line Lower Don Bridge is considered within the LSE JC study area. Which scope of work will the construction of this bridge be delivered under - East Harbour?	new
52	LAU - Transit Unit	Socio-Economic and Land Use Characteristics	General							This section should include reference to the Mx commitments to design and construct an MUT bridge over the Don River connecting East Harbour TOC and Corktown Common/Lower Don Trail.	new
53	LAU - Transit Unit	MUT Connection	General							While it is acknowledged there are no cycling facilities within the project footprint, Early Works should acknowledge, anticipate and plan for a future MUP connection and bridge north of the OL tracks connecting Corktown Common and the Lower Don Trail to the west over the Don River to the East Harbour Station lands as it is in the LSE JC study area. Confirm which contract the planned design and delivery of the MUT bridge and connection falls under.	new

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)	September 2021 Revised Response LSE-JC	Revised O / P / C / D** (Reviewer)	Revised Follow-up Comments (Reviewer)
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 ug/m3 PM10 per 0.54 ug/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.	As noted previously, 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.	C	If this methodology is accepted by the MECP, then we can close this comment.
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, Metrolix 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.	Not applicable to LSE-JC.	C	Closed for the purpose of this LSE-JC log.
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.	Language following Table 5-1 of the Noise and Vibration Report (formerly Table 4-7) acknowledges the exceedance and further recommendations are provided to reduce impacts in Section 6.	C	
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.	Response provided. Figure 5-2 of the Noise and Vibration Report displays project footprint and vibration screening.	C	
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.	Response provided. Section 6 and Table 6-1 of the Noise and Vibration Report identify the noted mitigation measures in addition to other mitigation measures.	C	

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.	The AQMP attachment has been removed. Benzene and B(a)P are discussed in the Air Quality Report.	D	Mitigation plan has been deferred to AQ Management Plan, to be developed 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.	The AQMP attachment has been removed. Note that the comment has been addressed in Table 4-1 of the Air Quality Report.	D	Mitigation plan has been deferred to AQ Management Plan, to be developed prior to construction.
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.	Not applicable to LSE-JC.	C	Closed for the purpose of this LSE-JC log.
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.	Construction or other project components and project operations will be assessed and documented in the forthcoming Environmental Impact Assessment Report. However, please note that noise and vibration impacts associated with the joint corridor Ontario Line and GO track operations will be assessed under the Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report. This report will be provided in the Lakeshore East Joint Corridor Early Works Report. This report outlines details of noise and vibration mitigation measures investigation, as the Lakeshore East Joint Corridor early works will include implementation of noise barriers and vibration mitigation technologies for the GO tracks.	D	Acknowledge Mx intends to defer documentation of operational noise and vibration to the OL EIAR.
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.	Language following Table 5-1 of the Noise and Vibration Report (formerly Table 4-7) acknowledges the exceedance and further recommendations are provided to reduce impacts in Section 6.	D	Acknowledge Mx intends to defer documentation of operational noise and vibration to the OL EIAR.
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 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.	Response provided. Figure 5-2 of the Noise and Vibration Report displays project footprint and vibration screening.	C	
26	Transportation Expansion Office in consultation with LeighFisher	General Construction Vibration Mitigation Measures	Draft N&V Report, 5.1.2, Construction Vibration	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 location for the application of these measures can be refined during the design phase.	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.	Response provided. Section 6 and Table 6-1 of the Noise and Vibration Report identify the noted mitigation measures in addition to other mitigation measures.	C	
ADDITIONAL COMMENTS (DECEMBER 2020)											
27	Transportation Expansion Office	General	General	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).	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.				Comment noted.	C	

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)	September 2021 Revised Response LSE-JC	Revised O / P / C / D** (Reviewer)	Revised Follow-up Comments (Reviewer)
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. Metrolix 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 Metrolix with respect to turning movement counts for vehicular traffic, pedestrian, and cycling volumes for road links and intersections available in the City's database.	Section 2.2 notes that quantitative impact assessment will be completed and shared with the City as detailed design progresses and the construction staging strategies become available.	C	
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, Metrolix 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 Metrolix 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.	The service headways during the AM and PM peak hours were obtained from the TTC website. These reflect the current service headways which, as mentioned, may be impacted by the COVID-19 pandemic. The TTC website does not provide the "normal" planned operating conditions. Dates accessed will be clarified in the report. As additional quantitative traffic analysis is completed for the LSE-JC early works study area, additional considerations will be made to use data that is representative of 'normal' traffic scenarios where possible.	C	
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.	N/A; response provided, no further updates.	C	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	The Don Valley Parkway is not located in the Traffic and Transportation Study Area for Lakeshore East Joint Corridor Early Works.	C	
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.	The noted recreational trail is not located in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.	C	
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.	The 505 Dundas streetcar route does not operate in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.	C	

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).	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.	C	
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.	The Don Valley Parkway is not located in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.	C	
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	Closed			
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Noted.	D	Acknowledge Mx intends to defer documentation of operational noise and vibration to the OL EIAR.
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 associated with each receptor is documented in Table 5-1		
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.	Study area has been appropriately defined, consisting of the project footprint and a noise and vibration buffer to capture the full extent of noise and vibration impacts arising from construction.	C	
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 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.	?	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.	Addressed. LSE JC EWR lists all relevant planning policies and projects in Section 2.	C	
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.	Alterations to the Richmond Hill GO line and Ontario Line Portal Structures are not part of the Lakeshore East Joint Corridor Early Works.	C	
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 LSE-JC	C	Closed for the purpose of this LSE-JC log.
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 LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Addressed. LSE JC EWR lists all relevant planning policies and projects in Section 2.	C	
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 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.	?	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 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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Addressed in Section 5.6.1.1. of the Early Works Report.	C	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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 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). The LSE JC EWR reflects the most recent information provided in the LSE JC Natural Environment Report.	C	
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 receptors for Air Quality are defined in Section 4.4.2 and Section 5.4 of the EWR, and the nearest representative noise sensitive receptors are outlined in Section 5.1 of the Noise and Vibration Report.	C	

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 Lakeshore East Joint Corridor Early Works Report includes mitigation within Table 6-1 which states that project-specific construction noise and vibration limits will be established.	O	Clarify why construction noise and vibration limits cannot be identified within the Early Works report so that they form part of the environmental approvals and commitments related to the project. Assume reference is intended to Table 6-5 which covers noise and vibration impacts and mitigation measures, as Table 6-1 contains natural environment impacts and mitigation measures.
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).	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.	C	
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).	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.	C	
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 included in Table 6-6 of the LSE-JC Early Works Report to note that wherever feasible, lands impacted by construction will be restored to the current City of Toronto standards following construction completion.	C	
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.	Jimmie Simpson Recreation Centre is included as a community resource within the Lakeshore East Joint Corridor Socio-economic and Land Use Characteristics Study Area in Table 5-11.	C	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
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 project, and Metrolinx will continue to consult with the City of Toronto, TRCA, and Waterfront Toronto.	D	Despite reponse, not applicable to LSE-JC.

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.	The Lakeshore East Joint Corridor 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.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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 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.	The Lakeshore East Joint Corridor 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.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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 planning progresses.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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.	The Lakeshore East Joint Corridor 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.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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 planning progresses.	C	Closed for the purpose of the original comment. New comments based on HDDR have been provided.
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 planning progresses.	C	
56	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	5. Community Engagement	Heritage Planning acknowledges that the Metrolinx data request was not able to completed prior to the draft of this report due to the on-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.	The LSE-JC Early Works Report references cultural heritage documentation developed as part of the Ontario Line Environmental Conditions Report, which included consultation with the local community. The Draft LSE-JC 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.	C	
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.	Not applicable to LSE-JC	C	Closed for the purpose of this LSE-JC log.
ADDITIONAL COMMENTS (OCTOBER 2021)											
1	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.1.2							new	Provide additional description of the retaining walls to be constructed, including the material and landscape treatments and strategies that were discussed in the Lakeshore East Wall Mitigation series of meetings held with the City.
2	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.1.3							new	Provide additional description of the reconstructed bridges to be built within the Lakeshore East Joint Corridor, including basic information about the distance provided between abutments for each bridge, functional accommodation for streets running under the bridges (proposed cross-section elements, right-of-way width, etc.), the structural design of the bridges, etc.
3	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.1.5							new	Clarify why noise barriers between Pape and Jones Avenues are included within the scope of this Early Works package, and approved under the Ontario Line regulation (instead of the Lakeshore East corridor widening or electrification EAs), as they are unrelated to the delivery of the Ontario Line which veers north from the Lakeshore East GO corridor west of Carlaw Avenue.
4	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 3.2 and Figure 3-1							new	Clarify why the Lakeshore East Joint Corridor Early Works footprint overlaps with the East Harbour Early Works footprint north of Eastern Avenue (per the study area boundaries reviewed earlier in the East Harbour Early Works Report).
5	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.6.1.1							new	Revise description of built form to add main street retail stores primarily along Queen Street East and Gerrard Street East. The characterization of retail being mainly in single-storey retail plazas with surface parking is inaccurate in this area, applying only to a specific area within the study area (Gerrard-Carlaw).

6	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.6.1.1.1							new	Revise description of the Downtown Plan as bounded by the Don River to the east (not west), and Bathurst Street to the west (not east). The Downtown Plan is not within the boundaries of the Early Works.
7	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.6.1.3							new	Note that neighbourhoods are not typically described in urban planning and design as elements of the public realm, although they do contain public realm elements and characteristics. Also note that arguably the character of Riverside and Leslieville communities could more accurately be described as reminiscent of traditional urban retail main streets rather than small towns.
8	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Provide additional detail regarding the specific heritage impacts imposed by the proposed design of the project, and the specific mitigation measures and monitoring measures proposed to address the impacts. The "preliminary potential" level of detail and certainty provided in the draft Early Works report is insufficient and inadequate given that Metrolinx is designing the project to 100% design, especially given the change in design of the project from the straddle option to the north side option that occurred since this assessment was completed.
9	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	The Queen Street bridge appears to be missing from the list of features studied for heritage potential. Given the inclusion of the Carlaw Avenue and Gerrard Street bridges which are of a similar design and age, this appears to be an omission.
10	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Provide in particular more specific details about the direct impacts to the Riverdale Heritage Conservation District. The HCD is considered as one resource being impacted, but the property-specific impacts within the HCD should be understood.
11	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Confirm Metrolinx's intent with respect to the plans for 400 Carlaw Avenue. This report indicates that there will be no impacts to the property through the Early Works, but a previous report and presentation suggested it would be impacted by the project.
12	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7, 6.7, 7.4 and Appendix A4							new	Clarify the commitments to municipal process and authority related to heritage properties impacted by the project, including with respect to the ownership status of impacted properties (particularly in the Riverdale HCD). Unless they are acquired by the Province, they would be subject to the municipal process framework for alteration and demolition.
13	City Planning	Draft Lakeshore East Joint Corridor Early Works Report, and Heritage Detailed Design Report	Section 5.7 and 6.7 and Appendix A4							new	Request that Metrolinx convene a meeting with City Heritage Planning staff to discuss heritage impacts and conservation for the Lakeshore East Joint Corridor, prior to the completion of the final Early Works Report. We note that Metrolinx and the Ontario Line Technical Advisor have provided meetings to discuss heritage impacts and conservation for the Ontario Line South portion of the project, but such a meeting has not yet occurred for this segment.

14	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 5.9 and Figure 5-20							new	Expand the study area for transportation to include a wider area of analysis. Planning studies will typically define the transportation analysis area much more broadly than the footprint of the project to ensure impacts to major streets around the project and downstream major intersections are captured in the analysis. The narrow definition of the study area does not allow for any assessment of network level transportation impacts at the nearest major intersections along Eastern Avenue and Queen Street, for example. The closure of traffic lanes at the bridge construction sites along these streets, for example, can reasonable be inferred to have impacts at the nearest signalized intersections at the very least, for example. Update the analysis that follows in this section using the broader study area.
15	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 6.5, Appendix B3, and Appendix C							new	City Planning is concerned about the land use impacts of noise and vibration resulting from short-term construction as well as long-term operation of new infrastructure. In principle, the long-term operation impacts of infrastructure in particular must be reasonably compatible with the activities normally occurring within permitted land uses for these uses to continue to be viable and sustainable, and provide residents and businesses with reasonable enjoyment of their properties and support a high quality of life. This is of significant interest within the Lakeshore East Joint Corridor due to the significant increase in transit service being proposed in proximity to existing sensitive receptors abutting and adjacent to the corridor. City Planning does not have the technical expertise or capacity to undertake a review of the noise and vibration impacts, mitigation measures and monitoring activities identified in the report, and recommend a peer review of the noise and vibration impacts and mitigation measures to determine their accuracy and appropriateness.
16	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 6.6							new	Clarify the specific impacts the project will impose on the socio-economic environment and strengthen the mitigation measures and monitoring activities identified. Listed impacts are overly general and vague. Mitigation measures identified are minimal and often equivocal, and do not respond to specific conditions that may be present during construction. As the Early Works are being designed to 100% design by Metrolinx it should be possible to identify the impacts to property, adjacent land uses, and the public realm with a great degree of specificity.

17	City Planning	Draft Lakeshore East Joint Corridor Early Works Report	Section 6.9							new	Provide details about the specific impacts the project will impose on various aspects of the transportation system. Listed impacts are overly general and vague, and do not appear to be based on any information about required modifications or closures to various components of transportation infrastructure. Mitigation measures are tentative and often equivocal, and do not respond to any specific impacts or concerns created by the project. The assessment of transportation impacts and identification of mitigation measures and monitoring activities should be based on reasonable assumptions about the construction methodology including proposed or permitted closures/modifications to transportation infrastructure related to the early works project.
18	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5							new	Update the report to describe more fully the early works as it relates to traffic and transportation, alternatives that were considered, assessment and evaluation of impacts, and mitigation measures in accordance with section 8 of O. Reg 341/20. For example, describe which roads will be affected by temporary closures for construction works, what alternatives have been considered, what are the impacts, and what mitigations are proposed. Carry forward any edits made to this appendix in response to these comments to the main report.
19	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 2.1.1							new	Clarify which intersections did not have existing turning movement counts and signal timing plans, and what was done to accurately assess their existing traffic conditions.
20	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 2.1.2							new	Consider including the volume of pedestrians, cyclists, and transit when determining their level of service, which is a limitation to Ottawa's Multi-Modal Level of Service tool. If recent volumes are not available, then apply growth rate assumptions to older volume counts, rather than doing new counts now which may not be accurate due to the current pandemic.
21	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.1.1							new	Include more signalized intersections for traffic operations analysis. The transportation study area seems to be defined very narrowly and some roads like Queen Street and Eastern Avenue have not been analysed at all despite the fact they will be impacted by the project. There are other signalized intersections in the vicinity including at Eastern/Broadview, Queen/Logan, Dundas/Boulton, Queen/Broadview, and Eastern/Logan. All roads within the study area that will be impacted by construction along the rail corridor should be considered.

22	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.1.2.2							new	Clarify which arterial roads are experienced by pedestrians to have long average delays/waiting times. Note that this section includes street names that are outside the Lakeshore East Joint Corridor Study Area in the second paragraph of this section, which is assumed to be an error.
23	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.1.2.2 & 3.1.3.2							new	Determine the existing level of service for pedestrians and cyclists on Queen Street and Eastern Avenue, in addition to what is noted in Tables 3-3 and 3-5. Consider any other arterial, collector, or local roads as well, especially if there are any sidewalks near the rail corridor which will be affected and/or if detour will be required. All segments within the study area that will be impacted by construction along the rail corridor should be considered.
24	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 3.2.1							new	Add the existing TTC route #325 (Don Mills Blue Night bus route) to Table 3-6 and Figure 3-6.
25	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - 3.2.2							new	Determine the existing level of service for transit on Queen Street, in addition to what is noted in Table 3-8. All segments within the study area that will be impacted by construction along the rail corridor should be considered.
26	City Planning	Draft Lakeshore East Joint Corridor Early Works Report - Draft Traffic and Transportation Early Works Report	Appendix A5 - Table 4-1							new	Confirm that any changes to signal timing will be considered from the pedestrian and cycling perspective (as it could have negative impacts for pedestrians in terms of longer wait/crossing times) in addition to the traffic movement perspective.

Review Comments Spreadsheet

Transportation Services

*** 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

Project Name: Ontario Line



Revised By:

Project No: EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked

Date In:

Date Out: Oct 18, 2021

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)
1	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	General	This report does not include any detailed or quantitative analysis considering the impacts of the LSE EW traffic impacts. MX to provide a quantitative and detailed traffic impact analysis considering all modes of transportation.		
2	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	General	MX to provide all related Traffic and Transit Management Plans and Traffic Control Plans to show how the traffic impacts will be managed and mitigated during the construction period.		
3	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	General	The report should use Synchro 11 for the intersection capacity analysis and provide reference to the City's most updated guidelines (link below): https://www.toronto.ca/wp-content/uploads/2021/01/964c-TSSignal-OptimizationSynchro-11-Guidelines.pdf		
4	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	Table ES-1, Page 13	Construction vehicles routes need to be determined and related analysis needs to be conducted to evaluate the impacts on regular traffic. Safety issues need to be considered as well.		
5	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	Table ES-1, Page 13	A communication plan to be provided to make sure people are aware of the construction and its effects and also know how to use detours in case of road closures.		
6	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_Isejc_draft_60611173_optimiz	Figure 1-2 , Page 25	The study area needs to be specifically determined including all affected intersections. This should be including all signalized and also un-signalized intersections.		

7	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_lsejc_draft_60611173_optimiz	Table 3-1, Page 41	Is there any un-signalized intersection in the study area?		
8	Transit Infrastructure Projects - Transportation Services	Appendix B5 a5_traffic_2021-09-30_ol_lsejc_draft_60611173_optimiz	Table 3-3, Page 45	The results show that the pedestrian LOS is not at a good and acceptable level for the existing condition. Any kind of sidewalk closure may have a great impact on the pedestrian LOS in this area. Please confirm if there is any sidewalk closure during the EW construction period.		
9	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.1.2- Intersections Operations, Page 127	Please provide additional traffic analysis for the adjacent un-signalized intersections within the study boundary. The analysis should include the multimodal transportation aspects.		
10	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.2- Pedestrian Network and Operations, Page 129	Please identify and label the pedestrian foot-overbridge over the GO Rail corridor in the pedestrian network (red-marked in the Figure 5-21 below) . 		
11	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.2- Pedestrian Network and Operations, Page 132	Some of the streets/sidewalks were not analyzed (red-maked in the Figure 5-22). Is there any reason they are excluded to this LOS ana 		
12	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_lsejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.3- Cycling Network and Operations, Page 134	Similar to the pedestrian network operation analysis comments, some of the streets were not analyzed for the bike operation (Figure 5-24). Is there any rationale they are excluded to this LOS analysis?		

13	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 5.9.4- Transit Network and Operations, Page 143	Similar to the pedestrian network operation analysis comments, some of the streets were not analyzed for the transit operation (Figure 5-26). Is there any rationale they are excluded to this LOS analysis?		
14	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 6.9- Traffic and Transportation, Page 174	<i>"Potential overlapping construction timelines with other planned projects (e.g. capital projects and local developments) nearby may result impacts to the transportation network and its road users."</i> Have all City capital projects and third party construction that overlap with the Lakeshore East Joint Corridor Early Works timelines been identified? Metrolinx has access to the City's INVlewT.O. Infrastructure Viewer and should be able to identify all major infrastructure projects within the area / adjacent road network. All conflicts and impacts should be identified in the Early Work Report and mitigation measures presented.		
15	Transit Infrastructure Projects - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	Section 6.9- Traffic and Transportation, Page 174	<i>"Implement flagging where construction vehicles are present to ensure construction vehicles operators are aware of pedestrian and vehicular traffic within the construction area."</i> Please include traffic control persons (TCP) where it is required (i.e. major intersections, construction area access, etc.) to provide safety for the pedestrian and during the construction period. This should be included in the construction management plan/traffic management plan report and confirmed by Transportation Services and Work Zone coordinators.		
16	Utility Review, Permits & Enforcement - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	Utility Design	All proposed utilities (dry) should be designed (i.e. proposed alignments, vertical and horizontal clearances etc.) and constructed in-accordance with the "MCR" (Municipal Consent Requirements), for more information about MCR please check the following link: https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/		

17	Utility Review, Permits & Enforcement - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	Sign Offs	<p><u>Utilities Sign-Off</u> Sign-offs are required from all members of Toronto Public Utilities Coordination Committee (TPUCC) as noted in Appendix B of the MCR or any other affected party from this work, prior to submission of right of way permit application . Please refer to the following link for further information:</p> <p>https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/?accordion=utility-cut-permit-applications-and-municipal-consent-requirements-mcr</p>		
18	Utility Review, Permits & Enforcement - Transportation Services	Lakeshore East Joint Corridor Early Works Report EW_Isejc_2021-10-01_ol_draft_60611173_optimized_locked	R.O.W. Permits	<p><u>Permits</u> Prior to commencement of any construction work within the Municipal Right of Way, the applicant must obtained a permit / approval from the Right of Way Management, Transportation Services, City of Toronto. The utility company can contact to Right of Way Management, Utility Cut Permit's office at utilrev@toronto.ca and or check the following link for further information;</p> <p>https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/</p>		

Review Comments Spreadsheet

*** Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required

**** Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete
- , or D = Deferred to future phase

Work Plan

3 = Not applicable because

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 -)
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ADDITIONAL COMMENTS (OCTOBER 2021)

Lakeshore East Joint Corridor Early Works Report

1	BSE	Lakeshore East Joint Corridor Early Works Report - Conceptual Design & Appendix C - Draft noise and Vibration Operations Report - Lake shore East Joint Corridor	(main report) Figure ES-1, Page v, vi, Section 3.1.5, Pg 28 & (Noise and Vibration Report) Appendix D - Noise and Vibration Mitigation Figures	Noise barriers are identified on the figures along between Eastern Avenue and Gerrard Street East, including the bridge crossings at Queen St. E., Dundas Street, and Logan Avenue. Please confirm if noise barriers will be required on these bridge structures, as the preliminary structure design drawings dated July 7th, 2021 do not show noise barrier on these three structures?	
2	BSE	Lakeshore East Joint Corridor Early Works Report - Soil and Groundwater	Table ES-2, Page xx	Monitoring Activities column, last row first bullet point - "If required, develop and conduct settlement monitoring program...", please confirm if there will be a monitoring program for all major infrastructure / bridges within zone of influence, as per City's vibration by-law/ Transportation Specification GN117SS. Please include the monitoring requirement in the construction contract document.	
3	BSE	Lakeshore East Joint Corridor Early Works Report	Section 3.1.3.1 and 3.1.3.2, Pg 27 & 28	Will Structural Design Report for each bridge structure be available?	

4	BSE	Lakeshore East Joint Corridor Early Works Report	Section 3.3, Table 3-1, Site Servicing / Removals / Demolition, Page 30	Include the demolition of the existing bridges for bridge replacement	
5	BSE	Lakeshore East Joint Corridor Early Works Report - Noise and Vibration	Section 6.5, Table 6-5, Construction Vibration, Pg.167	<p>last row: for the existing railway bridges (Dundas Street, Logan Avenue and Queen Street) which will be removed in stages, will the existing remaining /new bridge section be monitored for vibration under all staged construction?</p> <p>The GIMP monitoring reports for the bridge structures are to be submitted to City's BSE for filing purposes.</p>	
6	BSE	Lakeshore East Joint Corridor Early Works Report - Heritage	Section 6.7, Table 6-7, OLS-014 Carlaw Avenue Subway and Gerrard St. East Subway, Pg. 173	<p>2nd last row: noise barriers are identified at the locations of the existing Carlaw Avenue Subway and Gerrard St. East Subway (refer to figure ES-1 as well as on the draft noise and vibration operations report). Please confirm if these existing bridge structures will be modified to include new noise barriers.</p> <p>With the track realignment and future additional GO track 4, has the existing bridge be assessed and evaluated to take the subject loads?</p>	

East Harbour Station Early Works Report

7	BSE	East Harbour Station Early Works Report	Figure ES-1, Page iv & Section 3.1.1, Pg. 26	<p>As shown on Figure ES-1, GO tracks realignment will be required on the existing GO railway bridge over Don River/DVP, which could require modification/repair of good state/widening of this existing bridge. Have the bridge be structurally assessed and evaluated to take the subject loads?</p> <p>Will there be any modification/repair of good state/widening work of the railway bridge included in the scope of Early Works? The bridge is partially included under the Lower Don Bridge and Don Yard Early Works project footprint and partially included under the East Harbour Station Early Works footprint. Please confirm the construction of track realignment and associated bridge work will be under which Early Works.</p>	
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8	BSE	East Harbour Station Early Works Report	Section 3.1.2, Pg 26	<p>1) Please confirm if the station platform and bridge structure for OL trains will be built under the East Harbour Early works and the OL tracks will be built separately as part of the main OL contract?</p> <p>2) Will there be retaining wall between the Lower Don River OL bridge and the East Harbour Transit Hub OL Station/platform? If yes, will it be included as part of the OL Lower Don River Early Works, East Harbour Early Works or other OL contracts?</p>	
9	BSE	East Harbour Station Early Works Report	Table ES-2, Construction Vibration, last row, Pg. xviii & Section 3.1.4, Pg 27	Will the existing Eastern railway bridge be replaced or expanded in stages, will the existing remaining /new bridge section be monitored for vibration under all staged construction?	
10	BSE	East Harbour Station Early Works Report	Section 3.3, Table 3-1, Construction of Buildings and Structures, Page 30	Include the staged demolition of the existing Eastern Ave Bridge for bridge replacement	

Review Comments Spreadsheet

Ontario Line - City of Toronto Early Works Report Comments

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- 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)	September 2021 Revised Response LSE-JC	Status O / P / C / D** (Reviewer)
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	Table 4-1 notes that Traffic Control Management Plan(s) will address specific emergency services requirements in consultation with the City of Toronto.	Language is included in Table 6-9 of the EWR.	C
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		Comment noted. Mitigation measures to consult with the City of Toronto on the transit and traffic management plans to address specific emergency services requirements is included in Table 6-9 of the LSE-JC EWR.	C
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.	C

From: [Julia Murnaghan](#)
To: [Crystal Ho](#)
Cc: [Maria Zintchenko](#); [Saad Karnelia](#); [Merlin Yuen](#)
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: Tuesday, October 19, 2021 11:23:11 PM
Attachments: [REDACTED]

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Thank you! Will send them on Friday if available, but otherwise will be sent by EOD on Monday.

Regards,

Julia Murnaghan

From: Crystal Ho [mailto:Crystal.Ho@metrolinx.com]
Sent: October 19, 2021 1:37 PM
To: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Saad Karnelia <Saad.Karnelia@toronto.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

Hi Julia,

The Ontario Line regulation ([link](#)) does not specify the review period for the EWRs. Although the 31-day review period for the LSE JC and EH Station EWRs closes on Sunday October 24, we are happy to receive the City's comment on Monday October 25.

Thank-you,

Crystal Ho

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

From: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
Sent: October 19, 2021 11:19 AM
To: Crystal Ho <Crystal.Ho@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Saad Karnelia <Saad.Karnelia@toronto.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Based on my review of the EWR guidelines, if the 30 calendar days due date lands on a weekend or holiday, they are due the following workday. Could you please confirm?

Regards,

Julia Murnaghan

From: Crystal Ho [<mailto:Crystal.Ho@metrolinx.com>]
Sent: October 19, 2021 11:12 AM
To: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Saad Karnelia <Saad.Karnelia@toronto.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

Hi Julia,

Comments on the Final EWR are due on Sunday, October 24. We will make sure to copy Saad on all OL correspondence going forward.

Thanks,

Crystal Ho

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

From: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
Sent: October 19, 2021 11:10 AM
To: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Saad Karnelia <Saad.Karnelia@toronto.ca>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Merlin,

Can you please confirm whether final EWR comments are due on Sunday Oct 24 or Monday Oct 25?

Also, please ensure that Saad Karnelia is copied on all OL correspondence. Thank you!

Regards,

Julia Murnaghan

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

Sent: September 23, 2021 3:15 PM

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

Cc: Junaid Farooq <Junaid.Farooq@toronto.ca>; Richard Borbridge <Richard.Borbridge@toronto.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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Good afternoon Julia,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Julia Murnaghan,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Richard Borbridge, City of Toronto
Junaid Farooq, City of Toronto
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

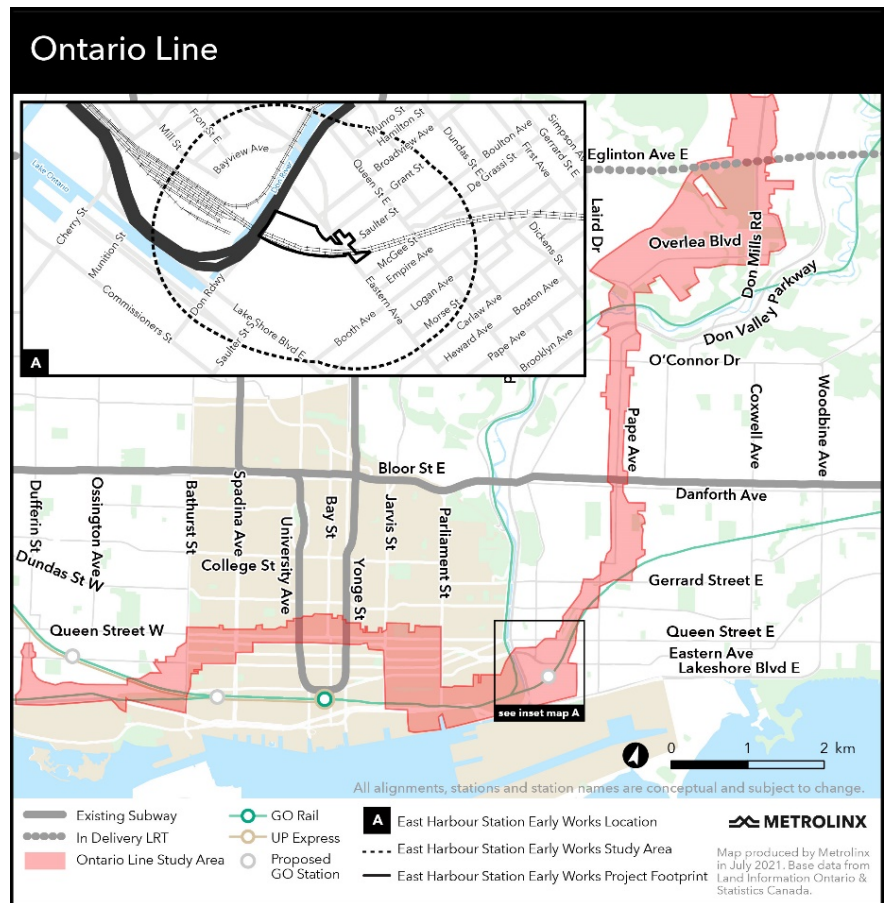
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

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130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Merlin Yuen](#)
To: Julia.Murnaghan@toronto.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] RE: OL - Draft LSE-JC EWR Comment Responses
Date: Tuesday, September 21, 2021 8:32:05 AM
Attachments: [REDACTED]

Good morning Julia,

Ahead of the scheduled publication of the draft Lakeshore East Joint Corridor Early Works Report on September 23, 2021, please see attached comment responses to the City's original set of comments on the consolidated Ontario Line draft early works report, first circulated on July 3, 2020.

Let us know if any additional comments or questions on our responses and we can revise accordingly.

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



Review Comments Spreadsheet				* Actions:	** Status:				
Ontario Line - City of Toronto Early Works Report Comments				1 = Will comply	O = Open, not resolved				
				2 = Discuss, clarification required	P = Pending incorporation in design	, or D = Deferred to future phase			
				3 = Not applicable because	C = Closed, implementation complete				
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)	September 2021 Revised Response LSE-JC
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 ug/m3 PM10 per 0.54 ug/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.	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.	
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.	Not applicable to LSE-JC.
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.	Language following Table 5-1 of the Noise and Vibration Report (formerly Table 4-7) acknowledges the exceedance and further recommendations are provided to reduce impacts in Section 6.
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.	Response provided. Figure 5-2 of the Noise and Vibration Report displays project footprint and vibration screening.

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>	Response provided. Section 6 and Table 6-1 of the Noise and Vibration Report identify the noted mitigation measures in addition to other mitigation measures.
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.	The AQMP attachment has been removed. Benzene and B(a)P are discussed in the Air Quality 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.	The AQMP attachment has been removed. Note that the comment has been addressed in Table 4-1 of the Air Quality Report.
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.	Not applicable to LSE-JC.
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.	Construction or other project components and project operations will be assessed and documented in the forthcoming Environmental Impact Assessment Report. However, please note that noise and vibration impacts associated with the joint corridor Ontario Line and GO track operations will be assessed under the Ontario Line Lakeshore East Joint Corridor Noise and Vibration Operations Report. This report will be provided in the Lakeshore East Joint Corridor Early Works Report. This report outlines details of noise and vibration mitigation measures investigation, as the Lakeshore East Joint Corridor early works will include implementation of noise barriers and vibration mitigation technologies for the GO tracks.
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. <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>	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.	Language following Table 5-1 of the Noise and Vibration Report (formerly Table 4-7) acknowledges the exceedance and further recommendations are provided to reduce impacts in Section 6.

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 5-6.	?	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 <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.</p>	Response provided. Figure 5-2 of the Noise and Vibration Report displays project footprint and vibration screening.
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	<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.</p>	Response provided. Section 6 and Table 6-1 of the Noise and Vibration Report identify the noted mitigation measures in addition to other mitigation measures.
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.				Comment noted.

Review Comments Spreadsheet

Ontario Line - City of Toronto Early Works Report

*** 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)	September 2021 Revised Response LSE-JC
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.	Section 2.2 notes that quantitative impact assessment will be completed and shared with the City as detailed design progresses and the construction staging strategies become available.
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.	The service headways during the AM and PM peak hours were obtained from the TTC website. These reflect the current service headways which, as mentioned, may be impacted by the COVID-19 pandemic. The TTC website does not provide the "normal" planned operating conditions. Dates accessed will be clarified in the report. As additional quantitative traffic analysis is completed for the LSE-JC early works study area, additional considerations will be made to use data that is representative of 'normal' traffic scenarios where possible.
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.	N/A; response provided, no further updates.
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.	Not applicable to LSE-JC

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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	The Don Valley Parkway is not located in the Traffic and Transportation Study Area for Lakeshore East Joint Corridor Early Works.
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.	The noted recreational trail is not located in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.
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.	The 505 Dundas streetcar route does not operate in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.
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).	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.	The Don Valley Parkway is not located in the Traffic and Transportation Study Area for the Lakeshore East Joint Corridor Early Works.
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	Closed	
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.	Not applicable to LSE-JC

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.	Not applicable to LSE-JC
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.	Noted.
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 associated with each receptor is documented in Table 5-1
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.	Study area has been appropriately defined, consisting of the project footprint and a noise and vibration buffer to capture the full extent of noise and vibration impacts arising from construction.
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 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.	?	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.	Addressed. LSE JC EWR lists all relevant planning policies and projects in Section 2.
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.	Alterations to the Richmond Hill GO line and Ontario Line Portal Structures are not part of the Lakeshore East Joint Corridor Early Works.
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 LSE-JC
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 LSE-JC
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.	Addressed. LSE JC EWR lists all relevant planning policies and projects in Section 2.
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 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.	?	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 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.	Not applicable to LSE-JC
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.	Addressed in Section 5.6.1.1. of the Early Works Report.
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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 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). The LSE JC EWR reflects the most recent information provided in the LSE JC Natural Environment Report.
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 receptors for Air Quality are defined in Section 4.4.2 and Section 5.4 of the EWR, and the nearest representative noise sensitive receptors are outlined in Section 5.1 of the Noise and Vibration 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 Lakeshore East Joint Corridor 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).	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.

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).	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 included in Table 6-6 of the LSE-JC Early Works Report to note that wherever feasible, lands impacted by construction will be restored to the current City of Toronto standards 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.	Jimmie Simpson Recreation Centre is included as a community resource within the Lakeshore East Joint Corridor Socio-economic and Land Use Characteristics Study Area in Table 5-11.
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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 project, 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.	The Lakeshore East Joint Corridor 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.

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.	The Lakeshore East Joint Corridor 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.
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 planning progresses.
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.	The Lakeshore East Joint Corridor 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.
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 planning progresses.
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 planning progresses.
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.	The LSE-JC Early Works Report references cultural heritage documentation developed as part of the Ontario Line Environmental Conditions Report, which included consultation with the local community. The Draft LSE-JC 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		
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.	Not applicable to LSE-JC
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.				Not applicable to LSE-JC
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.				Not applicable to LSE-JC
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.				Not applicable to LSE-JC

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.				Not applicable to LSE-JC
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Review Comments Spreadsheet

Work Plan

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

**** Status:**
 O = Open, not resolved
 P = Pending incorporation in design
 C = Closed, implementation complete
 , or D = Deferred to future phase

Project Name: Ontario Line
Project No: 2020-11-30-ol_ex_ewr_a5_traffic_draft_optimized_locked

Revised By:
Date In:
Date Out: January 5, 2021

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	September 2021 Revised Response LSE-JC
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	"Temporary Pedestrian Bridge will not be fully accessible" Please elaborate this text. Discuss why this will not be fully accessible. What are the restrictions?	Not applicable to LSE-JC
2	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	"Atlantic Avenue is a north-south collector road with a two-lane cross-section." Edit to: Atlantic Road is a north-south collector road, between King Street and Liberty Street and has a regulatory 50 km/h speed limit.	Not applicable to LSE-JC
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	"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." 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."	Not applicable to LSE-JC
4	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	"Jefferson Avenue is a north-south collector road with a two-lane cross-section." Edit to:"Jefferson Avenue is a north-south local road with a two-lane cross-section."	Not applicable to LSE-JC
5	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	"Manitoba Drive is an east-west collector road" - Manitoba Drive is a Park road. Please update this	Not applicable to LSE-JC
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"	Not applicable to LSE-JC

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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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	" <i>Traffic Control Management Plan(s)</i> " Edit to: "Transit and Traffic Management Plans (TTMP)" - Please conduct package wide search and replace.	Not applicable to LSE-JC
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."	Not applicable to LSE-JC

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>	Not applicable to LSE-JC
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	<ul style="list-style-type: none"> - 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. 	Not applicable to LSE-JC
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>	Not applicable to LSE-JC
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC

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)	September 2021 Revised Response LSE-JC	
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 potential impacts to the public realm are documented in Section 6.6 of the Lakeshore East Joint Corridor 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		
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	The conceptual design figure appended to the draft LSE-JC Early Works Report shows impacted parkland and natural areas within the LSE-JC project footprint. Lakeshore East Joint Corridor early works will mostly occur within the existing rail corridor and will avoid impacts to parklands where feasible. Metrolinx has and will continue engaging with the City as project planning and design progress.	
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.	Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as a vibration sensitive receptor as part of the Lakeshore East Joint Corridor operations vibration impact assessment.	
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	Closed		

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	Closed	
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	Closed	
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	Closed	
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	Closed	
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	Closed	
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	Closed	
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	Closed	
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 progress.	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC 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?	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress. Lakeshore East Joint Corridor early works will mostly occur within the existing rail corridor and will avoid impacts to parkland where possible.
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.	Not applicable to LSE-JC
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.	Not applicable to LSE-JC

21	LAU	Draft EWR		Lakeshore East Joint Corridor - there are recreational uses and parks and open spaces in this footprint...Jimmie Simpson RC and Park, Bruce Mackey Park, McCleary Park, Saulter St Parkette, Gerrard-Carlaw Parkette	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include recreational uses and parks within the Lakeshore East Joint Corridor study area.	?	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.	Recreational uses, parks and open spaces within the Lakeshore East Joint Corridor Socio-Economic and Land Use Characteristics Study Area are outlined in Table 5-10 of the 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.	Community groups and resources within the Lakeshore East Joint Corridor Socio-Economic and Land Use Characteristics Study Area are outlined in Table 5-11 of the 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.	All community amenities within the Lakeshore East Joint Socio-Economic and Land Use Characteristics Study Area are included in Figure 5-16 of the 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 Lakeshore East Joint Corridor 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	The impacts to De Grassi Street from Queen Street to Wardell Street include encroachment into the streetscape causing physical impact to the streetscape, while avoiding physical impact to building and/or the heritage attributes. The plaques are heritage attributes of the public realm of the De Grassi Street streetscape. Metrolinx is committed to consulting with City of Toronto's Heritage Planning as planning progresses for any physical impacts to the streetscape and its heritage attributes (i.e. historical plaques). Steps will be applied during construction for the plaques to remain in-situ if possible.
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.	Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as a vibration sensitive receptor as part of the Lakeshore East Joint Corridor operations vibration impact assessment.
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.	Potential impacts to the natural environment are documented in Section 6.1 and potential impacts to the public realm are documented in Section 6.6 of the LSE-JC Early Works Report. Metrolinx will continue to engage with the City as project planning and design progress.
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	Closed	

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.	The Lakeshore East Joint Corridor 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	Closed	
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	The impacts to De Grassi Street from Queen Street to Wardell Street include encroachment into the streetscape causing physical impact to the streetscape, while avoiding physical impact to building and/or the heritage attributes. The plaques are heritage attributes of the public realm of the De Grassi Street streetscape. Metrolinx is committed to consulting with City of Toronto's Heritage Planning as planning progresses for any physical impacts to the streetscape and its heritage attributes (i.e. historical plaques). Steps will be applied during construction for the plaques to remain in-situ if feasible.
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.				Not applicable to LSE-JC

Review Comments Spreadsheet				* Actions:	** Status:					
Ontario Line - City of Toronto Early Works Report Comments				1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	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)	September 2021 Revised Response LSE-JC	
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	Table 4-1 notes that Traffic Control Management Plan(s) will address specific emergency services requirements in consultation with the City of Toronto.	Language is included in Table 6-9 of the EWR.	
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		Comment noted. Mitigation measures to consult with the City of Toronto on the transit and traffic management plans to address specific emergency services requirements is included in Table 6-9 of the LSE-JC EWR.	
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.	

From: [Ontario Line](#)
To: [Julia Murnaghan](#); [Richard Borbridge](#); Junaid.Farooq@toronto.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Wednesday, August 25, 2021 12:32:08 PM

Good afternoon,

Just wanted to follow up on the City's review of the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Let me know if we should be expecting to receive any comments from the City on this report.

Thank-you,

Crystal Ho

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

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 27, 2021 3:03 PM
To: Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Richard Borbridge <Richard.Borbridge@toronto.ca>; Junaid.Farooq@toronto.ca
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Bren Daner Lapuz <BrenDaner.Lapuz@metrolinx.com>
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx

From: [Julia Murnaghan](mailto:Julia.Murnaghan@toronto.ca)
To: [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com)
Cc: [James Francis](mailto:James.Francis@metrolinx.com); [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com); [Crystal Ho](mailto:Crystal.Ho@metrolinx.com); [Malcolm MacKay](mailto:Malcolm.MacKay@metrolinx.com); [Daniel Cicero](mailto:Daniel.Cicero@metrolinx.com); [Richard Borbridge](mailto:Richard.Borbridge@toronto.ca); [Junaid Farooq](mailto:Junaid.Farooq@toronto.ca)
Subject: RE: OL - EWR and Discipline Reports - Comment Responses
Date: Wednesday, January 6, 2021 10:35:41 PM
Attachments: [REDACTED]

Thank you for the confirmation!

Regards,

Julia Murnaghan

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]
Sent: January 6, 2021 11:20 AM
To: Julia Murnaghan <Julia.Murnaghan@toronto.ca>
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

Good morning Julia – thank you for passing these along. I can confirm receipt and our team will be drafting responses to the City's follow-up comments.

Following the original circulation of the early works report which covered all four early works locations (Exhibition, Lower Don Bridges, East Harbour, and Lakeshore East Joint Corridor), all packages were split into separate reports which will be circulated to the City when ready.

Regards,

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: 416.338.5074, c: 416.688.4121
julia.murnaghan@toronto.ca

Review Comments Spreadsheet

Work Plan

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

**** Status:**
 O = Open, not resolved
 P = Pending incorporation in design
 C = Closed, implementation complete
 , or D = Deferred to future phase

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 -)	Actions 1 / 2 / 3 (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?		
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.		
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."		
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."		
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		
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"		
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.		
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.		
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.		
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.		

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.		
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.		
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	<i>"Traffic Control Management Plan(s)"</i> Edit to: "Transit and Traffic Management Plans (TTMP)" - Please conduct package wide search and replace.		
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."		
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."		
16	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Table 4-1, Pg.36	- Please include potential affect on Atlantic Ave on-street parking and paid parking (parking machines). - Please indicate in mitigation measures if this requires removal/relocation of on-street paid parking. - Please be advised that Council approval will be required for changes to bylaw, and - TPA will also need to be consulted.		
17	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 4, Potential Impacts, Mitigation Measures and Monitoring Activities, Pg.37	<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> - 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. NACTO Bike Share Station Siting Guide https://nacto.org/wp-content/uploads/2016/04/NACTO-Bike-Share-Siting-Guide_FINAL.pdf		
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.		
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.		

Review Comments Spreadsheet				* Actions:	** Status:				
Ontario Line - City of Toronto Early Works Report Comments				1 = Will comply	O = Open, not resolved				
				2 = Discuss, clarification required	P = Pending incorporation in design	, or D = Deferred to future phase			
				3 = Not applicable because	C = Closed, implementation complete				
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 ug/m3 PM10 per 0.54 ug/m3 of PM2.5 as per Lal 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.	
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.	
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.	
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.	

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>
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.
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.
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.
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.
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.

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 5-6.	?	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 <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.</p>	
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.	
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>					

Review Comments Spreadsheet				* Actions:	** Status:					
Ontario Line - City of Toronto Early Works Report Comments				1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	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 -)	
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/local 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		
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.		
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 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		
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	
18	LAU	Draft EWR	3. Description of the Early Works	We are not in support of loss of park lands. What alternatives has Mx completed? 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?	
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.	
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.	
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, Saultier 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.	
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.	
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.	
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.	
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	
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.	
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.	
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 Mackey 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.	
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	
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.					

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
Project No.:
Revised By:
Date In:
Date Out: January 5, 2021

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
1	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 transportation 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.	
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.	
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.	
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.	
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.	
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.	
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.	
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.	
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.	
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.	
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).	
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.	

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.	
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.	
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.
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 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.	?	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 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.
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. Metroinx will compensate for tree removals undertaken in accordance with provisions outlined in the Metroinx 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.
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. Metroinx 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.
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. Metroinx 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 Metroinx 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).

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/closure (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).	
44	City Planning, Transit Implementation	Draft Early Works Report	Page 217, 5.5.1.3	Public realm impacts should include construction activity potentially disturbing streetscape 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 Fortborne 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 Fortborne 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.	The Ontario Line Cultural Heritage Report (currently available on our website (https://www.metrolinxengage.com/sites/default/files/pt_2020-09-03_of_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.	
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.	
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.	

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.	
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.	
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.	
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.	
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.	
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.					
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.					
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).					
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.					

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

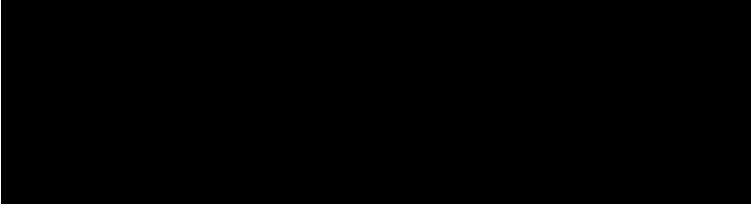
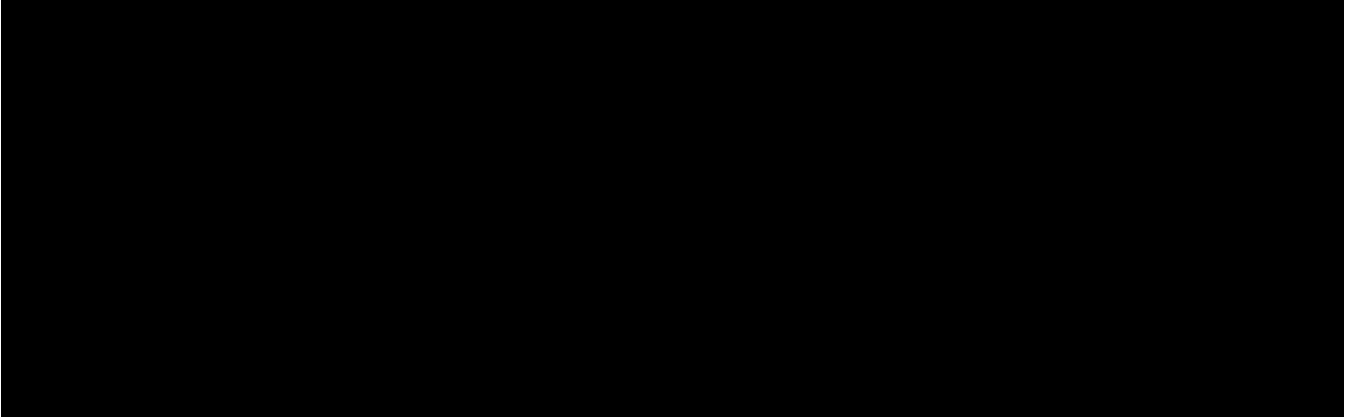
Revised By:

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 -)
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		
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		

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
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				2 = Discuss, clarification required	P = Pending incorporation in design
				3 = Not applicable because	C = Closed, implementation complete
City of Toronto HDDR Comments					
		Project Name:		Ontario Line	Revised By:
		Project No:			Date In:
				Ontario Line - Early Works HDDR	Date Out:
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			1 = Will comply		O = Open, not resolved
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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	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 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/

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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 -)
4	City Planning	Draft Traffic and Transportation Memo	Section 2.1, Page 9	Roads: Gardiner Expressway is missing from the list of roads in the area, and may be impacted by the project. Include planned but unbuilt roads such as Liberty New Street, as the the impacts and mitigation measures for this will need to be addressed in the report.	Gardiner Expressway is not expected to be impacted by the Exhibition Station early works. Based on information collected from the City's website, Liberty New Street (source: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/libertynewst/) does not have a schedule for construction yet and hence was not included in the list of roads.
5	City Planning	Draft Traffic and Transportation Memo	Section 2.1, Page 9 Figure 3-1, Page 10	Transit: Indicate that 511 Bathurst streetcars are normally routed to serve Exhibition loop. Correct the Harbourfront and King streetcar route numbers indicated in the map legend.	Noted, the 511 Bathurst streetcars will be described in Table 2-1 and presented in Figure 3-1. The route numbers in the map legend will be amended.
6	City Planning	Draft Traffic and Transportation Memo	Section 2.1, Page 11	Pedestrians: Include a key connection in the pedestrian network, which is the opportunity for pedestrians to cross from Liberty Village to Exhibition Place through the station.	Noted, the pedestrian connection through the station tunnel will be described in the updated memorandum
7	City Planning	Draft Traffic and Transportation Memo	Figure 3-2, Page 12	Contrary to what is indicated in the memo and shown on the map, on-street bicycle infrastructure does exist on Dufferin Street, Saskatchewan Road, and Princes Boulevard within Exhibition Place.	The memo and specifically Figure 3-3 does not show on-street bicycle facilities on Dufferin Street, Saskatchewan Road, and Princess Boulevard. On-street bike facilities refer to a bike lane or cycle track. However, minor multi-use pathways are presented which do exist at the noted locations.
8	City Planning	Draft Traffic and Transportation Memo	Section 2.2, Page 14	Transit: Include GO buses that use the Don Valley Parkway.	Noted, the GO buses that use the Don Valley Parkway will be described and presented in Figure 3-4 in the updated memorandum.
9	City Planning	Draft Traffic and Transportation Memo	Figure 3-5, Page 16 Figure 3-8, Page 22	Include the critical pedestrian/cycling connection connecting Mill Street to the Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor, which is missing from the map.	The noted trail, classified as "recreational trail", is presented in Figure 3-5 as a pedestrian facility. The connection to the Lower Don Trail includes a staircase which is why it's not displayed as a cycling facility.

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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.

Review Comments Spreadsheet

Ontario Line - City of Toronto Early Works Report Comments

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- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

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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)	<p>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.</p>	<p>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.</p>

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Ontario Line - City of Toronto Early Works Report Comment

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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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Draft Traffic Memo (Early Works)					Date Out:
Item No.	Discipline	Reviewer Name	Part, Chapter, Sec, Subsect, 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.

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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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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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Ontario Line - City of Toronto Early Works		Project Name: Ontario Line		Revised By:	
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Draft Natural Environment Report (Early Works)				Date Out:	
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1	Toronto Fire Services			No comments at this time.	Acknowledged.

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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).	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.
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.	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.

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Ontario Line - City of Toronto Early Works Report Comments

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Project No:		Date In:
OL_EW_Draft Noise & Vibration Report.pdf		Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Transportation Expansion Office in consultation with LeighFisher	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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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
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> <ul style="list-style-type: none"> *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. <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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Project No:				Date In:	
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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Toronto Public Health		4.2.1, pg. 14	the report indicates that the timing of construction has not been finalized and there is potential for 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 receptors, 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, continuous 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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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
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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Ontario Line - City of Toronto Early Works Report Com				Project Name: Ontario Line		Revised By:	
				Project No:		Date In:	
				Draft Air Quality Memo (Early Works)		Date Out:	
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)		
1	City Planning	Draft Air Quality Memo	General	Confirm that proponents would be contractually obligated to adhere to the air quality limits identified in the report, and that proponents would be required to model the air quality impacts of their proposed solution and construction method for the evaluation of proposals. Confirm what party would be 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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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
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.	Meterological monitoring will not be required as part of the mitigation as air quality impacts from construction are not anticipated to affect local meterological conditions.	
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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		OL_EW_Draft Air Quality Memo.pdf	Date Out:	

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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.	The monitoring is suggested to be based on the rolling average of collected data with the logging interval of 15-min or shorter. Therefore, the values will be updated at least every 15 min and in case of the an elevated concentrations a notification will be issued within a short period to the lead environmental superintendent. Although vehicle exhausts from construction activities are sources of NO2 emission, previous experience indicates that following the proposed mitigation measures, their contributions to the overall NO2 concentrations in the area would be minimal. Considering the available monitoring technologies, there is no accurate portable monitoring system that could measure NO2 concentrations to the level that is suitable for identifying the elevated concentrations due to construction vehicles considering the existing background.	

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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 Ordnance Park as an early works site, the cycling infrastructure should include the Fort York pedestrian/ cycle bridge and related infrastructure connections. The waterfront Martin Goodman Trail also travels immediately south of Exhibition Place along Lake Shore Boulevard.	Ordnance Park is outside the study area of the Exhibition Station early work and as such, has not been included within the report.
16	City Planning, Transit Implementation	Draft Early Works Report	Page 122, Figure 4-23	Correct the map which is missing the Fort York pedestrian/cycle bridge and associated connections between Wellington Street and Garrison Road as an existing pedestrian route.	The Fort York Pedestrian/Cycling bridge is outside the Exhibition Station early works study area and as such, has not been included.
17	City Planning, Transit Implementation	Draft Early Works Report	Page 123, Figure 4-24	Correct the map which is missing the Fort York pedestrian/cycle bridge and associated connections between Wellington Street and Garrison Road as an existing cycling route. Bike lanes on Princes Boulevard and Saskatchewan Road are missing from the map.	The Fort York Pedestrian/Cycling bridge is outside the Exhibition Station early works study area and as such, has not been included.
18	City Planning, Transit Implementation	Draft Early Works Report	Page 133, Figure 4-29	Correct the map which is missing a critical cycling connection from the intersection of Bayview Avenue and Mill Street, through Corktown Common, under the Richmond Hill GO corridor, connecting to the Lower Don Trail.	This will be updated in the revised report.
19	City Planning, Transit Implementation	Draft Early Works Report	Page 163, Table 5-4	Confirm whether the removal of vegetation communities includes vegetation currently along the rail embankment, and whether mitigation will consider replacing this vegetation for ecological and visual reasons.	Vegetation clearing can encompass any and all of the vegetation within the Project Footprint including hedgerows and other vegetation communities along the rail corridor. Metrolinx will compensate for tree removals undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).
20	City Planning, Transit Implementation	Draft Early Works Report	5.4.1	For ease of reference, indicate in each table what the sensitive receptor being measured to is (e.g. what the sensitive use in each building or property is).	The receptors will be identified by land or building use in the revised report.

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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?	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.	
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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				Date Out:	
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> <ul style="list-style-type: none"> *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. <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>

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



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

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

Review Comments Spreadsheet			* Actions:		** Status:	
Ontario Line - City of Toronto Early Works			1 = Will comply		O = Open, not resolved	
			2 = Discuss, clarification required		P = Pending incorporation in design	
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Project Name: Ontario Line			Revised By:			
Project No:			Date In:			
Draft Cultural Heritage Report (Early Works)			Date Out:			
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	
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 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.	
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.	

Review Comments Spreadsheet

Ontario Line - City of Toronto Early Works

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 1 = Will comply
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Project Name:	Ontario Line	Revised By:	
Project No:		Date In:	

Draft Cultural Heritage Report (Early Works)

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 cultural 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		O = Open, not resolved	
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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: [Merlin Yuen](#)
To: [Julia Murnaghan](#)
Cc: [Maria Zintchenko](#); [Rodney Yee](#); [Crystal Ho](#); [Richard Borbridge](#); [Wole Adetuberu](#)
Subject: RE: Ontario Line - Exhibition/Lower Don Bridges HDDR
Date: Wednesday, November 04, 2020 1:36:19 PM
Attachments: 

Not a problem Julia – will include Richard in any correspondence moving forward. Do let me know on feasible timeline – again, if the City is amicable, we can host a joint workshop to go through the reports and any comments the City may have.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Julia Murnaghan [mailto:Julia.Murnaghan@toronto.ca]
Sent: November-04-20 12:48 PM
To: Merlin Yuen
Cc: Maria Zintchenko; Rodney Yee; Crystal Ho; Richard Borbridge; Wole Adetuberu
Subject: RE: Ontario Line - Exhibition/Lower Don Bridges HDDR

Merlin,

Could you please include Richard Borbridge, TEO Subways Program Director, in all correspondence regarding Ontario Line? Thank you!

Further discussion regarding the feasible timeline for the review of these documents will be required, and we will get back to you shortly with our eta for City comments.

Regards,

Julia Murnaghan

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]
Sent: November 4, 2020 11:53 AM
To: Wole Adetuberu <Wole.Adetuberu@toronto.ca>
Cc: Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line - Exhibition/Lower Don Bridges HDDR

Good morning Wole,

Please see attached the Heritage Detailed Design Reports (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



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

From: [Wole Adetuberu](#)
To: [Laura Witherow](#)
Cc: [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Crystal Ho](#); [Merlin Yuen](#); [Stella Gustavson](#); [Julia Murnaghan](#); [Daniel Cicero](#)
Subject: RE: OL - Draft Reports for CoT Review - 29May20
Date: Tuesday, July 14, 2020 8:51:52 AM
Attachments: 

Hi Laura,

As mentioned in my previous email, please find attached our revised comment sheet with comments from Parks on Early Works Noise & Vibration Report and Traffic Memo. We are still expecting comments from Transportation Services (anticipated this week) and TTC and will update you when we have them.

Please let me know if you have any questions.

Regards,

Wole Adetuberu

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496

From: Wole Adetuberu
Sent: July 3, 2020 7:02 PM
To: 'Laura Witherow' <Laura.Witherow@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>
Subject: RE: OL - Draft Reports for CoT Review - 29May20

Hi Laura,

Please find attached City of Toronto's comments on the following Ontario Line Draft Early Works reports:

- Draft Early Works Air Quality Memo
- Draft Early Works Noise & Vibration Report
- Draft Early Works Traffic Memo
- Draft Early Works Natural Environment Report.

Comments from Transportation Services, TTC and Parks are anticipated next week. We will update the comment sheet when we receive them. Have a great weekend.

Regards,

Wole Adetuberu

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496

From: Laura Witherow [<mailto:Laura.Witherow@metrolinx.com>]

Sent: June 4, 2020 12:54 PM

To: Julia Murnaghan <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: 

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: [Merlin Yuen](#)
To: tomasz.oltarzewski@tcdsb.org
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Tomasz,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Tomasz Oltarzewski,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
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- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

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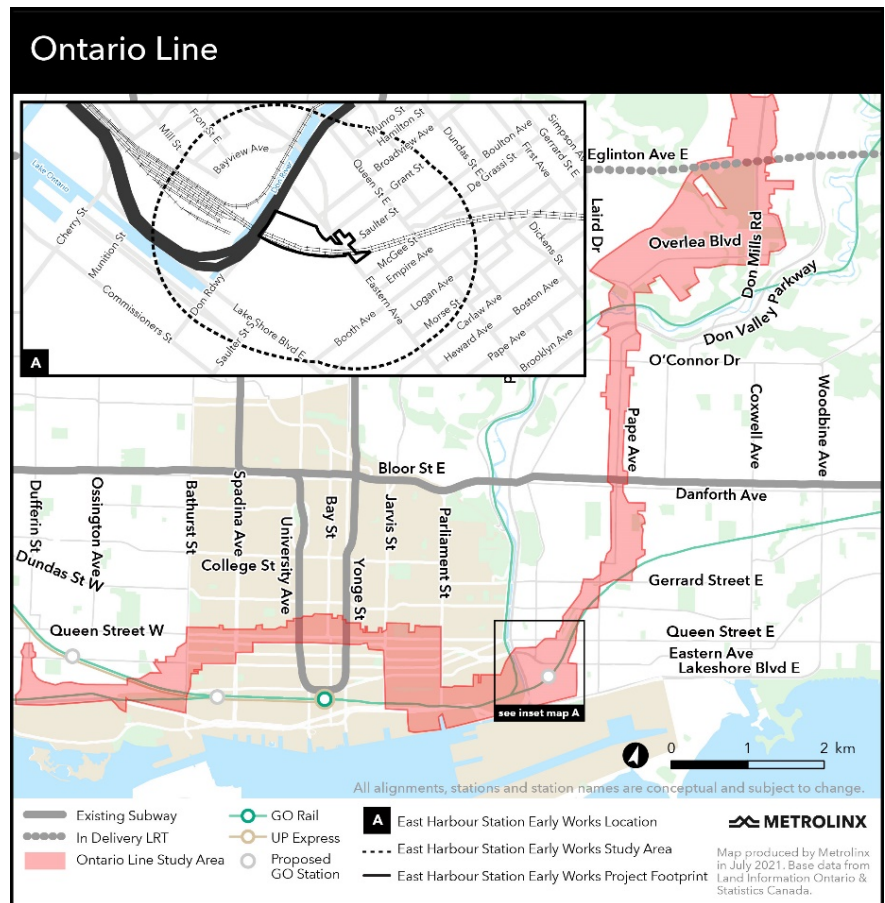
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



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

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130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: tomasz.oltarzewski@tcdsb.org
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#); [Crystal Ho](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:07:28 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

From: [Ontario Line](#)
To: ["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: [Merlin Yuen](#)
To: acook.tlc@tdsb.on.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Anita,

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Regards,

MERLIN YUEN

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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.



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Anita Cook,

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Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

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M5H 3P5**

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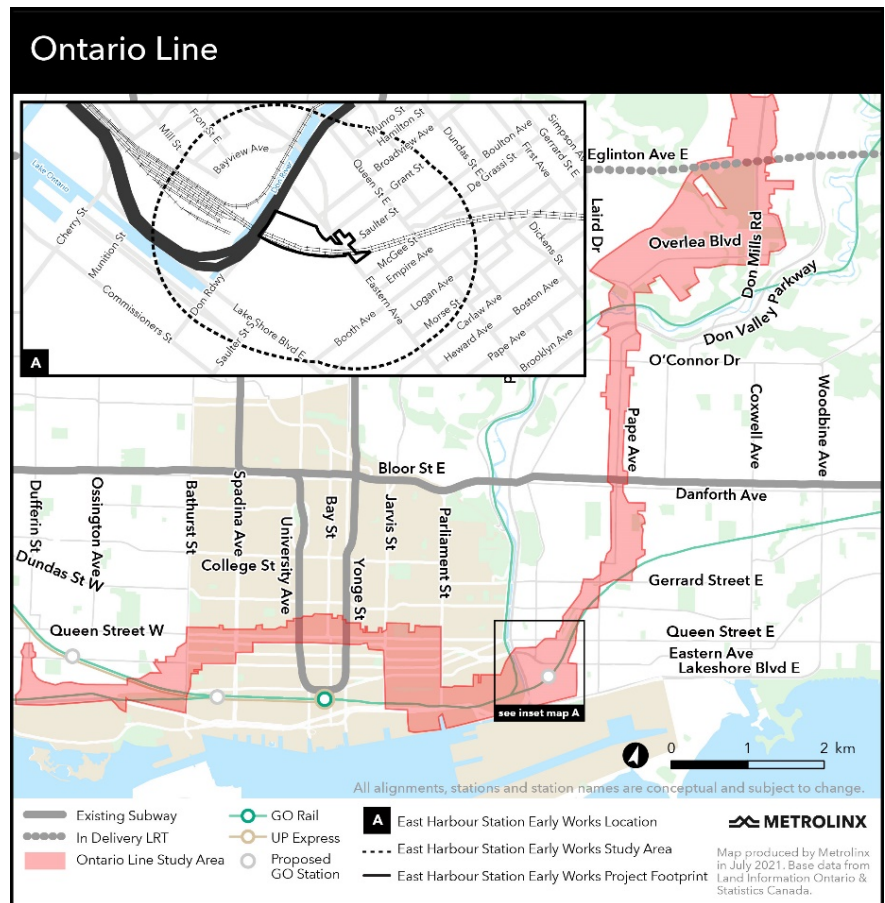
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This Notice was first published on **September 23, 2021**.

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

From: [Merlin Yuen](#)
To: [Ontario Line](#); [Cook, Anita](#)
Cc: [Sage, Daryl](#); [Bolger, Kevin](#); [Maria Zintchenko](#); [James Francis](#); [Puccetti, Maia](#); [Snider, Craig](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: [EXTERNAL] RE: Ontario Line - Lakeshore East Joint Corridor Early Works - TDSB Comment Response
Date: Tuesday, September 21, 2021 4:02:39 PM
Attachments: [REDACTED]

Good afternoon Anita,

In preparation for the publication of the Ontario Line Draft Lakeshore East Joint Corridor 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 Lakeshore East Joint Corridor early works. Let me know if you have any questions or further comments.

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



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

Work Plan

*** Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

**** Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

Project Name: Ontario Line

Revised By:

Project No:

Date In:

Noise and Vibration Early Works Report

Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	September 2021 LSE JC EWR Revised Response/Confirmation
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 Lakeshore East Joint Corridor early works activities. The potential noise and vibration impacts associated with tunneling will be addressed in the forthcoming 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.	Blake Junior Public School can be represented by representative worst case receivers 165 Galt Ave, 2 Egan Ave, and 369 Pape Ave as the others are closer to the rail corridor and therefore the school should have lower noise impacts than those representative receptors. The report does indicate that the analysis used representative worst case receivers.
3	TDSB		N&V EW Report	Impact on required student concentration eg. Exam time	Blake Junior Public School can be represented by representative worst case receivers 165 Galt Ave, 2 Egan Ave, and 369 Pape Ave as the others are closer to the rail corridor and therefore the school should have lower noise impacts than those representative receptors. The report does indicate that the analysis used representative worst case receivers.

Review Comments Spreadsheet

Work Plan

*** Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because

**** Status:**

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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	September 2021 LSE JC EWR Revised Response/Confirmation
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 Lakeshore East Joint Corridor early works project footprint is not within the Thorncliffe Park area and no TDSB schools are located within the Lakeshore East Joint Corridor early works project footprint. There are no impacts associated with natural environment that are anticipated to any TDSB schools as a result of Lakeshore East Joint Corridor early works.
2	TDSB		Natural Environmental EC and EW Report	Potential drainage and water flow that may impact outdoor school sports fields and arenas.	The Lakeshore East Joint Corridor early works project footprint is not within the Thorncliffe Park area and no TDSB schools are located within the Lakeshore East Joint Corridor early works project footprint. There are no impacts associated with natural environment that are anticipated to any TDSB schools as a result of Lakeshore East Joint Corridor early works.
3	TDSB		Natural Environmental EC and EW Report	Dependent upon works, potential drainage or water flow, sewers, etc. at various sites.	The Lakeshore East Joint Corridor early works project footprint is not within the Thorncliffe Park area and no TDSB schools are located within the Lakeshore East Joint Corridor early works project footprint. There are no impacts associated with natural environment that are anticipated to any TDSB schools as a result of Lakeshore East Joint Corridor early works.

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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	September 2021 LSE JC EWR Revised Response/Confirmation
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.	Comment noted, a Transit and Traffic Management Plan will be developed prior to construction to ensure potential impacts to all road users are reduced or avoided. Please see Table 4-1 within the Traffic and Transportation Report for more information on proposed mitigation.
2	TDSB		Traffic EW Report	Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion.	Comment noted, a Transit and Traffic Management Plan will be developed prior to construction to ensure potential impacts to all road users are reduced or avoided. Please see Table 4-1 within the Traffic and Transportation Report for more information on proposed mitigation.

Review Comments Spreadsheet

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Work Plan

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 -)	September 2021 LSE JC EWR Revised Response/Confirmation
1	TDSB		Air Quality EW Report	Increased traffic congestion around some of the schools will impact pollution levels for the student community and TDSB employees.	Noted - AECOM can update the text of the AQEW Report to include reference to potential traffic congestion. The Early Works Traffic Report should be referenced as a guide for traffic-specific impacts.	Morse Street Junior Public School, Queen Alexandra Middle School, Dundas Junior Public School, SEED Alternative School, Pape Avenue Junior Public School, Blake Street Junior Public School and Riverdale Collegiate Institute are identified as critical receptors within the Lakeshore East Joint Corridor Air Quality Study Area. Application of the mitigation measures and monitoring activities listed in Table 4-1 is anticipated to reduce or avoid local impacts to air quality. A plan to manage air quality will be developed prior to construction to identify additional or more project-specific mitigation measures, as noted in Table 4-1.
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.	Concern noted - implementation of the Air Quality Management Plan (AQMP) included within the AQEW Report as Attachment 1 should help to minimize impacts on local school properties through continuous monitoring and implementation of immediate steps for mitigation during higher particulate impact periods.	Morse Street Junior Public School, Queen Alexandra Middle School, Dundas Junior Public School, SEED Alternative School, Pape Avenue Junior Public School, Blake Street Junior Public School and Riverdale Collegiate Institute are identified as critical receptors within the Lakeshore East Joint Corridor Air Quality Study Area. Application of the mitigation measures and monitoring activities listed in Table 4-1 is anticipated to reduce or avoid local impacts to air quality. A plan to manage air quality will be developed prior to construction to identify additional or more project-specific mitigation measures, as noted in Table 4-1.

3	TDSB		Air Quality EW Report	Inability to play during outdoor periods due to high level of pollution.	Concern noted - implementation of the Air Quality Management Plan (AQMP) included within the AQEW Report as Attachment 1 should help to minimize impacts on local school properties through continuous monitoring and implementation of immediate steps for mitigation during higher particulate impact periods.	Morse Street Junior Public School, Queen Alexandra Middle School, Dundas Junior Public School, SEED Alternative School, Pape Avenue Junior Public School, Blake Street Junior Public School and Riverdale Collegiate Institute are identified as critical receptors within the Lakeshore East Joint Corridor Air Quality Study Area. Application of the mitigation measures and monitoring activities listed in Table 4-1 is anticipated to reduce or avoid local impacts to air quality. A plan to manage air quality will be developed prior to construction to identify additional or more project-specific mitigation measures, as noted in Table 4-1.
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From: [Ontario Line](#)
To: acook.tlc@tdsb.on.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:06:56 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

From: [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: 

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

Review Comments Spreadsheet

TDSB - Early Works Report Comments

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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 planned Early Works activities. The TDSB's concerns regarding tunneling will be addressed through appropriate noise and vibration mitigation prescribed through the Environmental Impact Assessment Report, which will be provided for review under separate cover.
2	TDSB		N&V EW Report	Inability to play during outdoor periods due to high level of noise.	The closest TDSB school to Early Works (Dundas Jr PS) is over 200 metres away from the transit corridor, with several intervening buildings providing acoustic shielding from the Lakeshore East Joint Corridor Early Works. Impacts at this school will be lower than what are presented in the Early Works report (which examines noise levels at the closest residence to the Early Works). Construction noise levels should be more than 10 dB less than the predicted noise levels at the nearest receiver, indicating that construction noise levels should not cause an issue with playing outdoors.
3	TDSB		N&V EW Report	Impact on required student concentration eg. Exam time	The closest TDSB school to Early Works (Dundas Jr PS) is over 200 metres away from the transit corridor, with several intervening buildings providing acoustic shielding from the Lakeshore East Joint Corridor Early Works. Impacts at this school will be lower than what are presented in the Early Works report (which examines noise levels at the closest residence to the Early Works). Students within the school building would have quieter sound levels given that the building facade provides additional attenuation compared to outdoor noise levels.

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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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Project Name:	Ontario Line	Revised By:
Project No:		Date In:
Traffic and Transportation Early Works Report		Date Out:

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	TDSB		Traffic EW Report	Increased traffic congestion around some of the schools, especially at major intersections, will impact ability to commute and increase travel time delays for the student community and TDSB employees.	The revised report will note that TDSB will be engaged during construction planning including considerations for route detours. A Construction Traffic Management Plan will be required prior to construction and will mitigate such impacts to TDSB students and employees.
2	TDSB		Traffic EW Report	Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion.	A Construction Traffic Management Plan will be required prior to construction and will mitigate such impacts to TDSB students and employees.

Review Comments Spreadsheet

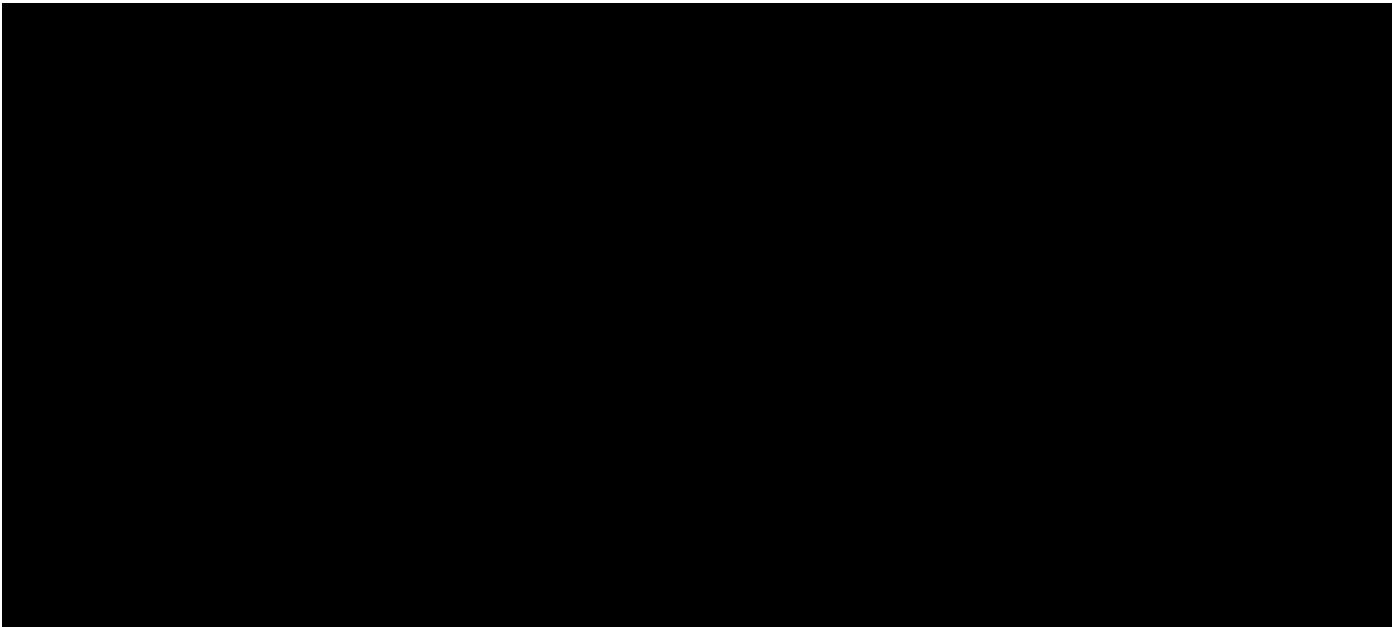
TDSB - Early Works Report Comments

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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 -)
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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

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Project No:				Date In:	
		Natural Environmental EC and EW Report		Date Out:	
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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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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
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TDSB - Early Works Report Comments

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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: [Crystal Ho](#)
To: [Alannah Slattery](#)
Cc: [Flavia Santiago](#); [Madison Antonangeli](#); [Ontario Line](#); [Merlin Yuen](#)
Subject: RE: TRCA Response Package - Lakeshore East Joint Corridor Draft Early Works Report
Attachments: [REDACTED]

Good afternoon Alannah,

Thank-you for reviewing the LSE JC EWR. Please see attached for our responses to the TRCA's 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

From: Alannah Slattery <Alannah.Slattery@trca.ca>
Sent: October 22, 2021 11:17 AM
To: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Cc: Crystal Ho <Crystal.Ho@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>;
Madison Antonangeli <madison.antonangeli@trca.ca>; Ontario Line <ontarioline@metrolinx.com>
Subject: TRCA Response Package - Lakeshore East Joint Corridor Draft Early Works Report

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.

Good morning,

TRCA received the Draft Lakeshore East Joint Corridor Early Works Report, dated September 2021, on September 23, 2021. Please find our response letter and comment table attached. Please note we have attached a WORD document of the comment table for your convenience.

Kind regards,
Alannah

Alannah Slattery, BES, MCC (she/her)

Planner

Infrastructure Planning and Permits | Development and Engineering Services Division

T: (416) 661-6600 ext. 6443

E: alannah.slattery@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca

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

Appendix A: Ontario Line – Lakeshore East Joint Corridor

ITEM	DESCRIPTION	DOCUMENT	TRCA COMMENTS – Preliminary Design (August 10, 2021)	METROLINX RESPONSE – Preliminary Design (September 23, 2021)	TRCA COMMENTS – Draft Early Works Report (October 22, 2021)	Metrolinx Response (October 22, 2021)
	Project Overview	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	<p>a) It is TRCA staff's understanding that an Early Works Report will be prepared for the Lakeshore East Joint Corridor. Please provide further information regarding the anticipated timeline for this report, and when TRCA can expect to receive this report for review.</p> <p>b) Please provide further information regarding the overall timelines/schedules for this project, and when TRCA can expect future submissions related to the Lakeshore East Joint Corridor.</p> <p>c) Please consolidate all submissions regarding the Lakeshore East Joint Corridor when submitting to TRCA for review and please also ensure complete comprehensive submissions, including responses to all comments identifying how they have been addressed within the submission.</p>	<p>a) The draft Early Works (EW) Report to be published on Sep. 23, 2021 and provided to TRCA for review by Metrolinx; the final EW report is anticipated to be published in November 2021, with the exact timeline to be determined.</p> <p>b) Detailed design will be completed by February 11, 2022 as per the current Project Schedule. Metrolinx intends to submit a final VPR submission in early 2022 to align with the design schedule.</p> <p>c) Acknowledged; Metrolinx to comply as best possible with this request.</p>	Thank you for this information.	
	City of Toronto Council	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	It is TRCA staff's understanding that on April 7 and 8, 2021, the City of Toronto Council adopted a motion to request that the above ground section of the Ontario Line traversing through Riverside and Leslieville (Lakeshore East Joint Corridor) be designated for a Federal Environmental Assessment. Please provide an update on this request and please ensure ongoing coordination with the City of Toronto.	On April 16, 2021 the Minister of Environment and Climate Change has determined that the Ontario Line Project proposed by Metrolinx does not warrant designation under the Impact Assessment Act. Details can be found here: https://iaac-aeic.gc.ca/050/evaluations/proj/81350	Thank you for this information – no further comment.	
	Sustainable Infrastructure	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	<p>TRCA has an advocacy role in relation to the development of sustainable infrastructure. As such, TRCA staff recommends that the design for the proposed project components include mechanisms for water conservation, energy conservation and waste management, such as:</p> <ul style="list-style-type: none"> Eco-Efficiency: Ensure the facility equipment and operations can minimize energy and water use and GHG emissions; Solid Waste Management: Ensure that construction of the facility minimizes the generation of solid waste and; Stormwater: Ensure that the project minimizes runoff using LID's where appropriate and enhances the urban tree canopy. 	Acknowledged; however, certain components of this request do not apply to the design for the Early Works (EW) scope as the Early Works will not include Ontario Line infrastructure such as stations which will be constructed as part of the main Ontario Line contracts. Early Works stormwater designs will include LID features and infiltration will be the primary method of quality, quantity and water balance control within the Early Works project footprint. The first two components (i.e., Eco-Efficiency and Solid Waste Management) do not apply to this project since Hatch is not designing any such facilities within the project footprint.	No further comment.	
	Future VPR Requirements	Lakeshore East Joint Corridor Preliminary	TRCA staff advise that as this submission is quite preliminary and that further studies/assessments will be required as the project progresses. In addition,	Acknowledged; most requirements will be met with the possible exception of a full EIS per TRCA guidelines (see below response to	Please advise why construction method drawings will not be provided as part of the VPR submission.	Construction drawings will be provided; however, certain construction methods will

		Design, prepared by Hatch, dated July 7, 2021	<p>Metrolinx has requested further insight to the anticipated requirements for the Voluntary Project Review (VPR) stage of this project. Please be advised that the following items are anticipated to be required at the VPR stage; please note this list is preliminary and further items may be required as the project design progresses, and as further information is provided:</p> <ul style="list-style-type: none"> • TRCA Voluntary Project Review Application Form • Cover letter outlining project scope, duration, list of plans and documents • Land-owner authorization for any works outside of Metrolinx’s right-of-way • Site Plan and engineered drawings • Existing site conditions, including property boundaries, construction limits, flood hazard limits, proposed vegetation removals • Construction staging and phasing plan, including construction schedule, erosion and sediment controls, access plans, dewatering plans, restoration plans, and construction timing window • Detailed design brief outlining where TRCA requirements and technical commitments made within the EA stage have been fulfilled within the VPR submission. • Design detail drawings for all proposed works, including proposed retaining walls and tracks • Geotechnical investigations and designs for all retaining walls, earthworks and grading, to identify design recommendations and global stability • Stormwater Management Report which addresses all comments made within the EA stage • Scoped Environmental Impact Study consistent with TRCA’s EIS Guidelines <p>Please note further information can be found within the TRCA’s Initial Submission Checklist for Infrastructure Projects and TRCA’s Technical Report Guidelines for Infrastructure Projects.</p>	comment #13) and drawing details requiring construction methods. Further discussion on EIS scope is required before proceeding.	Please see response to comment 13.	be determined by the Contractor (e.g., type of equipment).
Geotechnical Engineering	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	The drawings show that earthworks and grading will be required as part of the proposed retaining wall and track works. A geotechnical review will be required for these elements, to provide geotechnical design recommendations and to ensure global stability.	Acknowledged. A Geotechnical Report is currently in development as part of the design process and will provide design recommendations, including but not limited to, global stability.	TRCA will review the Geotechnical Report once available. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.	Commitment for completion of a geotechnical report has been added to Table 6-2 of the EWR. Metrolinx is intending to follow the VPR (Voluntary Project Review) process with TRCA and will submit the Geotechnical Report to TRCA as part of this process, once available.	
Geotechnical Engineering	Lakeshore East Joint Corridor	The drawings for the retaining walls are conceptual at this stage; the details of the retaining walls must be	Acknowledged. The detailed design of retaining walls will be further progressed /	The detailed design of the retaining walls will be provided at the detailed design process.	Specific deliverables/submittals such as design drawings associated with detailed	

		Preliminary Design, prepared by Hatch, dated July 7, 2021	developed in the next submission when further designs have been completed.	developed and will be included in the subsequent VPR submission(s).	Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.	design project phase are outside of the environmental assessment scope . Therefore, this commitment is not applicable to the EWR. Metrolinx will circulate the detailed design of retaining walls to TRCA once available, as part of the VPR process.
	Water Resources	Stormwater Management Technical Memorandum, prepared by Hatch, dated July 7, 2021	Please be advised the review of quantity control is deferred to the City.	Acknowledged and noted.	No further comment.	
	Water Resources	Stormwater Management Technical Memorandum, prepared by Hatch, dated July 7, 2021	Please provide the details of the proposed Surface Level pre-treatment confirming the required 80% TSS removal will be provided, in your next submission.	80% TSS removal will be achieved through pre-treatment and infiltration. Tabular results will be provided for additional clarity with the final Stormwater Management Report for the VPR submission.	TRCA staff will review the stormwater management report when it becomes available at the detailed design stage. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.	Commitment for completion of a stormwater management report is included in Table 6-3. Metrolinx will circulate the stormwater management report to TRCA once available, as part of the VPR process.
	Water Resources	Stormwater Management Technical Memorandum, prepared by Hatch, dated July 7, 2021	As stated in the report, there is potential for permanent infiltration galleries to be used within the acquired parking lot adjacent to the corridor at Dickens St and Thackery Ave. If this option is selected to be used for providing infiltration, please provide further details of the proposed facility when they become available.	Acknowledged; however, these locations are outside of the TRCA regulatory limit. Information on impacts within the TRCA regulatory limits will be provided for the VPR submission.	Noted. Providing permanent infiltration galleries at the subject parking lot will improve the water balance condition of the area. We strongly recommend the applicant to consider the proposed infiltration facility at the parking lot.	Noted.
	Water Resources	Stormwater Management Technical Memorandum, prepared by Hatch, dated July 7, 2021	Please provide further details of the proposed infiltration facilities for each segment, including exact locations, areas, discharge points, and detailed calculations when this information becomes available.	Acknowledged; this information will be provided as necessary with the subsequent VPR submission.	To be reviewed at detailed design. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.	Specific deliverables/submittals such as design drawings associated with detailed design project phase are outside of the environmental assessment scope. Therefore, this commitment is not applicable to the EWR. Metrolinx will circulate details to TRCA once available.
	Flood Risk	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	It is staff's understanding that the proposed retaining walls will not impact flood depths in the area as the proposed retaining walls are minor and this area does not convey flow. In addition, TRCA staff advise that there are two flood protection projects in the Lower Don area (Portlands Flood Protection Project and the Broadview-Eastern Flood Protection Project) which will remove the flood plain in this area upon completion.	Acknowledged and noted.	No further comment.	
	Flood Risk	Lakeshore East Joint Corridor Preliminary Design,	Please include the flood plain on the drawings, to confirm the location of the proposed works in relation to the flood plain.	Acknowledged and noted.	To be reviewed once available. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.	Specific deliverables/submittals such as design drawings associated with detailed design project phase are outside of the environmental assessment scope .

		prepared by Hatch, dated July 7, 2021				Metrolinx will circulate detailed design to TRCA once available.
Ecology		Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	Please be advised a scoped EIS consistent with TRCA's EIS Guidelines , will be required. Scoping of the EIS should be identified by the ecological consultants, as they are the experts on both the site and the project. TRCA is happy to review a TOR outlining that scope and to provide comments on any refinements that would be required to the scope of work through the TOR.	Acknowledged; Metrolinx has reviewed the EIS guidelines and based on the results of the Early Works (EW) Report, it is noted that many of the guideline requirements are not applicable (i.e. this project is not within any designated Natural Heritage areas or other designated protected areas). Results from the EW Report should capture most of the guideline requirements to 'screen out' the need for a comprehensive EIS. Metrolinx requests that TRCA review the draft EW Report to confirm whether this assessment is valid and then further discuss the requirement for a complete EIS before proceeding with this requirement. In addition, a tree inventory/Arborist Report will be completed during detailed design to assess impacts to vegetation for the project (will be provided to TRCA for review as part of the VPR submission).	<p>Please be advised that the Draft EWR focuses on mitigation related to construction practices but does not include in-depth mitigation in regard to operation, habitat removal or cumulative effects.</p> <p>Please provide an EIS that assesses the impacts based on the existing conditions and outlines mitigation strategies beyond just construction related impacts. This should consider the effects of implementation, operation and, importantly, impacts to adjacent habitat function and any habitat removals. Cumulative effects should also be considered.</p>	<p>The Draft Lakeshore East Joint Corridor (LSE JC) Early Works Report (EWR) was completed in accordance with Ontario Regulation 341/20 and documents the construction impacts of the LSE JC early works. The regulation defines early works as any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process. Impacts to habitat have been evaluated and mitigation measures and monitoring activities have been proposed in the EWR to reduce any impacts as a result of early works. This information is documented in the LSE JC Early Works Natural Environment Report.</p> <p>The forthcoming Ontario Line Draft Environmental Impact Assessment Report (EIAR) will assess operational impacts of the entire Ontario Line project, as well as construction of components not covered by previously published Early Works Reports. The EIAR is anticipated to be published in January 2022 for review.</p> <p>As per the TRCA's EIS guidelines, the purpose of the EIS is to determine potential impacts on the natural heritage system of an area (e.g., watercourses, wetlands, woodlands, wildlife habitat, TRCA's natural heritage system, Environmentally Sensitive Areas (ESAs), vegetation communities, Areas of Natural and Scientific Interest (ANSIs), etc.). The LSE JC Study Area does not contain any ESAs, ANSIs, wetlands, areas within the City of Toronto Natural Heritage System or areas within TRCA's natural heritage system) or watercourses. An EIS is also required for development that are not already associated with a higher-level planning processes (i.e., EAs). The environmental impacts of the LSE JC early works have been evaluated in-detail as per O.Reg. 341/20. The EWR and the Natural Environment Report in Appendix A1 provides the following:</p> <ul style="list-style-type: none"> - Documentation of a biophysical inventory of natural heritage features or lack thereof;

						<ul style="list-style-type: none"> - Identification of constraints and opportunities; and - Detailed and appropriate mitigation/future monitoring requirements with respect to the natural heritage features (i.e., generally disturbed vegetation communities and low-quality wildlife habitats) present within the study area. <p>The EWR is specifically intended for Early Works scope and not operations. Impacts to habitat have been evaluated and addressed in the EWR in the Natural Environment Report. For the reasons above, an EIS is not deemed to be required.</p>
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NEW COMMENTS

ITEM	DESCRIPTION	DOCUMENT			TRCA COMMENTS – Draft Early Works Report (October 22, 2021)	Metrolinx Response (October 22, 2021)
	Coordination with East Harbour Station				Please ensure coordination with the East Harbour Station project team.	Acknowledged.
	Jimmie Simpson Park				The Draft Early Works Report notes potential impacts to parks, including Jimmie Simpson Park. TRCA staff recommend that Metrolinx ensure adequate public consultation and communication regarding impacts to parks. In addition, staff recommend ensuring adequate signage regarding any potential impacts and/or park closures.	Public engagement is ongoing and will continue as project planning progresses. Signage and other pedestrian navigation mitigation measures are included as part of the mitigation measures included in Section 6.6 (Socio-Economic and Land Use Characteristics) and Section 6.9 (Traffic and Transportation) of the EWR.
	Ecology				The Early Works Report identifies that Significant Wildlife Habitat (SWH) is present related to Eastern wood pewee. It indicates that 2.24 ha of habitat will be lost. The mitigation strategy indicates that tree removals will avoid the breeding window and when this is not possible, nest surveys will be conducted to avoid removing active nests. These are suitable mitigation measures for impacts related to typical construction methodologies, but they do not mitigate the removal of the habitat itself. Please clarify how 2.24 ha of SWH habitat related to Eastern wood pewee will be mitigated/compensated for.	Several ELC ecosites within the LSE JC study area were identified as candidate habitat for Eastern Wood-pewee but have not been confirmed, as described in Appendix A1 – NER, Section 5.0. Habitat for Eastern Wood-pewee is not limited to the LSC JC study area, and there are other, higher quality patches of natural areas available in the City of Toronto. Therefore, removal of up to approx. 2.06 ha of disturbed woodlots within the rail corridor that may provide only marginal habitat for Eastern Wood-pewee is not anticipated to have a significant effect on the species on a larger geographical scale. Metrolinx intends to follow the mitigation requirements currently set forth within the EWR for this species. Removal of trees will be compensated in accordance with the Metrolinx Vegetation Guideline (2020).

						Construction areas will also be investigated prior to commencing or resuming construction activities for wildlife and wildlife habitat that may have established following the completion of previous surveys.
	Hydrogeology				No hydrogeologic information has been provided at this early stage. Please provide technical details of the proposed infiltration facilities once available. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.	<p>Commitment for hydrogeological studies to be completed has been added to Table 6-3.</p> <p>Hydrogeologic studies are ongoing within the Geotechnical scope for the project. Further technical details will be provided when all Geotechnical studies have been completed, as part of the VPR process.</p>

October 22, 2021

CFN 62093

BY E-MAIL ONLY (Merlin.Yuen@metrolinx.com)

Merlin Yuen
Project Coordinator, Environmental Programs & Assessment
Metrolinx
130 Adelaide Street West
Toronto, ON M5H 3P5

Dear Merlin Yuen

**Re: Draft Lakeshore East Joint Corridor Early Works Report
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) received the Draft Lakeshore East Joint Corridor Early Works Report, dated September 2021, on September 23, 2021.

PROJECT OVERVIEW

The Ontario Line Project is being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project, under the Environmental Assessment Act. This regulation outlines a project-specific environmental assessment process which requires the development of an Environmental Conditions Report, Environmental Impact Assessment Report and Early Works Reports.

Ontario Line Early Works are components of the project that are proposed to proceed prior to the completion of the Ontario Line environmental impact assessment process. It is staff's understanding that the Lakeshore East Joint Corridor Early Works are being advanced where the project interfaces with the GO Expansion and the East Harbour Station.

The Lakeshore East Joint Corridor Early Works are located along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. The proposed works consist of the following:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure (shifting the existing GO tracks 1, 2 and 3 by approximately 10 metres to the south to accommodate the two new Ontario Line tracks which will be located to the north, as well as a future fourth southern-most GO track);
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and,

- Construction of noise barriers, including east of Pape Avenue.

A portion of the proposed works are located within TRCA Regulated areas, from Eastern Avenue to approximately 200 metres north of Eastern Avenue, along the existing rail corridor.

PROJECT REVIEW

As stipulated in TRCA's 2014 "The Living City Policies for Planning and Development in the Watersheds of the TRCA" (LCP), these technical comments are being provided as part of TRCA's review and commenting roles under the *Ontario Environmental Assessment Act*. Staff have reviewed the above-noted submission and detailed comments are provided in **Appendix A**.

Environmental Impact Statement

TRCA staff advise that the Draft Early Works Report focuses on mitigation related to construction practices but does not include an in-depth mitigation strategy in regard to operation, habitat removal or cumulative effects. As such, staff request that Metrolinx provide an EIS that assesses the impacts based on the existing conditions and outlines mitigation strategies beyond just construction related impacts. This should consider the effects of implementation, operation, and impacts to adjacent habitat function and any habitat removals. Cumulative effects should also be considered.

Flood Plain

As previously noted, it is staff's understanding that the proposed retaining walls will not impact flood depths in the area as the proposed retaining walls are minor and this area does not convey flow. This will be further confirmed once details are provided through the next phase of work. In addition, TRCA staff advise that there are two flood protection projects in the Lower Don area (Portlands Flood Protection Project and the Broadview-Eastern Flood Protection Project) which will remove the flood plain in this area upon completion. TRCA staff review will continue upon receipt of additional retaining wall details.

NEXT STEPS

TRCA staff advise that the majority of TRCA comments will be addressed through detailed design. Please include commitments within the Draft Early Works Report for TRCA comments to be addressed at detailed design.

In your next submission for the Draft Lakeshore East Joint Corridor Early Works Report, please ensure all comments and commitments within **Appendix A** have been addressed within the report and updated supporting documentation has been provided to address TRCA comments.

Please consolidate submissions to TRCA, as such, please coordinate this re-submission with upcoming Ontario Line submissions. Subsequent submissions will be deemed incomplete if responses to previous comments have not been provided and supporting information updated as needed based on those responses.

Should you have any questions or require any additional information please contact me at alannah.slattery@trca.ca.

Regards,



Alannah Slattery

Planner, Infrastructure Planning and Permits
Development and Engineering Services

Attached: *Appendix A: Ontario Line – Draft Lakeshore East Joint Corridor Early Works Report*

BY E-MAIL

cc: TRCA: Sharon Lingertat, Senior Manager, Infrastructure Planning and Permits

Appendix A: Ontario Line – Lakeshore East Joint Corridor

ITEM	DESCRIPTION	DOCUMENT	TRCA COMMENTS – Preliminary Design (August 10, 2021)	METROLINX RESPONSE – Preliminary Design (September 23, 2021)	TRCA COMMENTS – Draft Early Works Report (October 22, 2021)
1	Project Overview	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	<p>a) It is TRCA staff's understanding that an Early Works Report will be prepared for the Lakeshore East Joint Corridor. Please provide further information regarding the anticipated timeline for this report, and when TRCA can expect to receive this report for review.</p> <p>b) Please provide further information regarding the overall timelines/schedules for this project, and when TRCA can expect future submissions related to the Lakeshore East Joint Corridor.</p> <p>c) Please consolidate all submissions regarding the Lakeshore East Joint Corridor when submitting to TRCA for review and please also ensure complete comprehensive submissions, including responses to all comments identifying how they have been addressed within the submission.</p>	<p>a) The draft Early Works (EW) Report to be published on Sep. 23, 2021 and provided to TRCA for review by Metrolinx; the final EW report is anticipated to be published in November 2021, with the exact timeline to be determined.</p> <p>b) Detailed design will be completed by February 11, 2022 as per the current Project Schedule. Metrolinx intends to submit a final VPR submission in early 2022 to align with the design schedule.</p> <p>c) Acknowledged; Metrolinx to comply as best possible with this request.</p>	Thank you for this information.
2	City of Toronto Council	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	It is TRCA staff's understanding that on April 7 and 8, 2021, the City of Toronto Council adopted a motion to request that the above ground section of the Ontario Line traversing through Riverside and Leslieville (Lakeshore East Joint Corridor) be designated for a Federal Environmental Assessment. Please provide an update on this request and please ensure ongoing coordination with the City of Toronto.	On April 16, 2021 the Minister of Environment and Climate Change has determined that the Ontario Line Project proposed by Metrolinx does not warrant designation under the Impact Assessment Act. Details can be found here: https://iaac-aeic.gc.ca/050/evaluations/proj/81350	Thank you for this information – no further comment.
3	Sustainable Infrastructure	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	<p>TRCA has an advocacy role in relation to the development of sustainable infrastructure. As such, TRCA staff recommends that the design for the proposed project components include mechanisms for water conservation, energy conservation and waste management, such as:</p> <ul style="list-style-type: none"> Eco-Efficiency: Ensure the facility equipment and operations can minimize energy and water use and GHG emissions; Solid Waste Management: Ensure that construction of the facility minimizes the generation of solid waste and; Stormwater: Ensure that the project minimizes runoff using LID's where appropriate and enhances the urban tree canopy. 	Acknowledged; however, certain components of this request do not apply to the design for the Early Works (EW) scope as the Early Works will not include Ontario Line infrastructure such as stations which will be constructed as part of the main Ontario Line contracts. Early Works stormwater designs will include LID features and infiltration will be the primary method of quality, quantity and water balance control within the Early Works project footprint. The first two components (i.e., Eco-Efficiency and Solid Waste Management) do not apply to this project since Hatch is not designing any such facilities within the project footprint.	No further comment.
4	Future VPR Requirements	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	<p>TRCA staff advise that as this submission is quite preliminary and that further studies/assessments will be required as the project progresses. In addition, Metrolinx has requested further insight to the anticipated requirements for the Voluntary Project Review (VPR) stage of this project. Please be advised that the following items are anticipated to be required at the VPR stage; please note this list is preliminary and further items may be required as the project design progresses, and as further information is provided:</p> <ul style="list-style-type: none"> TRCA Voluntary Project Review Application Form Cover letter outlining project scope, duration, list of plans and documents Land-owner authorization for any works outside of Metrolinx's right-of-way Site Plan and engineered drawings Existing site conditions, including property boundaries, construction limits, flood hazard limits, proposed vegetation removals 	Acknowledged; most requirements will be met with the possible exception of a full EIS per TRCA guidelines (see below response to comment #13) and drawing details requiring construction methods. Further discussion on EIS scope is required before proceeding.	<p>Please advise why construction method drawings will not be provided as part of the VPR submission.</p> <p>Please see response to comment 13.</p>

			<ul style="list-style-type: none"> Construction staging and phasing plan, including construction schedule, erosion and sediment controls, access plans, dewatering plans, restoration plans, and construction timing window Detailed design brief outlining where TRCA requirements and technical commitments made within the EA stage have been fulfilled within the VPR submission. Design detail drawings for all proposed works, including proposed retaining walls and tracks Geotechnical investigations and designs for all retaining walls, earthworks and grading, to identify design recommendations and global stability Stormwater Management Report which addresses all comments made within the EA stage Scoped Environmental Impact Study consistent with TRCA's EIS Guidelines <p>Please note further information can be found within the TRCA's Initial Submission Checklist for Infrastructure Projects and TRCA's Technical Report Guidelines for Infrastructure Projects.</p>		
5	Geotechnical Engineering	Lakeshore East Joint Corridor Preliminary Design, prepared by Hatch, dated July 7, 2021	The drawings show that earthworks and grading will be required as part of the proposed retaining wall and track works. A geotechnical review will be required for these elements, to provide geotechnical design recommendations and to ensure global stability.	Acknowledged. A Geotechnical Report is currently in development as part of the design process and will provide design recommendations, including but not limited to, global stability.	TRCA will review the Geotechnical Report once available. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.
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8	Water Resources	Stormwater Management Technical Memorandum, prepared by Hatch, dated July 7, 2021	Please provide the details of the proposed Surface Level pre-treatment confirming the required 80% TSS removal will be provided, in your next submission.	80% TSS removal will be achieved through pre-treatment and infiltration. Tabular results will be provided for additional clarity with the final Stormwater Management Report for the VPR submission.	TRCA staff will review the stormwater management report when it becomes available at the detailed design stage. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.
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17	Hydrogeology				No hydrogeologic information has been provided at this early stage. Please provide technical details of the proposed infiltration facilities once available. Please include a commitment within the Draft EPR to have this information provided to TRCA for review once available.

Appendix A: Ontario Line – Lakeshore East Joint Corridor

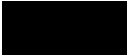
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From: [Alannah Slattery](#)
To: [Merlin Yuen](#)
Cc: [Crystal Ho](#); [Maria Zintchenko](#)
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: Friday, September 24, 2021 1:06:12 AM
Attachments: 

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.

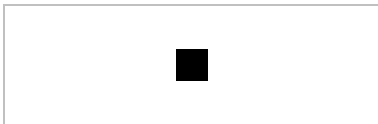
Thank you Merlin!

Regards,
Alannah

Alannah Slattery, BES, MCC (she/her)
Planner
Infrastructure Planning and Permits | Development and Engineering Services Division

T: (416) 661-6600 ext. 6443
E: alannah.slattery@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca

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



From: Merlin Yuen <Merlin.Yuen@metrolinx.com>
Sent: September 23, 2021 3:29 PM
To: Alannah Slattery <Alannah.Slattery@trca.ca>
Cc: Crystal Ho <crystal.ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

Hi Alannah – I still owe you a response for the previous email on design submissions, response coming shortly.

LSE-EWR can be found [here](#), and EH EWR can be found [here](#).

MERLIN YUEN
T: 416.202.7353 C: 647.241.0823

From: Alannah Slattery <Alannah.Slattery@trca.ca>
Sent: September 23, 2021 3:27 PM
To: Merlin Yuen <Merlin.Yuen@metrolinx.com>

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

Subject: RE: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

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.

Good afternoon,

Can you kindly advise where these reports can be found on Metrolinx's website? They do not appear to be located under "Milestones", where the other Early Works Reports have been previously published.

Kind regards,
Alannah

Alannah Slattery, BES, MCC (she/her)

Planner

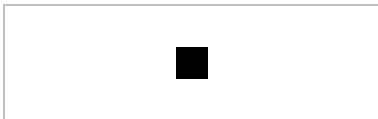
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T: (416) 661-6600 ext. 6443

E: alannah.slattery@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)

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



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

Sent: September 23, 2021 3:12 PM

To: Beth Williston <Beth.Williston@trca.ca>

Cc: Alannah Slattery <Alannah.Slattery@trca.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <crystal.ho@metrolinx.com>

Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

Good afternoon Beth,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any

questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

Project Coordinator, Environmental Programs and Assessment

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

T: 416.202.7353 C: 647.241.0823



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



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Beth Williston,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Alannah Slattery, Toronto and Region Conservation Authority
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

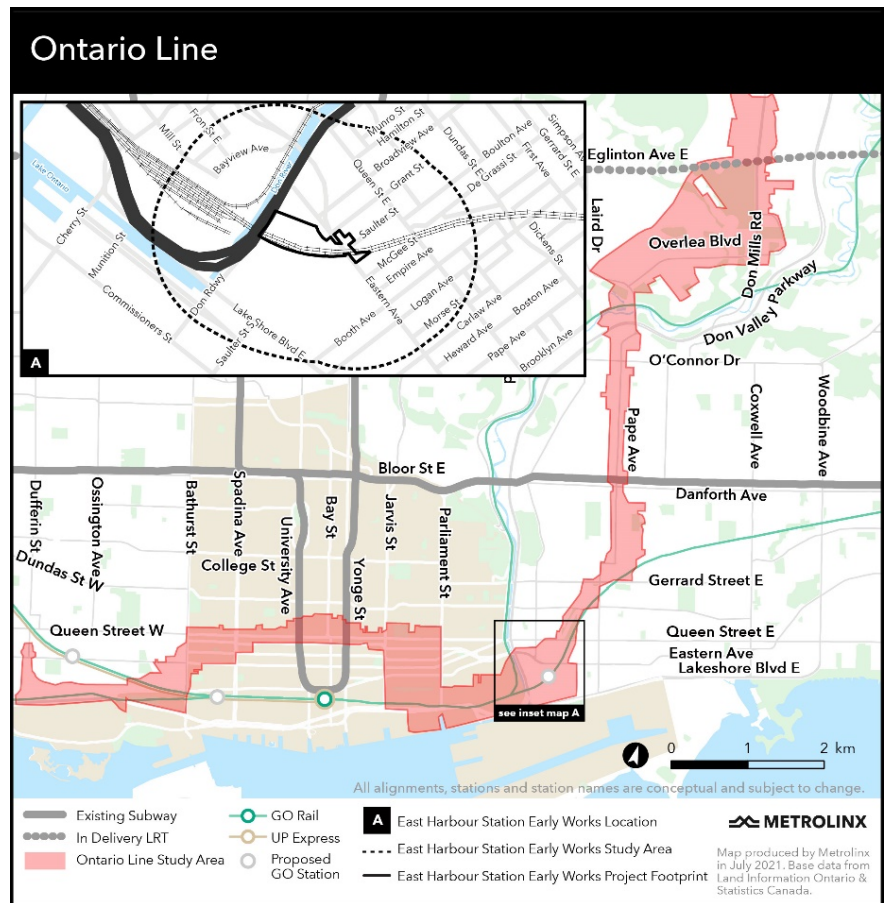
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Merlin Yuen](#)
To: [Alannah Slattery](#)
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] RE: MX ON Line - Draft Lakeshore East Joint Corridor Early Works (EW)
Date: Tuesday, September 21, 2021 3:33:54 PM
Attachments: [REDACTED]

Good afternoon Alannah,

Ahead of the draft publication of the draft Lakeshore East Joint Corridor (LSE-JC) 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 LSE-JC 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





September 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 Lakeshore East Joint Corridor Early Works Report, we have revisited the comments that TRCA provided on the draft Early Works Report. Our responses to the draft Early Works Reports comments with regards to the Lakeshore East Joint Corridor early works are provided in **Attachment 1**.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure,
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue,
- Construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks,
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track,
- Construction of retaining walls, and
- Construction of noise barriers, including east of Pape Avenue.

Further details regarding the Lakeshore East Joint Corridor early works will be provided in the Draft Lakeshore East Joint Corridor Early Works Report, which will be shared with the TRCA for review.

In the letter from TRCA dated July 6, 2020, a copy of TRCA's feedback 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 will continue 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 black ink, appearing to be 'M. Zintchenko', with a stylized flourish at the end.

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)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
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. Not applicable to LSE-JC.
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>	Comment noted. Not applicable to LSE-JC.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
		<p>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>TRCA will be incorporated in updated draft reports.</p>	<p>Harbour Station will interface with the multiple projects being simultaneously designed in this area.</p>	
4.	<p>Draft Early Works Report (July 2020)</p>	<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>	<p>Comment noted. Not applicable to LSE-JC.</p>

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
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.	Comment noted. Not applicable to LSE-JC.
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.	Comment noted. Not applicable to LSE-JC.
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. Not applicable to LSE-JC.
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	The assessment of early works at the Lower Don Bridges and East Harbour Station has	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for	The Lakeshore East Joint Corridor Early Works Report references the Don Mouth Naturalization and Port Lands

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
		<p>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.</p>	<p>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.</p>	<p>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.</p>	<p>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 for successful integration with the interfacing projects.</p>
9.	Draft Early Works Report (July 2020)	<p>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.</p>	<p>An additional section on surface water, groundwater, and soils has been included in the revised report to present predicted impacts and prescribe mitigation.</p>	<p>This comment remains outstanding. TRCA staff look forward to reviewing the revised section of surface flooding in the updated reports.</p>	<p>A surface water and hydrology section has been added to the LSE JC EWR. Table 6-3 of the EWR includes impacts and mitigation measures associated with surface water and hydrology.</p>
10.	Draft Early Works Report (July 2020)	<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</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. 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.</p>	<p>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.</p>	<p>A commitment for a future stormwater management report has been added to Table 6-3 of the EWR. Section 5.3 notes that the Lakeshore East Joint Corridor Hydrology and Surface Water Study Area overlaps with the boundaries of the West Don Lands Flood Protection Landform; however, the West Don Lands Flood Protection Landform is outside of the Lakeshore East Joint Corridor Early Works Project Footprint. Metrolinx will consult with TRCA during detail design to avoid potential infrastructure conflicts and impacts to adjacent flood protection measures / initiatives.</p>

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
		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.	Noted. This comment is not applicable to the LSE JC EWR.
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.	A commitment for a future stormwater management report has been added to Table 6-3 of the LSE JC EWR.
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: <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. 	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.	Noted. This comment is not applicable to the LSE JC EWR.

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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.	Noted. This comment is not applicable to the LSE JC EWR.
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 and addressed as part of the Lower Don Bridge and Don Yard as well as East Harbour Station Early Works Reports. Lakeshore East Joint Corridor early works location is east of the Don Valley.
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. The EWR notes that compensation will be undertaken in accordance with the provisions outlined in the Metrolinx Vegetation Guideline (2020).

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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. This comment is not applicable to the LSE JC EWR.
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. This comment is not applicable to the LSE JC EWR.
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>	Noted. This comment is not applicable to the LSE JC EWR.

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		<p>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.</p>			
		<p>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.</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 abutments, piers, wingwalls and their potential impacts.</p>	<p>Noted. This comment is not applicable to the LSE JC EWR.</p>
		<p>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.</p>	<p>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.</p>	<p>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.</p>	<p>Noted. This comment is not applicable to the LSE JC EWR.</p>
		<p>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</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 when available.</p>	<p>Noted. This comment is not applicable to the LSE JC EWR.</p>

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		<p>difference map between the base condition and proposed condition within the entire floodplain.</p> <p>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> <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.</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 to consider the proposed FPLs on the east side of the Don River, and the Portlands sediment control area.</p> <p>Metrolinx will seek to avoid encroachment to the extent possible.</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> <p>No further comment.</p>	<p>Noted. This comment is not applicable to the LSE JC EWR.</p> <p>Noted. This comment is not applicable to the LSE JC EWR.</p>
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>	<p>Table 6-10 in the EWR includes utility potential impacts and mitigation measures. Details will be confirmed as project planning progresses.</p>

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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.	Noted. This comment is not applicable to the LSE JC EWR.
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	Noted. This comment is not applicable to the LSE JC EWR.

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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.	
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.</p> <p>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.	Noted. This comment is not applicable to the LSE JC EWR.
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>	Noted. This comment is not applicable to the LSE JC EWR.

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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>	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>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>	Noted. This comment is not applicable to the LSE JC EWR.
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 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	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>	Noted. This comment is not applicable to the LSE JC EWR.

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		<p>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.</p>		<p>Comments on the latest update of the Lower Don Bridges will be provided under separate cover.</p>	
27.	<p>Draft Early Works Report (July 2020)</p>	<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>	<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.</p>	<p>This comment is not applicable to the LSE JC EWR.</p>

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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.	This comment is not applicable to the LSE JC EWR.
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.	A commitment has been made in the LSE JC EWR in Table 6-3 noting that applicable TRCA's Living City Policies will be followed during detailed design.
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.	This comment is not applicable to the LSE JC EWR.
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.	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.

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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.	TRCA's Living City Policies document is referenced in the EWR.
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.	This comment is not applicable to the LSE JC EWR.
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.	Noted. This comment is not applicable to the LSE JC EWR.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
		<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.	<p>Draft Natural Environment Early Works Report (July 2020)</p>	<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>Metrolinx remains committed to consulting and sharing technical studies and design details with TRCA as design and planning progress. Dewatering will be assessed in accordance with the Toronto and Region Conservation Authority Technical Guidelines for the Development and Environmental Management Plans for Dewatering (Toronto and Region Conservation Authority, 2013b) and Ontario Regulations 64/16 and 387/04, as amended under the Ontario Water Resources Act, as required.</p>

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
		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. This comment is not applicable to the LSE JC EWR.
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. This comment is not applicable to the LSE JC EWR.
38.	Draft Natural Environment Early Works Report (July 2020)	In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat. Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.	The draft Early Works Reports have been updated to describe the importance of existing rail corridors for wildlife, and mitigation has been proposed to address potential effects on habitat connectivity.	TRCA staff look forward to receiving the updated reports which assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors and mitigation strategies. Wherever impacts to natural heritage system cannot be avoided, TRCA will work with MX to identify options for compensation to ensure no net loss as a result of this project through the TRCA Guidelines for Determining Ecosystem Compensation or through Metrolinx's Vegetation Management Guidelines.	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)	September 2021 Lakeshore East Joint Corridor (LSE JC) Early Works Report - Revised Response
		<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>			
39.	<p>Draft Natural Environment Early Works Report (July 2020)</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-unionnativeplantsforpollinators-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>Comment noted. Metrolinx looks forward to developing potential vegetation compensation opportunities in discussion with TRCA.</p>	<p>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.</p>	<p>Comment noted.</p>

From: [Merlin Yuen](#)
To: [Alannah Slattery](#)
Cc: [Beth Williston](#); [Maria Zintchenko](#); [Crystal Ho](#); [Rodney Yee](#); [Ontario Line](#); [Blacha, Madelin](#); [Cooke, Nicole](#)
Subject: RE: Ontario Line - Draft Early Works Report and Draft Natural Environment Early Works Report
Date: Friday, January 29, 2021 3:52:39 PM
Attachments: [REDACTED]

Good afternoon Alannah,

Thank you for providing your comments to the Exhibition Station Early Works Report. Please see attached a response letter that addresses the TRCA's comments provided on January 11, 2021. Note that our team will be providing an updated comment response sheet for the other comment response sheet also circulated January 11, 2021 – the comments on that sheet pertain to the Lakeshore East and Lower Don Bridges EWRs and we will respond as part of the circulation of those reports at a later date.

Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team can document this set as closed off. We look forward to continuing to work collaboratively with the TRCA as the project progresses.

Regards,

MERLIN YUEN

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

[REDACTED]

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
Planner
Infrastructure Planning and Permits | Development and Engineering Services Division

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January 29, 2021

Alannah Slattery
Planner, Infrastructure Planning and Permits
Development and Engineering Services
Toronto Region Conservation Authority

RE: Ontario Line Project - Response to Toronto Region Conservation Authority Comments on the Draft Exhibition Station Early Works Report

Dear Alannah Slattery,

Thank you for your letter dated January 12, 2021 outlining the Toronto Region Conservation Authority's (TRCA) comments on the Draft Exhibition Station Early Works Report (EWR) for the Ontario Line Project. We appreciate the detailed review and feedback.

Metrolinx acknowledges TRCA's design recommendations related to eco-efficiency, solid waste management and stormwater. As Exhibition Station early works do not include the future Ontario Line Exhibition Station itself, these recommendations will be considered as part of the ongoing Ontario Line Exhibition Station planning and design development. The "Low Impact Development Stormwater Management Planning & Design Guide (2010)" has been included in the mitigation measures for hydrology and surface water-related impacts outlined in the Exhibition Station Early Works EWR.

Metrolinx also acknowledges the general geotechnical requirements that TRCA provided and will consider these as part of ongoing early works and Ontario Line Exhibition Station design development.

The Exhibition Station early works project footprint will be confined largely to the existing rail corridor) and portions of immediately adjacent properties to the north. As a result, no impacts to the Lake Ontario shoreline are anticipated and coastal assessment is not required.

Metrolinx looks forward to working with the TRCA as Project planning and design continue. Please do not hesitate to contact me if you have any questions.

Regards,

Rodney Yee
Project Manager, Environmental Programs and Assessment
Metrolinx

cc: Beth Williston, TRCA
Maria Zintchenko, Metrolinx
Merlin Yuen, Metrolinx
Crystal Ho, Metrolinx

97 Front Street West 416.874.5900
Toronto, ON M5J 1E6 metrolinx.com

From: [Merlin Yuen](#)
To: [Alannah Slattery](#)
Cc: [Beth Williston](#); [Maria Zintchenko](#); [Crystal Ho](#); [Rodney Yee](#); [Ontario Line](#); [Blacha, Madelin](#); [Cooke, Nicole](#)
Subject: RE: Ontario Line - Draft Early Works Report and Draft Natural Environment Early Works Report
Date: Saturday, January 30, 2021 2:27:39 AM
Attachments: [REDACTED]

Good afternoon Alannah,

Thank you for providing your comments to the Exhibition Station Early Works Report. Please see attached a response letter that addresses the TRCA's comments provided on January 11, 2021. Note that our team will be providing an updated comment response sheet for the other comment response sheet also circulated January 11, 2021 – the comments on that sheet pertain to the Lakeshore East and Lower Don Bridges EWRs and we will respond as part of the circulation of those reports at a later date.

Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team can document this set as closed off. We look forward to continuing to work collaboratively with the TRCA as the project progresses.

Regards,

MERLIN YUEN

Project Coordinator, Environmental Programs and Assessment
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T: 416.202.7353 C: 647.241.0823

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: [REDACTED]

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

Planner

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APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

TRCA staff received the draft Early Works and Draft Natural Environment Early Works Reports for the above-noted project on June 5th, 2020. TRCA staff provided comments on the reports on July 6th, 2020. On November 27th, 2020, Metrolinx provided comment responses to TRCA comments which have been reviewed by TRCA staff.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROponent RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
1.	Draft Early Works Report (July 2020)	<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)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
6.	Draft Early Works Report (July 2020)	Please discuss the timing of constructing the Lower Don River Crossing and the proposed construction of the Lower Don River Crossing, and East Harbour Station. If the timing of construction of the Lower Don River Crossing and East Harbour Station is before the proposed flood remediation works, then the updated and improved floodplain can be used in all future analysis.	Metrolinx will continue to engage with TRCA to ensure collaboration between projects in vicinity of the Lower Don Bridges and East Harbour. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances.	This comment remains outstanding. Please update the Early Works reports to discuss the timing of construction for the Lower Don River Crossing and the East Harbour Station.
7.	Draft Early Works Report (July 2020)	Depending on the timing of Early Works, if they are built prior to the Gardiner and flood protection infrastructure, the impact of flooding must be considered. It should be identified who will be affected if there is a flood and who will be responsible for dealing with flood conditions during that time. This should be discussed at the requested joint meeting and/or added as a commitment in the report.	Potential impacts to floodplain and appropriate mitigation measures will be included in the updated draft reports. Metrolinx will continue to consult with TRCA as the design advances and construction details become available.	This comment remains outstanding. TRCA staff look forward to receiving the updated reports which will include potential impacts to floodplain and appropriate mitigation measures.
8.	Draft Early Works Report (July 2020)	There was no mention of potential effects and mitigation measures based on the following items: a) Approved Don Mouth Naturalization and Port Lands Flood Protection Project: Key flood protection measures have been authorized to tie-in with the existing railway embankment at Don Roadway and Eastern Avenue Underpass; b) Completed Lower Don River West Remedial Flood Protection Project: Flood Protection Landform in West Don Lands has specific tie-in and grading requirements that must be retained where the railway meets the flood protection; c) Port Lands and South of Eastern Master Plan Class EA - requires a new Broadview underpass with expanded flood protection tie-ins and drainage with the railway embankment; and, d) Gardiner Expressway EA - requires opening of bridge crossing on east side of Don River through railway embankment to accommodate Hybrid 3 option. Please update this chapter to add this information.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be revised to include the list of studies reviewed.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station. Please ensure that the reports address the potential effects and mitigation measures in regard to items a-d listed in the original comment.
9.	Draft Early Works Report (July 2020)	Considering the biggest concern at the three Early Works locations is surface flooding, Section 4 of the report should be updated to include a discussion of surface flooding, similar to what is included for soils, groundwater, or other environmental conditions.	An additional section on surface water, groundwater, and soils has been included in the revised report to present predicted impacts and prescribe mitigation.	This comment remains outstanding. TRCA staff look forward to reviewing the revised section of surface flooding in the updated reports.
10.	Draft Early Works Report (July 2020)	TRCA staff understand that the Early Works are proposed to be undertaken at four locations: Exhibition Station, Lower Don River Crossing, East Harbour Station, and along the Lakeshore East Joint Corridor between Eastern Avenue and Carlaw Avenue. While the Exhibition Station study area is not regulated by TRCA, the other three locations are regulated and will be the focus of our comments. Figure 1-3 shows that the footprint of the Lower Don River Crossing ends south of the Richmond Hill Corridor tracks. As such, impacts to the West Don Flood Protection Landform were not included in this review. However, TRCA staff will need to see the impact study for the Richmond Hill Corridor works to confirm that	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. Text regarding the West Don Flood Protection Landform will be included in the Lower Don Bridges EWR. Commitment to future SWM report can be added to the EWR.	This comment remains outstanding. TRCA staff look forward to reviewing the Lower Don Bridges Early Works report when available. Please ensure that text regarding the West Don Flood Protection Landform is included.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
		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: <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. 	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include text regarding the Lower Don Special Policy Area. Future commitment to confirming impacts within this policy area can be added.	These concerns remain outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will address comments a,b,c in the original comment.
14.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Various references are made in the report to the limited habitat and connectivity functions of the Lower Don River. However, it should be noted that within a highly urbanized context these communities have a greater significance and value than they would in a less urban landscape. While this may not impact the project's viability, its importance based on landscape level considerations should be considered and a compensation strategy will be required that reflects the increased importance of anthropogenic urban ecological communities. Please update the report accordingly to reflect the important functions of the existing	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include description of the importance of the Don River valley as a wildlife corridor and compensation for potential effects on the Urban River Valley and mitigation to address potential	This concern remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx regarding wildlife and the importance of the connectivity functions of the Lower Don river.

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		features.	effects on habitat connectivity.	
15.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Similar to the previous comment, the Don Valley provides an important function as a wildlife corridor within the highly urban local landscape. Design considerations should be analyzed within this local landscape context and should not impair ecological connectivity.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include description of the importance of the Don River valley system in an urban setting, and considerations for maintaining or enhancing connectivity during Detailed Design. Design considerations will be discussed during the Detailed Design phase.	This comment remains outstanding and we note that MX has deferred this requirement to detailed design. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx regarding ecological connectivity.
16.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	The effects tables indicate that compensation will be coordinated with the City of Toronto. Please ensure that TRCA is included in these discussions. It is important to note that TRCA will only consider compensation if it has been demonstrated that losses are unavoidable. Should no other alternatives be feasible, these losses will need to be quantified. In the absence of a finalized Metrolinx compensation strategy, ecological compensation should be based on TRCA's Guideline for Determining Ecosystem Compensation.	Metrolinx looks forward to developing potential vegetation compensation opportunities in discussion with TRCA.	Wherever impacts to natural heritage system cannot be avoided, TRCA will work with MX to identify options for compensation to ensure no net loss as a result of this project through the TRCA Guidelines for Determining Ecosystem Compensation or through Metrolinx's Vegetation Management Guidelines.
17.	Draft Early Works Report (July 2020)	Please note that our objective at TRCA is to minimize the required number of crossings through valley corridors. The Early Works component of the Ontario Line project includes the Lower Don River Crossing at the GO tracks. For each crossing, Metrolinx must demonstrate that there are no significant impacts to flooding as a result of the crossing. The TRCA Stormwater Management Criteria (TRCA, 2012) must be met - documents are available online at http://sustainabletechnologies.ca/wp/wp-content/uploads/2013/01/SWM-Criteria-2012.pdf TRCA received feedback from Metrolinx indicating that the studies will be undertaken. Please conduct a hydraulic assessment in Mike Flood 2D for the Lower Don Crossing. In order to obtain TRCA support, we require not just that the study be conducted, but that it demonstrates no floodplain impacts, and that all necessary project design changes will be made to demonstrate this.	During detailed design and prior to construction, a Stormwater Management Report will be completed to determine potential effects and mitigation measures. The report will be completed in consultation with TRCA and the MECP. Stormwater management design will consider guidance provided by the MOECC Stormwater Management Planning and Design Manual (2003) and MTO Drainage Management Manual (2008), TRCA Storm Water Management Criteria (2012), and the Low Impact Development Stormwater Management Planning and Design Guide (TRCA/Credit Valley Conservation, 2010).	This comment remains outstanding and we note that MX has deferred this requirement to detailed design. TRCA staff look forward to receiving the Stormwater Management Report. Please conduct a hydraulic assessment in Mike Flood 2D for the Lower Don Crossing. In order to obtain TRCA support, we require not just that the study be conducted, but that it demonstrates no floodplain impacts, and that all necessary project design changes will be made to demonstrate this.
18. 1	Draft Early Works Report (July 2020)	We recommend that Metrolinx situate and design the works appropriately in line with the necessary technical studies - fluvial geomorphic processes (cross perpendicular to the stream, cross on as straight a reach as possible), meander belt and erosion studies (100 year erosion limit where meander belt is not possible),	A future commitment will be added to the Early Works Reports and Environmental Impact Assessment Report for these requested studies to be completed during detailed design, as required.	This comment remains outstanding and we note that MX has deferred this requirement to detailed design. TRCA staff look forward to receiving the geotechnical and slope stability assessments for all crossings.

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		geotechnical (grading and retaining walls for tracks), etc. All crossings including their grading and earthworks needs geotechnical and slope stability assessment. The geotechnical design will be also be needed in support of the proposed crossings.		
19.	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.	

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		floodplain.		
		e) The proposed FPLs on the east side of the Don River (both south and north of the tracks) and the Port Lands sediment control area on the southwest side of the bridge need to be considered in the development of options. Metrolinx has acknowledged this comment but TRCA would like to see a commitment to this effect in the report. For TRCA to support these works, we must confirm that there are no adverse impacts to these flood protection initiatives.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include a future commitment to consider the proposed FPLs on the east side of the Don River, and the Portlands sediment control area.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station. Please ensure that these reports are updated to include a commitment from Metrolinx to consider the proposed FPLs on the east side of the Don River, and the Portlands sediment control area. For TRCA to support these works, we must confirm that there are no adverse impacts to these flood protection initiatives.
		f) We understand that property needs will be assessed as part of detail design, but the abutments for these structures should avoid encroaching on TRCA property.	Metrolinx will seek to avoid encroachment to the extent possible.	No further comment.
20.	Draft Early Works Report (July 2020)	With regards to utility and other infrastructure relocation, staff notes that there are several other infrastructure and utilities including watermains, hydro utilities, etc., owned by other agencies that may need to be relocated to facilitate this project. Please confirm if this infrastructure and utility works will be undertaken by Metrolinx (or contractor) as part of this project as well as the timelines for these works. We understand that consultation with the various stakeholders is ongoing. It is important to note all early/enabling works, and if some of the works will be undertaken by other proponents (municipalities and companies) as these other proponents may be subject to TRCA Regulatory requirements. In addition, it will be important to confirm these details to provide adequate time for permitting and implementation to avoid overall project delays. Please include this item in the future commitments section within the report.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include a future commitment will be added to review utility relocations and continue coordination with TRCA and other affected stakeholders.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station. Please ensure these reports include details regarding utility relocations and infrastructure relocation within the future commitments section of the report.
21.	Draft Early Works Report (July 2020)	A multi-use path and pedestrian crossing is proposed as part of the two new bridges crossing the Lower Don. TRCA questions the need for the bridge on the south side. Our preference is to avoid multiple crossings in close proximity to each other over watercourses. In line with TRCAs <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: <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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		<p>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>		
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. 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>	<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. 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>
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>
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</p>	<p>Comment noted.</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>

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

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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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		<ul style="list-style-type: none"> c) avoid disturbance to natural features, areas and systems contributing to the conservation of land to the extent possible; and d) d) designed to reduce erosive velocities and mitigate thermal impacts (in the case of outfalls and outfall channels). 		
34.	Draft Early Works Report (July 2020)	<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>	<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 additional technical guidance relating to these items.	Comment noted. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances.	Please ensure updated reports discuss Low Impact Development and mitigation options to reduce impacts on aquatic ecosystems, including the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations.
38.	Draft Natural Environment Early Works Report (July 2020)	In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat. Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors. There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.	The draft Early Works Reports have been updated to describe the importance of existing rail corridors for wildlife, and mitigation has been proposed to address potential effects on habitat connectivity.	TRCA staff look forward to receiving the updated reports which assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors and mitigation strategies. Wherever impacts to natural heritage system cannot be avoided, TRCA will work with MX to identify options for compensation to ensure no net loss as a result of this project through the TRCA Guidelines for Determining Ecosystem Compensation or through Metrolinx's Vegetation Management Guidelines.
39.	Draft Natural Environment Early Works Report (July 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

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

Project Coordinator, Environmental Programs and Assessment
130 Adelaide Street West | Toronto | Ontario | M5H 0A1
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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.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROponent 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>	<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	<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>	Comment noted.
6.	Draft Early Works Report (July 2020)	Proposed Flood Remediation Works	<p>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.</p>	<p>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>
7.	Draft Early Works Report (July 2020)	Flood Contingency	<p>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.</p>	<p>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.</p>
8.	Draft Early Works Report (July 2020)	Potential Effects Based on Other Studies	<p>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</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. These updated draft reports will be revised to include the list of studies reviewed.</p>

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			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> <ol style="list-style-type: none"> 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; 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; 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>

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
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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			<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)	Previous Comments on Lower Don Crossing: Technical Studies	<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>
19.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: 2 Bridge Spans	<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 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>The design details referenced are currently being advanced and will be shared with TRCA as they become available.</p> <p>The design details referenced are currently being advanced and will be shared with TRCA as they become available.</p> <p>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.</p> <p>The design details referenced are currently being advanced and will be shared with TRCA as they become available.</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</p>

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			<p>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> <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.</p>	<p>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>Metrolinx will seek to avoid encroachment to the extent possible.</p>
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 TRCA's <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>

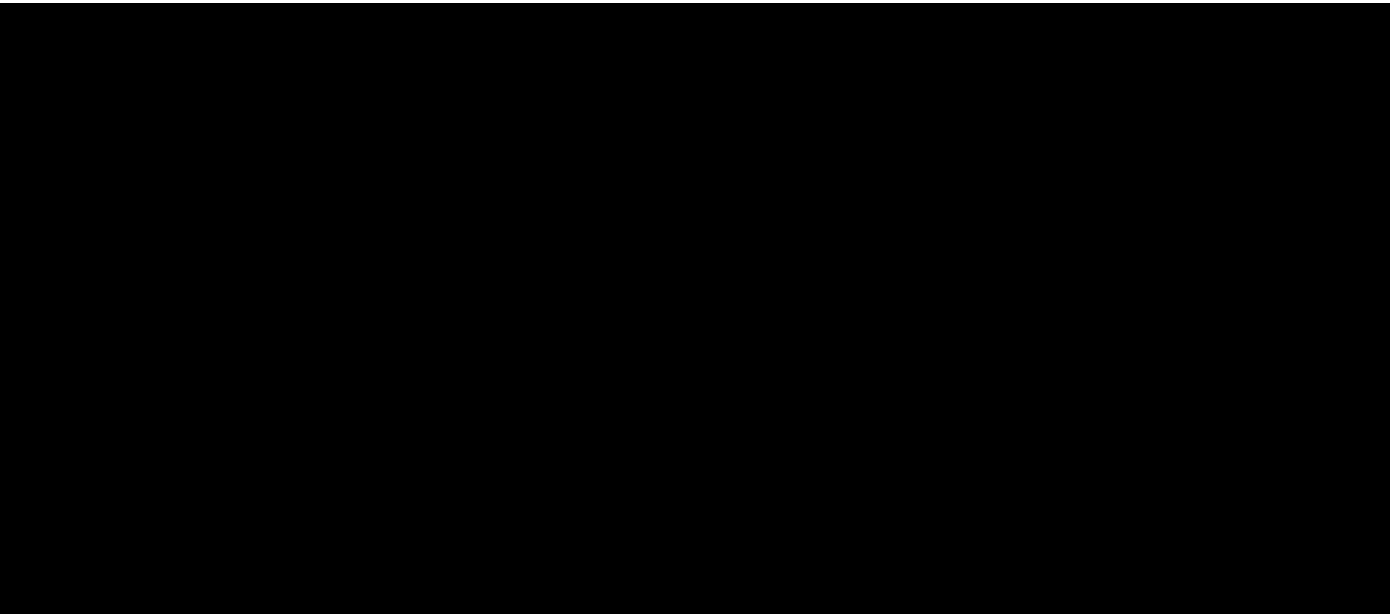
ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			adverse impacts.	
22.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Stairs/Ramps	Stairs/ramps will be necessary for pedestrians/cyclists to exit the new crossings over the Lower Don. We appreciate 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.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			<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	<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 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.</p>	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	<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</p>	Comment noted.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
	(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) designed to reduce erosive velocities and mitigate thermal impacts (in the case of outfalls and outfall channels).	Comment noted.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
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	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.
37.	Draft Natural Environment Early	Hydrologic Regimes	Please note that aquatic ecosystems include the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations. Thus, an increase in development area in already highly urban areas often tends to impact these ecosystems in the aforementioned ways. Thus, we recommend that effort be taken to	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 additional 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-uronativeplantsforpollinators-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)	PROponent 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)	PROONENT RESPONSE
5.	Draft Early Works Report (July 2020)	East Harbour Station: Flood Protection Infrastructure	The East Harbour Station is located in the Don River Valley, Special Policy Area (SPA) and flood plain. TRCA completed the Don Mouth Naturalization and Port Lands Flood Protection Project EA (DMNP EA (2015)) that identified a preferred alternative for flood protection on the eastside of the Don River which will address current flooding on the First Gulf Property and into the South Riverdale communities to the east by implementing flood protection measures on the south side of the elevated railway embankment. Depending on the timelines for the station construction, Metrolinx will be required to address existing flood plain management requirements if the station is developed and implemented prior to implementation of the flood protection at this location. It is also important to note that although the rail embankment and areas south of the rail corridor may no longer be subject to flooding once the implementation of the Port Lands flood protection works, areas north of the tracks will remain in the flood plain and vulnerable to flooding even with a complete implementation of the preferred alternative in the DMNP EA (2015).	
6.	Draft Early Works Report (July 2020)	Proposed Flood Remediation Works	Please discuss the timing of constructing the Lower Don River Crossing and the proposed construction of the Lower Don River Crossing, and East Harbour Station. If the timing of construction of the Lower Don River Crossing and East Harbour Station is before the proposed flood remediation works, then the updated and improved floodplain can be used in all future analysis.	
7.	Draft Early Works Report (July 2020)	Flood Contingency	Depending on the timing of Early Works, if they are built prior to the Gardiner and flood protection infrastructure, the impact of flooding must be considered. It should be identified who will be affected if there is a flood and who will be responsible for dealing with flood conditions during that time. This should be discussed at the requested joint meeting and/or added as a commitment in the report.	
8.	Draft Early Works Report (July 2020)	Potential Effects Based on Other Studies	There was no mention of potential effects and mitigation measures based on the following items: a) Approved Don Mouth Naturalization and Port Lands Flood Protection Project: Key flood protection measures have been authorized to tie-in with the existing railway embankment at Don Roadway and Eastern Avenue Underpass; b) Completed Lower Don River West Remedial Flood Protection Project: Flood Protection Landform in West Don Lands has specific tie-in and grading requirements that must be retained where the railway meets the flood protection; c) Port Lands and South of Eastern Master Plan Class EA - requires a new Broadview underpass with expanded flood protection tie-ins and drainage with the railway embankment; and, d) Gardiner Expressway EA - requires opening of bridge crossing on east side of Don River through railway embankment to accommodate Hybrid 3 option. Please update this chapter to add this information.	
9.	Draft Early Works Report (July 2020)	Surface Flooding	Considering the biggest concern at the three Early Works locations is surface flooding, Section 4 of the report should be updated to include a discussion of surface flooding, similar to what is included for soils, groundwater, or other environmental conditions.	
10.	Draft Early Works Report (July 2020)	West Don FPL	TRCA staff understand that the Early Works are proposed to be undertaken at four locations: Exhibition Station, Lower Don River Crossing, East Harbour Station, and along the Lakeshore East Joint Corridor between Eastern Avenue and Carlaw Avenue. While the Exhibition Station study area is not regulated by TRCA, the other three locations are regulated and will be the focus of our comments. Figure 1-3 shows that the footprint of the Lower Don River Crossing ends south of the Richmond Hill Corridor tracks. As such, impacts to the West Don Flood Protection Landform were not included in this review. However, TRCA staff will need to see the impact study for the Richmond Hill Corridor works to confirm that there are no impacts to the West Don Flood Protection Landform. The hydraulic assessment will need to show that the floodplain impacts resulting from the Lower Don Crossing Early Works will not negatively impact the function of the West Don FPL. Please confirm when we can expect to see these works.	
11.	Draft Early Works Report (July 2020)	East Harbour Station, Section 3.3	Section 3.3 identifies that the "initial preferred design (IPD)" for the station was developed as part of the SmartTrack Stations EPR and that a number of changes are being proposed to integrate Ontario Line with the station. However,	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROONENT RESPONSE
			the IPD is not provided as part of the report and therefore cannot be reviewed. Critical information, like the design of the station, should be provided for review and TRCA staff await further details on the station design.	
12.	Draft Early Works Report (July 2020)	Infrastructure Flooding	Please note that there is a possibility that sections of this line will still be susceptible to flooding. Our preference is to avoid locating the main station entrances in flood vulnerable areas, and that those entrances are subject to flood proofing requirements. Ingress and egress for new buildings should ensure that vehicular and pedestrian movement is not prevented during times of flooding.	
13.	Draft Early Works Report (July 2020)	Floodproofing	The Lower Don River Crossing and East Harbour Station are located within the Lower Don Special Policy Area. As such: a) Ingress and egress for all buildings within the flood plain lands shall be "safe." Pursuant to provincial floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and economically viable such as at grade with street related access points; b) Developments must be floodproofed to the Regional floodplain if possible. If that is not possible, an iterative approach will be accepted to a minimum floodproofing standard of the 350-year storm event; c) The Lower Don floodplain is modelled in Mike Flood 2D. Any fill and floodproofing that is proposed to be undertaken within the floodplain must undergo an offsite impact assessment in Mike Flood 2D. TRCA will not accept development that results in offsite floodplain impacts.	
14.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Importance of Limited Vegetation/Wildlife	Various references are made in the report to the limited habitat and connectivity functions of the Lower Don River. However, it should be noted that within a highly urbanized context these communities have a greater significance and value than they would in a less urban landscape. While this may not impact the project's viability, its importance based on landscape level considerations should be considered and a compensation strategy will be required that reflects the increased importance of anthropogenic urban ecological communities. Please update the report accordingly to reflect the important functions of the existing features.	
15.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Wildlife Connectivity	Similar to the previous comment, the Don Valley provides an important function as a wildlife corridor within the highly urban local landscape. Design considerations should be analyzed within this local landscape context and should not impair ecological connectivity.	
16.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Compensation	The effects tables indicate that compensation will be coordinated with the City of Toronto. Please ensure that TRCA is included in these discussions. It is important to note that TRCA will only consider compensation if it has been demonstrated that losses are unavoidable. Should no other alternatives be feasible, these losses will need to be quantified. In the absence of a finalized Metrolinx compensation strategy, ecological compensation should be based on TRCA's Guideline for Determining Ecosystem Compensation.	
17.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing	Please note that our objective at TRCA is to minimize the required number of crossings through valley corridors. The Early Works component of the Ontario Line project includes the Lower Don River Crossing at the GO tracks. For each crossing, Metrolinx must demonstrate that there are no significant impacts to flooding as a result of the crossing. The TRCA Stormwater Management Criteria (TRCA, 2012) must be met - documents are available online at http://sustainabletechnologies.ca/wp-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)	PROONENT RESPONSE
			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	<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 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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> <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.</p>	
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 water mains, 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</p>	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
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.</p> <p>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>	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROONENT RESPONSE
24.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing; Hydraulic Impacts	Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts. In addition, any features that require filling or re-grading to achieve compliance with flood depth and velocity criteria shall not be permitted unless it has been demonstrated in an environmental study or 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>	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROONENT RESPONSE
			If there are station tunnels as previously proposed for SmartTracks, due to the connectivity to the north side of the rail embankment, TRCA will require that the station be flood proofed to the Regulatory flood elevation plus 30 cm of freeboard.	
28.	Draft Early Works Report (July 2020)	East Harbour Station: Public Safety Protocol	Another requirement for locating any entrance or public spaces within the proposed station facility located within flood plain north of the rail embankment will be the requirement to have a comprehensive public safety protocol in place for egress and ingress, emergency preparedness and service access for evacuation purposes in case of a flood. Any underground parking facilities must be flood proofed to the level of the required flood elevation set by TRCA and the owner / operator will have to ensure that vehicles can safely be removed during that flood event, and take on full responsibility for life and property impacts due to flooding.	
29.	Draft Early Works Report (July 2020)	Lakeshore East Joint Corridor: Retaining Walls and Grading	Please ensure that the construction of the retaining walls is in line with TRCA LCP requirements and based on the necessary technical studies (geotechnical, natural heritage). The location of these features should have the necessary setback requirements from the erosion hazards that have been assessed through appropriate technical studies. Please ensure the design of the facing of the retaining walls consider and incorporate natural heritage elements and sustainable features.	
30.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Ancillary Feature Siting	For future siting of ancillary features, such as TPSSs and EEBs, please note that they should not be sited in the floodplain or areas that are prone to slope failure as this poses a risk to staff, nearby properties and the general public.	
31.	Draft Natural Environment Early Works Report (July 2020)	Anticipated Construction Works: Noise Barriers/Walls	Noise barriers and walls have been proposed as part of the track expansion. Staff notes that these features affect TRCA regulated areas. Please confirm and indicate how the long-term maintenance associated with these features (noise barriers/walls) will be performed on site. Please note that alternative designs should be considered during the detailed design phase for areas where maintenance is anticipated to occur within a natural feature, where feasible. Please add a note in the relevant section of the report that TRCA staff will be included in the discussions associated with the design of these walls/barriers.	
32.	Draft Early Works Report (July 2020)	Support for Transit	TRCA as an organization is very supportive of transit development and encourages agencies and municipalities to develop sustainable transportation options in their planning and development of sustainable communities. The TRCA Living City Policies (LCP Section 6.4, 6.7 and 6.8) promotes and advocates the incorporation of sustainable transportation policies, green infrastructure and ecological design into community development and infrastructure building.	
33.	Draft Early Works Report (July 2020)	Detail Design/Outfall Placement	Generally, TRCA does not support the placement of a new outfall if an existing storm service system is available. If an outfall placement is not avoidable, then the following from TRCA's Living City Policies must be met: 8.9.8 That development, interference and alterations associated with infrastructure that supports stormwater management (SWM) facilities (e.g. outfall structures, etc.) shall generally be: a) located outside of the meander belt wherever possible; b) placed as close to the base of slope as possible, and at a grade above the 25- year floodline where feasible; c) avoid disturbance to natural features, areas and systems contributing to the conservation of land to the extent possible; and d) designed to reduce erosive velocities and mitigate thermal impacts (in the case of outfalls and outfall channels).	
34.	Draft Early Works Report (July 2020)	Detail Design/SWM Criteria	Please note that TRCA's stormwater management criteria for the additional impervious areas (i.e. the expanded crossing, East Harbour Station and amenities) are as follows: a) Erosion Control: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.)	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROONENT RESPONSE
			<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)	PROPONENT RESPONSE
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-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>	

APPENDIX A: TRCA COMMENTS ON CONCEPTUAL DESIGN PRESENTATION

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
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.	<p>Long term implications for managing features located within the flood plain will be an issue within the Don River Valley at the various crossings:</p> <p>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.</p> <p>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.</p> <p>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.</p>	

ITEM	TRCA COMMENTS (May 15, 2020)	PROONENT RESPONSE
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.	<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 (slide 18). 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.</p> <p>b) Please confirm any modification/changes/extensions to the abutments, piers, wingwalls and their potential impacts.</p>	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	<p>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.</p> <p>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.</p> <p>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.</p> <p>f) The abutments for these structures should not cross onto TRCA property.</p>	
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>Pedestrian/Multi-Use Crossings: 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; 	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	<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.	<p>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.</p>	
13.	<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 (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.</p>	
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>	
<p>Flood Protection Initiatives: (<i>Comments 15-20</i>)</p>		
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)	PROONENT RESPONSE
	<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.	<p>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.</p>	
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> <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.</p> <p>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).</p>	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
18.	<p>Port Lands Flood Protection and Enabling Infrastructure: The Port Lands Flood Protection and Enabling Infrastructure project (PLFPEI) is one of the most significant urban renewal opportunities in Toronto. It is a comprehensive plan for flood protecting southeastern portions of downtown Toronto. Some components of flood proofing are already underway, and the project is expected to be complete in 2024, at which time the property will be removed from flood risk. There are critical PLFP infrastructure in the vicinity of the proposed crossing and approach that are to be protected and/or coordinated with, including the East Harbour Flood Protection Landform, the Sediment and Debris Management Area (SDMA), and Eastern Avenue Flood Protection.</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>Broadview and Eastern Flood Protection: Intended to address the remaining flood risk (approximately 8 hectares of land north of the rail embankment) following implementation of the PLFPEI project. Potential flood proofing of lands bounded by Don Valley Parkway in the west, the Metrolinx elevated railway embankment to the</p>	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	<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
	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.	<p>Bala Underpass: Slide 17 shows a “new access to be built from under the realigned track” from the workshop and offices to the WDFPL:</p> <p>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.</p> <p>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.</p>	
27.	<p>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:</p> <p>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.</p> <p>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.</p> <p>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.</p>	

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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.	

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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
	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>	

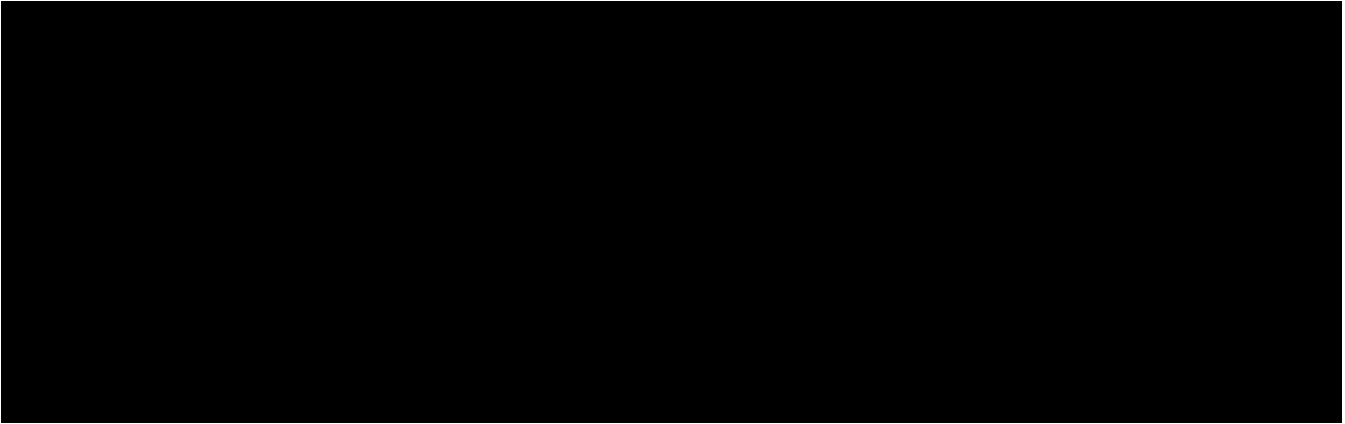
ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	<p>a geotechnical study, there are the following geotechnical concerns for the feasibility of the potential development in the erosion hazard area, which needs to rely on slope stabilization to facilitate such work:</p> <ul style="list-style-type: 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)	PROONENT RESPONSE
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
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
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 (September 2013)</i>: 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
	<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>	
<p><u>Design Opportunities:</u></p>		
<p>55.</p>	<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>	
<p><u>Multi-Use Connection Opportunities:</u></p>		
<p>56.</p>	<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: 

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



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

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Technical Stakeholders

- **Other Technical Stakeholders**
 - **Canadian National Railway**
 - **Exhibition Place**
 - **George Brown College**
 - **Hydro One Networks Incorporated**
 - **La Cité**
 - **Law Society of Ontario**
 - **Ontario College of Art and Design University**
 - **Ontario Heritage Trust**

Other Technical Stakeholders

- Canadian National Railway

From: [Merlin Yuen](#)
To: michael.vallins@cn.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Michael,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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

[REDACTED]



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Michael Vallins,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

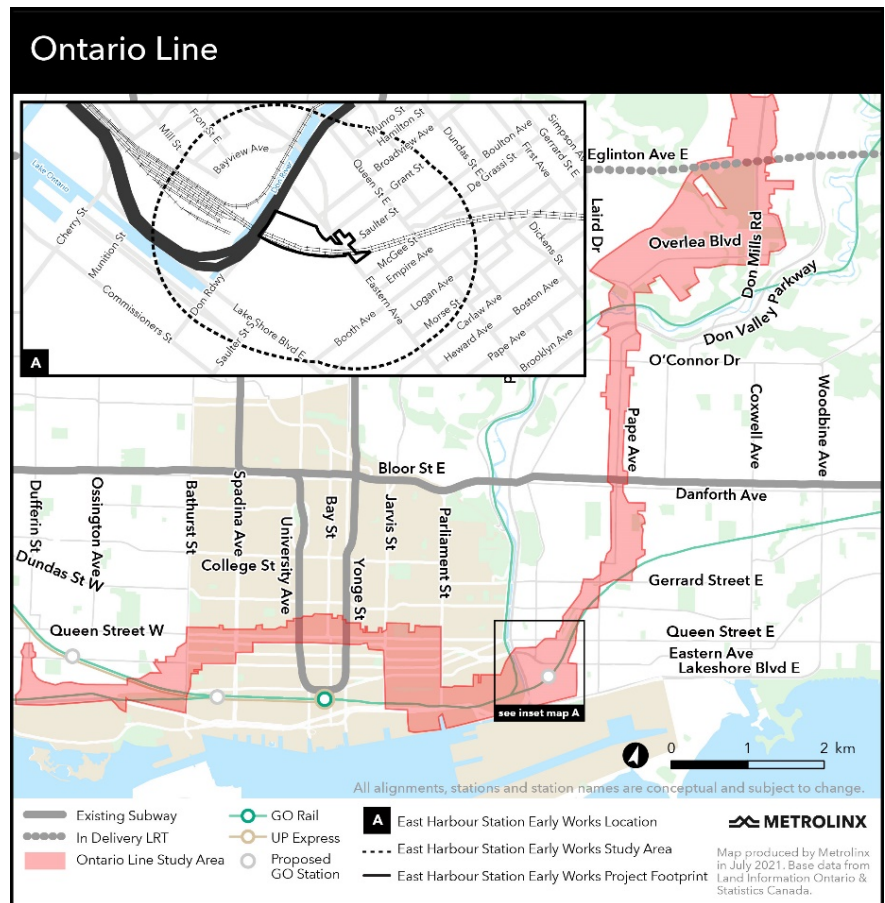
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: Ontario Line
Sent: Tuesday, July 27, 2021 3:08 PM
To: michael.vallins@cn.ca
Cc: Maria Zintchenko; Merlin Yuen; Crystal Ho; Bren Daner Lapuz
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review: [\[REDACTED\]](#)


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than August 24, 2021.

Thank-you,

Crystal Ho

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

From: [Ontario Line](#)
To: ["michael.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

- Exhibition Place

From: [Merlin Yuen](#)
To: TPorter@explace.on.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Tony,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Tony Porter,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

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“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

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- construction of retaining walls; and
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East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
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Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

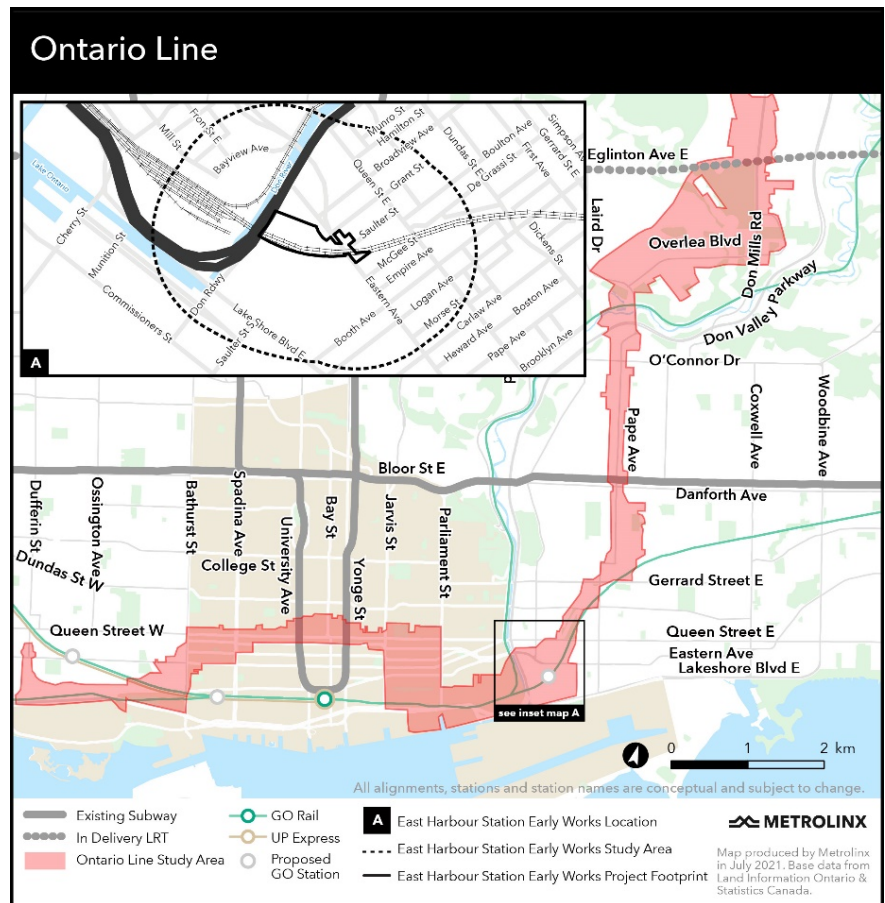
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



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

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

From: [Ontario Line](#)
To: ["Tony Porter"](#)
Cc: [Merlin Yuen](#); [Bren Daner Lapuz](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:02:37 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

Other Technical Stakeholders

- **George Brown College**

From: [Merlin Yuen](#)
To: ask.george@georgebrown.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 24, 2021
Attachments: [REDACTED]

Good afternoon,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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.



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Sir/Madam,

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Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

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- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
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Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

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Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

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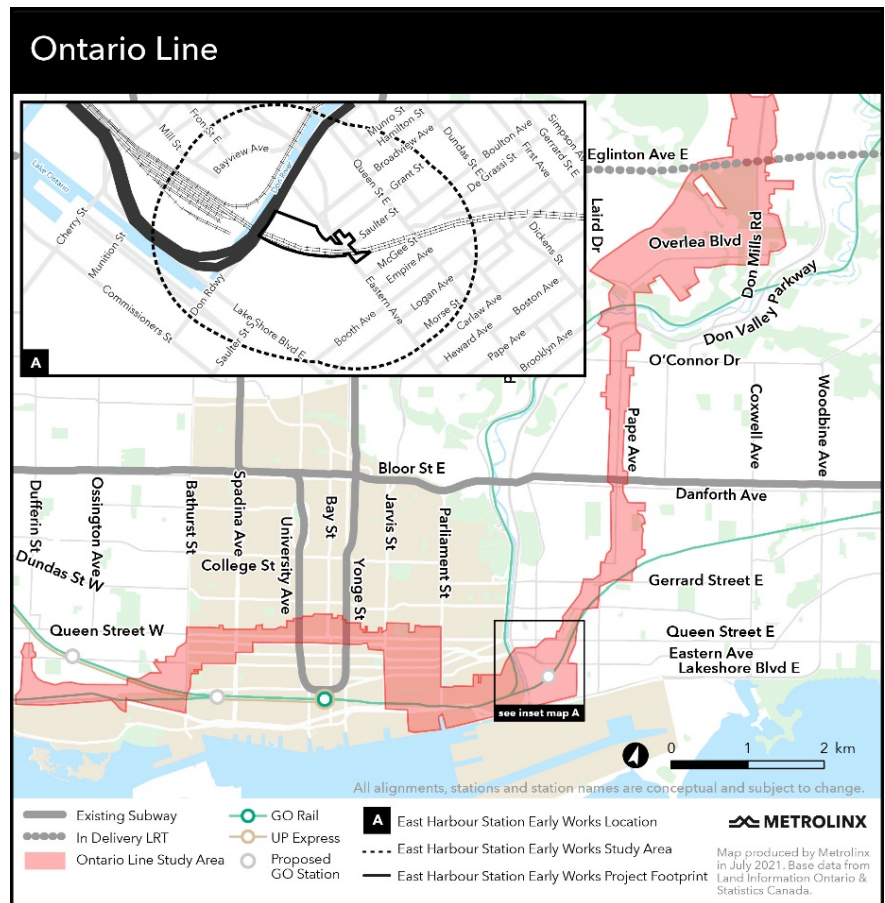
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From: [Ontario Line](#)
To: ask.george@georgebrown.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:06:04 PM

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[REDACTED]
[REDACTED]


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Thank-you,

Crystal Ho

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

From: [Ontario Line](#)
To: ["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](#)
To: SecondaryLandUse@HydroOne.com
Cc: Laura.Dimand@HydroOne.com; "Renee.Pettigrew@HydroOne.com"; [Elsy Aceves](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

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MERLIN YUEN

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

[REDACTED]



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Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Laura Dimand, Hydro One
Renee Pettigrew, Hydro One
Elsy Aceves, Hydro One
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

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Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

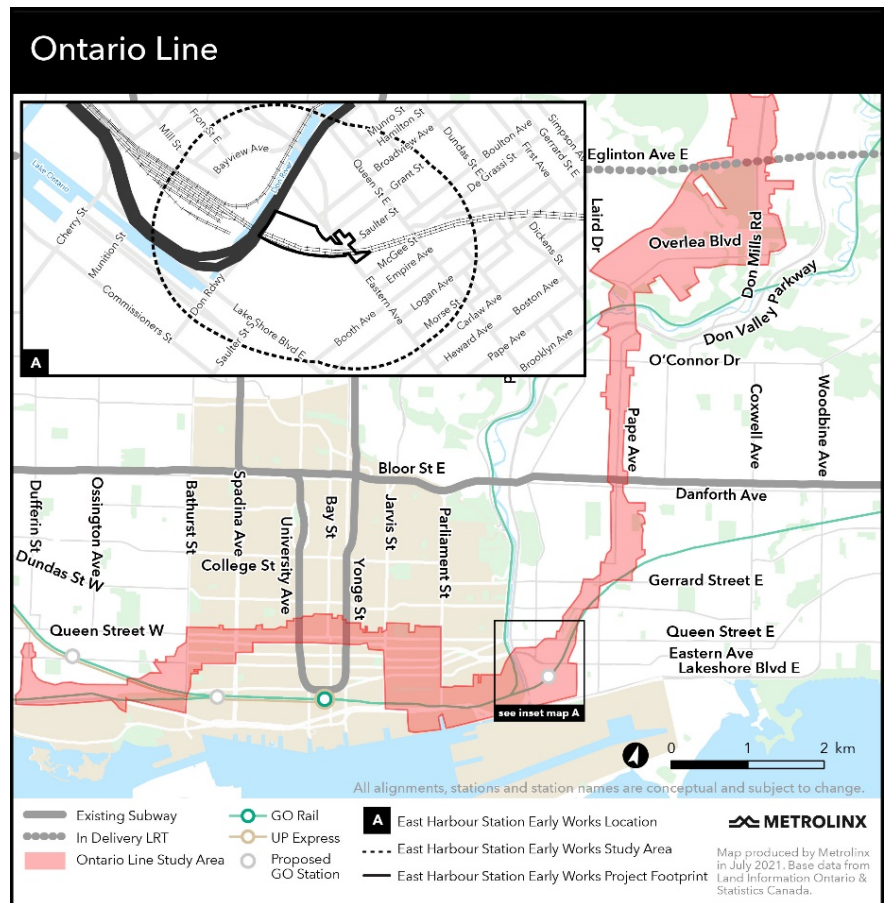
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: SecondaryLandUse@HydroOne.com
Cc: Laura.Dimand@HydroOne.com; Renee.Pettigrew@HydroOne.com; [Elsy Aceves](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:06:53 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,




Bren Daner Lapuz

Summer Student, Environmental Programs and Assessment
130 Adelaide St West | Toronto | Ontario | M5H 3P5
Metrolinx



From: Merlin Yuen
Sent: July-03-20 9:52 AM
To: 'Laura.Dimand@HydroOne.com'
Subject: RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

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

- 
 - 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.

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

- **Other Technical Stakeholders**
 - **La Cité**

From: Merlin Yuen

Sent: September 23, 2021 4:05 PM

To: mobilicite@collegelacite.ca

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

Subject: Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR

Good afternoon,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

Project Coordinator, Environmental Programs and Assessment

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

T: 416.202.7353 C: 647.241.0823



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.



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Sir/Madam,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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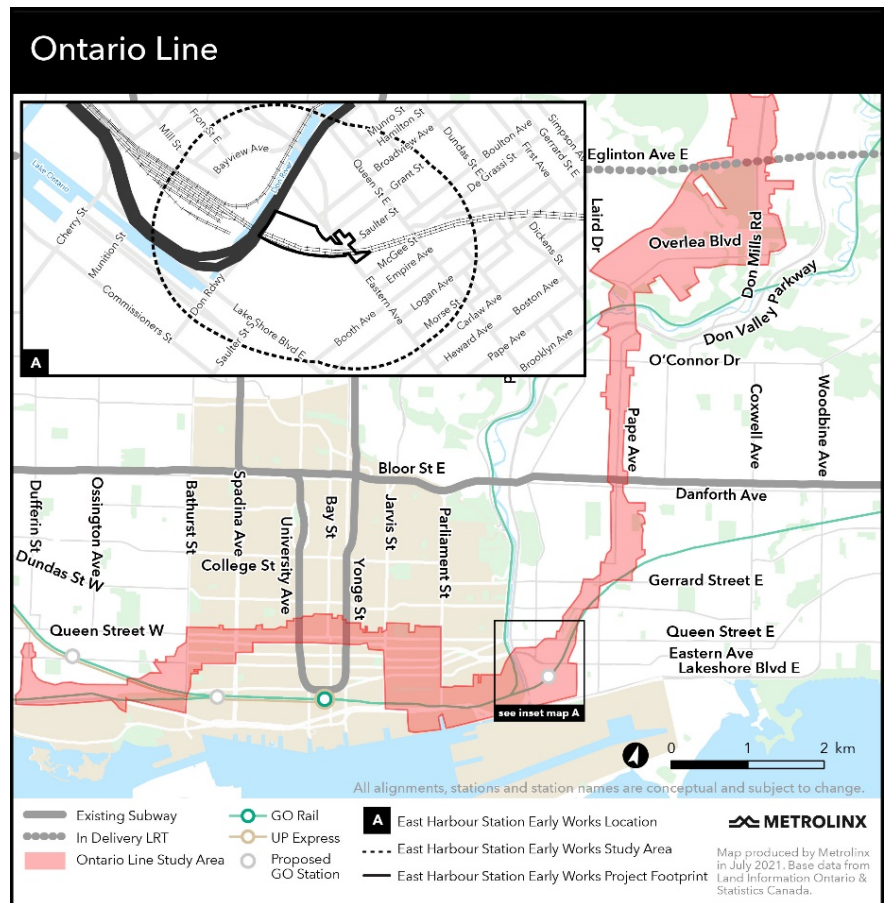
East Harbour Station Early Works

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

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: mobilicite@collegelacite.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:05:22 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

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

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

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

Other Technical Stakeholders

- **Law Society of Ontario**

From: [Merlin Yuen](#)
To: ebrunet@lso.ca
Cc: sdivince@lso.ca; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Elise,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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.



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Elise Brunet,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and



- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Simon Di Vincenzo, Law Society of Ontario
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

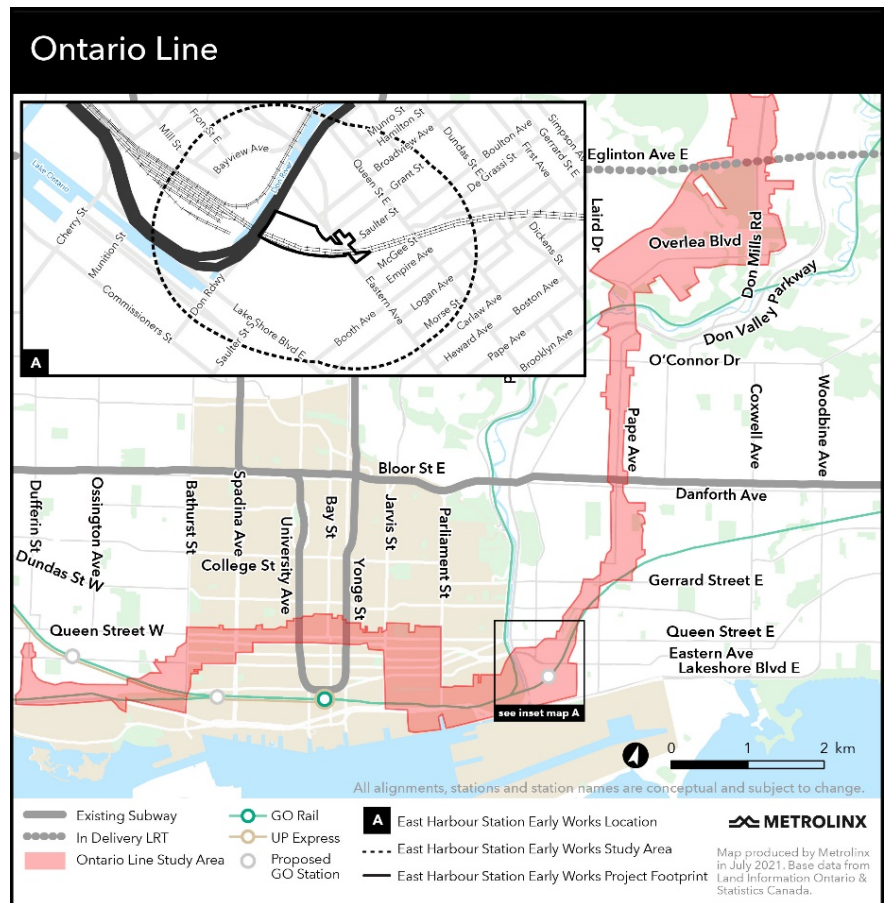
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: Crystal Ho
Sent: Tuesday, July 27, 2021 3:03 PM
To: Elise Brunet; Simon Di Vincenzo
Cc: Maria Zintchenko; Bren Daner Lapuz; Merlin Yuen; Crystal Ho
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review: [\[REDACTED\]](#)

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than August 24, 2021.

Thank-you,

Crystal Ho

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

Other Technical Stakeholders

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

From: [Merlin Yuen](#)
To: jsnell@ocadu.ca
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Jeannie,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Jeannie Snell,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

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- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
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- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

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You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

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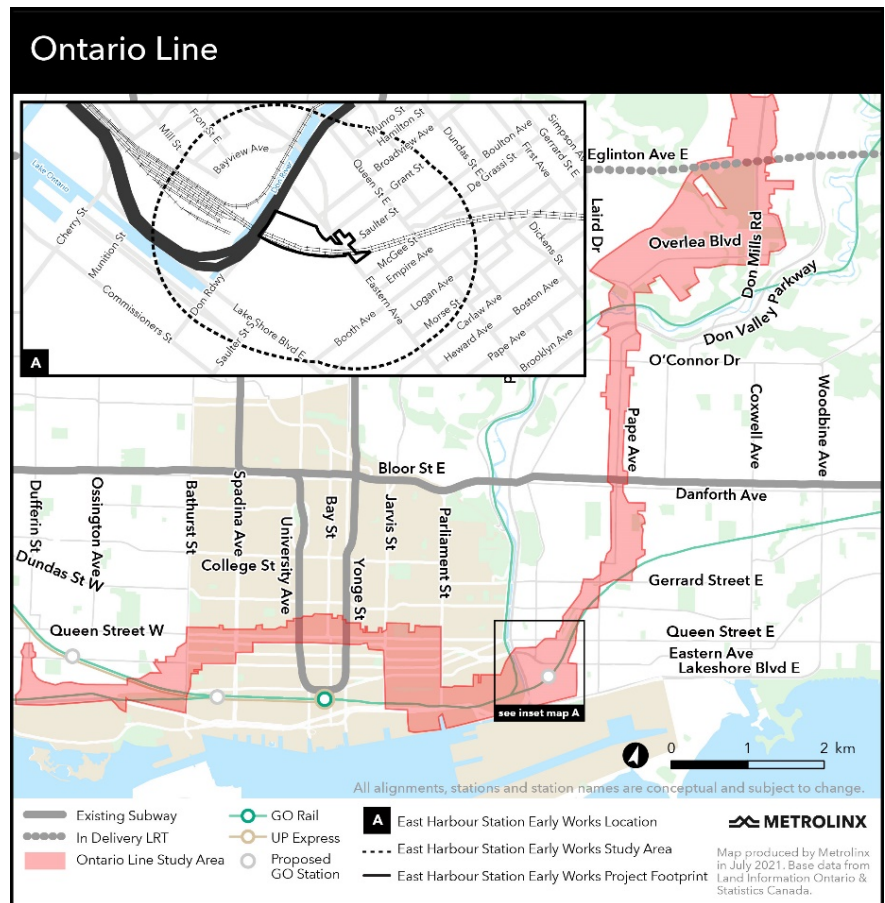
East Harbour Station Early Works

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The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

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

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: jsnell@ocadu.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#); [Crystal Ho](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:04:45 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]


The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

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

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

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

Other Technical Stakeholders

- Ontario Heritage Trust

From: [Merlin Yuen](#)
To: Wayne.Kelly@heritagetrust.on.ca
Cc: Thomas.Wicks@heritagetrust.on.ca; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: [EXTERNAL] Ontario Line - Notice of Draft Lakeshore East Joint Corridor EWR and East Harbour Station EWR
Date: September 23, 2021
Attachments: [REDACTED]

Good afternoon Wayne,

The Notice of Draft Lakeshore East Joint Corridor Early Works Report (LSE-JC EWR) and Notice of Draft East Harbour Station Early Works Report (EH EWR) for the Ontario Line Project has been published on September 23, 2021. The LSE-JC EWR and EH EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 23, 2021 and will continue until October 24, 2021. Attached for your reference is the Notice of Draft Lakeshore East Joint Corridor Early Works Report and Notice of Draft East Harbour Station Early Works Report, as well as a cover letter. Please do not hesitate to contact us if you have any questions. We look forward to your review and comments.

Regards,

MERLIN YUEN

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



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.



Subject: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Dear Wayne Kelly,

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in the Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report (EWR), Corktown Station EWR and Lower Don Bridge and Don Yard EWR in February, July and August 2021, respectively. Metrolinx is now proceeding with EWRs for the early works at Lakeshore East Joint Corridor and East Harbour Station.

Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue, including:

- reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track; and
- construction of retaining walls; and
- construction of noise barriers, including east of Pape Avenue.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and

- completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

Environmental impacts of the Lakeshore East Joint Corridor and East Harbour Station early works are being assessed in accordance with O. Reg. 341/20, under the Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the EWR shared in Summer 2020 into the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR.

In accordance with Section 8 of O. Reg. 341/20, the Draft EWRs document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works. The reports outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline). Those who wish to provide comments on the Draft EWRs must do so by **October 24, 2021**.

Please find attached the **Notice of Publication of Draft Lakeshore East Joint Corridor EWR and Draft East Harbour Station EWR** which provide further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at ontarioline@metrolinx.com.

Sincerely,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Thomas Wicks, Ontario Heritage Trust
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 2 - Notice of Publication of Draft East Harbour Station Early Works Report

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

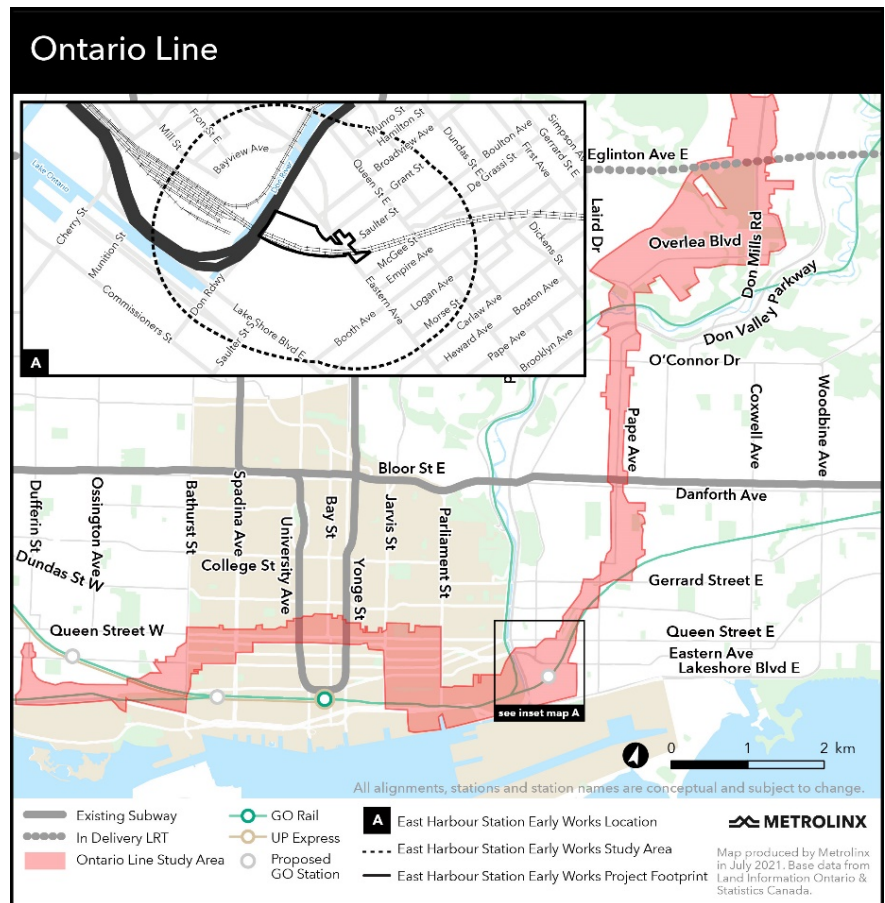
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Ontario Line](#)
To: Wayne.Kelly@heritagetrust.on.ca; Thomas.Wicks@heritagetrust.on.ca
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#); [Crystal Ho](#)
Subject: Ontario Line - Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report
Date: Tuesday, July 27, 2021 3:01:53 PM

Good afternoon,

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the following Dropbox link for review:

[REDACTED]
[REDACTED]

The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and GO rail where Ontario Line runs in parallel to GO tracks between the Ontario Line Don Yard Portal and Gerrard Portal.

Metrolinx welcomes any comments or feedback on the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report. Please provide these in writing no later than **August 24, 2021**.

Thank-you,

Crystal Ho

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

Elected Officials

- **Councillor Brad Bradford**
- **Councillor Denzil Minnan-Wong**
- **Councillor Jaye Robinson**
- **Councillor Joe Cressy**
- **Councillor Kristyn Wong-Tam**
- **Councillor Paula Fletcher**
- **Member of Parliament Julie Dabrusin**
- **Member of Provincial Parliament Chris Glover**
- **Member of Provincial Parliament Kathleen Wynne**
- **Member of Provincial Parliament Michael Coteau**
- **Member of Provincial Parliament Peter Tabuns**
- **Member of Provincial Parliament Suze Morrison**

Elected Officials

- **Councillor Brad Bradford**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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



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Elected Officials

- **Councillor Denzil Minnan-Wong**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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Elected Officials

- **Councillor Jaye Robinson**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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Elected Officials

- **Councillor Joe Cressy**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

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Elected Officials

- **Councillor Kristyn Wong-Tam**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

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Daryl Gonsalves

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



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Elected Officials

- **Councillor Paula Fletcher**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

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Daryl Gonsalves

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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.

From: Daryl Finlayson <Daryl.Finlayson2@toronto.ca>
Sent: January 15, 2021 8:03 PM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; David Phalp <David.Phalp@metrolinx.com>
Subject: RE: Ontario Line and 791 Queen St E

Thanks. I will pass that along.

From: Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]
Sent: Friday, January 15, 2021 6:59 PM
To: Daryl Finlayson <Daryl.Finlayson2@toronto.ca>
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; David Phalp <David.Phalp@metrolinx.com>
Subject: RE: Ontario Line and 791 Queen St E

Hi Daryl,

Based on the latest information, we do not anticipate that the Ontario Line will direct impact the properties along the west side of Strange Street, including Fontbonne Place at 791 Queen Street East. We are in regular contact with Ben Vozzolo, Fontbonne's Executive Director, and other staff to discuss anticipated impacts and how they can be mitigated to ensure that Fontbonne's drop-in and residential programs can continue to support vulnerable clients in the neighbourhood. We will keep your office and the community informed as the designs for the Ontario Line are advanced and we are able to confirm property impacts.

We anticipate that early works construction in the Riverside area will begin in late 2021, following public consultation on a robust environmental report. You can also let the resident know that Metrolinx has committed to installing noise barriers along this section of the shared rail corridor. Our preliminary analysis shows that, when combined with other measures we are putting in place, these mitigations would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor.

Let us know if there is anything else we can do to support your office.

Have a good weekend.

Josh

From: Daryl Finlayson <Daryl.Finlayson2@toronto.ca>
Sent: Friday, January 15, 2021 11:19 AM
To: David Phalp <David.Phalp@metrolinx.com>
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Josh Vandezande <josh.vandezande@metrolinx.com>
Subject: Ontario Line and 791 Queen St E

Hi David and Josh,

Not sure who can help me with this one. A resident of 791 Queen St E [REDACTED] has called in to ask:

- are there any plans to demolish 791 Queen East building because of the Ontario :Line?
- If not, when would they start construction in the area? (Read in beaches news that construction would be in the night)

Please advise.

Thanks,

Daryl Finlayson
Policy Advisor
Councillor Paula Fletcher
Toronto Danforth – Ward 14
100 Queen Street West, Suite 44
Toronto, ON M5H 2N2
Phone: 416-392-4031
Web: CouncillorPaulaFletcher.ca **twitter:** @PaulaFletcherTO

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Elected Officials

- **Member of Parliament
Julie Dabrusin**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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



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From: CEO (Metrolinx) <CEO@metrolinx.com>
Sent: July 9, 2021 9:34 AM
To: Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Letter to Phil Verster re: Metrolinx blog post

Good morning, please see attached in response to your letter dated June 8th.

Thank you

From: Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>
Sent: June-08-21 4:56 PM
To: CEO (Metrolinx) <CEO@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Letter to Phil Verster re: Metrolinx blog post

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Dear Mr. Verster,

Please find attached a letter from Julie Dabrusin, the Member of Parliament for Toronto—Danforth.

Best,



Greg Barley (he/him)

Office of Julie Dabrusin, MP for Toronto-Danforth

1028 Queen St. E.
Toronto, ON
M4M 1K4
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Fax: 416-405-8918

gregory.barley.509@parl.gc.ca

Click on "Get Updates" to receive email newsletters: <https://juliedabrusin.libparl.ca/>



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Office of the President & Chief Executive Officer

Phil Verster
Phil.Verster@metrolinx.com
(416) 202-5908

July 9, 2021

Julie Dabrusin
MP for Toronto-Danforth
1028 Queen St E.
Toronto, Ontario
M4M 1K4

Dear MP Dabrusin,

Re: Metrolinx blog post

Thank you for your letter dated June 8 regarding the questions and concerns you are hearing from your community about the Ontario Line. I appreciate the opportunity to respond to your questions.

It's fantastic to have the support of the Federal Government for the Ontario Line, as well as the other subway projects in the Greater Toronto Area. The Subway program is incredibly exciting and will be transformative for the GTA with each project playing an important role in building a network connecting our entire region. I look forward to our ongoing partnership with the Federal Government to bring these projects to reality. That starts with our commitment to an ongoing process of engagement with communities in a manner that is as transparent and inclusive as possible.

On June 2, we shared a post on Metrolinx News to share facts about the Ontario Line project and its impacts on Riverside and Leslieville. As our community discussions about the project continue, we feel it is important to clarify incorrect information and speculation so we can make these conversations more meaningful and productive.

We appreciate that the community is eager for more specific answers and through our process of community consultation, we aim to share information in real-time as planning and design work continues. We want to be clear about our proposals and the current level of design, avoid providing any numbers built on incomplete work, and allow community input to help us further refine our plans.

As an example, adjustments were made to the alignment as they relate to rail bridge requirements. In compliance with City of Toronto and Transportation Association of Canada standards, we are planning to increase the clearance of the rail bridges over major roads.

This will necessitate raising the grade of the rail corridor above what currently exists. This work is in very early phases, and we will share more details when we are able.

I appreciate that you've had the chance to meet with our project team recently for a detailed briefing, but I would still like to answer your questions in as much detail as possible, given this project is still in the planning and design phase.

Q: The post claims that the rail corridor will not extend into park and neighbourhood spaces and be contained entirely within the property boundary. Can you please provide a scale map that details proposed changes in the corridor?

A: It is correct that the Ontario Line will be confined almost entirely within the boundaries of the existing rail corridor. While a few parcels of land outside the corridor will be needed, the community will end up with even more park space than they have today. The maps you have requested are attached to the end of this letter as an appendix, and more details on additional park space can be found in the response to your question about park impacts.

Q: What are the differences in changes to the corridor due to the GO RER versus the Ontario Line?

A: With GO Expansion, the three existing GO tracks would have remained on their current alignments, with a fourth track added on the south side. We would have made use of the existing bridges at Queen, Dundas and Logan and the entire expansion project would have stayed within the existing rail corridor.

With the addition of the Ontario Line, we will still add a fourth GO track on the south side and will also shift the three existing GO tracks south to make room for the two new Ontario Line tracks on the north side of the corridor. With the Ontario Line plans and the construction phasing we will be undertaking, we have determined this will be an excellent opportunity to replace the old GO bridges at Queen Street, Dundas Street and Logan Avenue (instead of only rehabilitation), in addition to building the new bridges to carry the Ontario Line. The new vertical clearance at all three bridge locations will meet the City of Toronto Standards of 5.0 metres. This will improve the existing vertical clearances above the roadways, provide a better experience for the community at street level, and invest in new and improved bridges that will last another generation. The improved vertical clearance will require raising of the existing corridor grade by approximately 1 metre.

Q: How many trees are expected to be removed on current plans for the joint corridor? What is the plan, if any, for replanting trees?

A: I'd like to begin with your second question and clarify that any tree that is disturbed will be compensated for, whether it is found within the Metrolinx corridor, or on City property. For every tree we need to remove from City land, we will work with City partners to ensure three new ones are planted in the community. We will also work with the community on the design and materials for new noise walls which we will

make more attractive with newly planted trees and greenery. We have every intention of maintaining and improving tree cover.

We cannot fully answer the question of numbers yet. Vegetation removals were required and reported on as part of the GO Expansion program. With the introduction of the Ontario Line project within the joint corridor, an update to the original report indicating the amount of required vegetation removal is currently underway. We are also currently completing a thorough tree inventory and arborist report to get a better understanding of the number of trees in the area and their state. The report will tell us if a tree is healthy, diseased, or dead, and what our options are for protection or removal. Our plans will be built off this inventory, the revised requirements, and arborist report.

Q: What is the difference between the number of trees that would be removed from the corridor because of the Ontario Line and those that were already expected to be removed because of the GO RER?

A: GO Expansion alone would have required significant tree removal on this corridor due to the electric catenary system being installed. Vegetation removals were required and reported on as part of the GO Expansion program. With the introduction of the Ontario Line project within the joint corridor, an update to the original report indicating the amount of required vegetation removal is currently underway. While the addition of the Ontario Line will require additional removals, it will be a smaller requirement than for GO Expansion. We will share a precise number once we have the final tree inventory and arborist report.

All trees that are disturbed will be compensated for regardless of whether they fall on Metrolinx or City land. Metrolinx will replace native trees removed as part of this work through a compensation program based on the Metrolinx Vegetation Guideline (2020).

Q: What potential impacts could there be on our parks and where will they occur? Do you anticipate that access to the park amenities will be restricted in any way during construction? What are your mitigation plans?

A: Once the Ontario Line is complete, each of the four parks in the area - Jimmie Simpson Park, Bruce Mackey Park, McCleary Playground and the Gerrard-Carlaw Parkette - will be larger. In total, there will be approximately 2,600 square metres of added green space lining these parks. The new green space is possible because new noise and retaining walls we will be building in this area will fit almost entirely within the existing GO rail corridor and will be even closer to the tracks than the fence that borders them today.

- McCleary Playground will be approximately 300 square metres bigger because we are able to build our retaining walls within Metrolinx land, closer to the tracks than the current fence is. The same is true for Jimmie Simpson Park, where approximately 700 square metres of new green space will be accessible to the public thanks to a slimmer rail corridor footprint.

- In Bruce Mackey Park, a small sliver of land extending about two metres beyond the rail corridor at the south end of the park is needed for the new station. This will be more than made up for by the release of additional green space in the northern section of the park, resulting in approximately 1,100 square metres of net new green space.
- A property next to the Gerrard-Carlaw Parkette and dog park is needed to support the construction of a new station at the intersection, but once complete, it will be added to the parkette. Though some space from the existing parkette will be needed to accommodate the new station, there will be approximately 500 square metres of extra space in the reconfigured park when the neighbouring land is factored in.

Q: In reviewing services that will be running through the corridor, including Ontario Line and GO RER, what percentage will be electrified?

A: This question is difficult to answer precisely, as service plans are commonly adjusted every few months. While the corridor is exclusively diesel today, we can commit that after this work is complete, a majority of GO trains will be electric rather than diesel powered, and all Ontario Line trains will be electric as well.

Q: What are the noise impacts of all services that will be running on this track-cumulatively and broken down by service?

A: We are currently completing a noise study that assesses combined noise along the joint corridor (GO trains, VIA trains, Ontario Line, and freight trains). Results will be shared as part of the Lakeshore East Joint Corridor Early Works Report, which we expect to publish in the fall of this year. However, we are able to share that overall noise levels in the community will be lower than they are today.

Q: How will the wall height, width, configuration be different as between those planned for the GO RER and proposed because of the inclusion of the Ontario Line?

A: Noise walls were included in the 2017 Environmental Assessment for this section of corridor as part of GO Expansion. The Ontario Line will feature electric powered trains that are much smaller and quieter than the larger, louder GO Trains. When the environmental assessment was updated in 2020 to include the Ontario Line, the smaller anticipated change in noise levels did not prompt us to re-examine existing plans for noise walls. Therefore, we don't anticipate any changes in noise wall configuration with the addition of the Ontario Line.

The exact size, configuration, and appearance of the noise walls has not yet been determined and will be part of our ongoing consultations with stakeholders and the community. The electrification of the corridor as well as noise mitigation (such as noise walls) will lead to lower overall noise levels in the community than exists presently.

Q: Metrolinx indicates that they will seek community feedback on the designs of noise walls. What are the options, and how do you plan to engage the community in this conversation?

A: We will work with the City and local community on landscaping, grading options, streetscaping and street furniture opportunities to animate spaces and minimize the visual impact of any wall. Consultation with the community is planned to begin later this summer through facilitated virtual engagement sessions, as well as focused community tables and regular in person touch points when safe to do so.

Q: As asked earlier, please provide details of the expected tree removals, the options, and the planting plans and options. What are the details of the proposed compensation plan referred to in the blog post?

A: Metrolinx takes our responsibility for vegetation renewal very seriously and we are making significant investments in this area. We are committed to working with the City of Toronto, the Toronto and Region Conservation Authority, and local communities to develop plans where trees can be planted in the local community or elsewhere in the City on a three to one basis, as required by the City.

I hope I have been able to clarify the current state of planning and design for this section of corridor, and to answer your questions as best as possible. I understand our Ontario Line community relations team has already been in contact with your office about many of these issues, and I have asked them to reach out to you again in case this letter prompts further discussions.

Thank you for your support in bringing Ontario Line to life, and for giving voice to the concerns of your community. We look forward to a strong partnership as the project moves forward over the coming years.

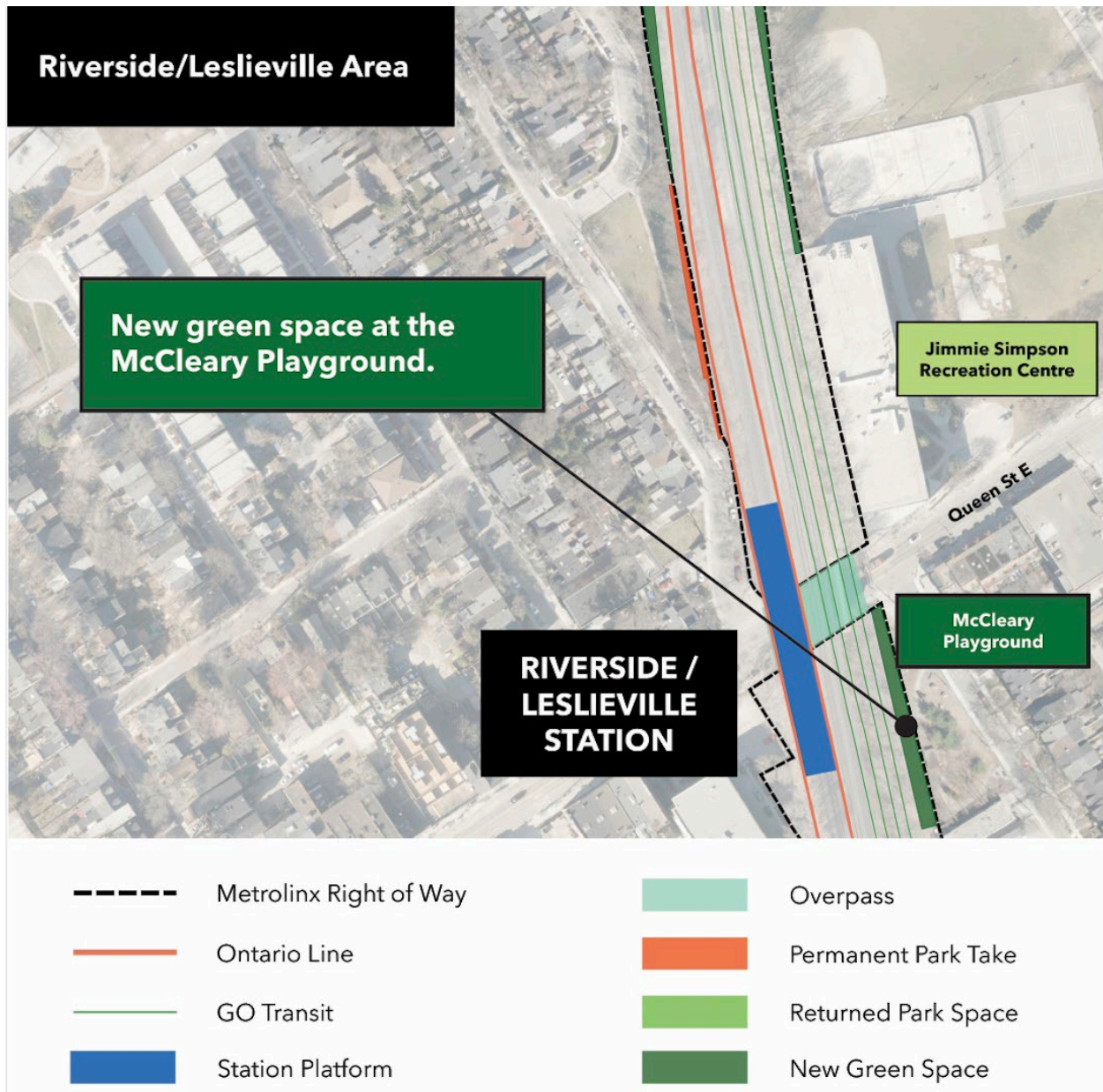
Sincerely,



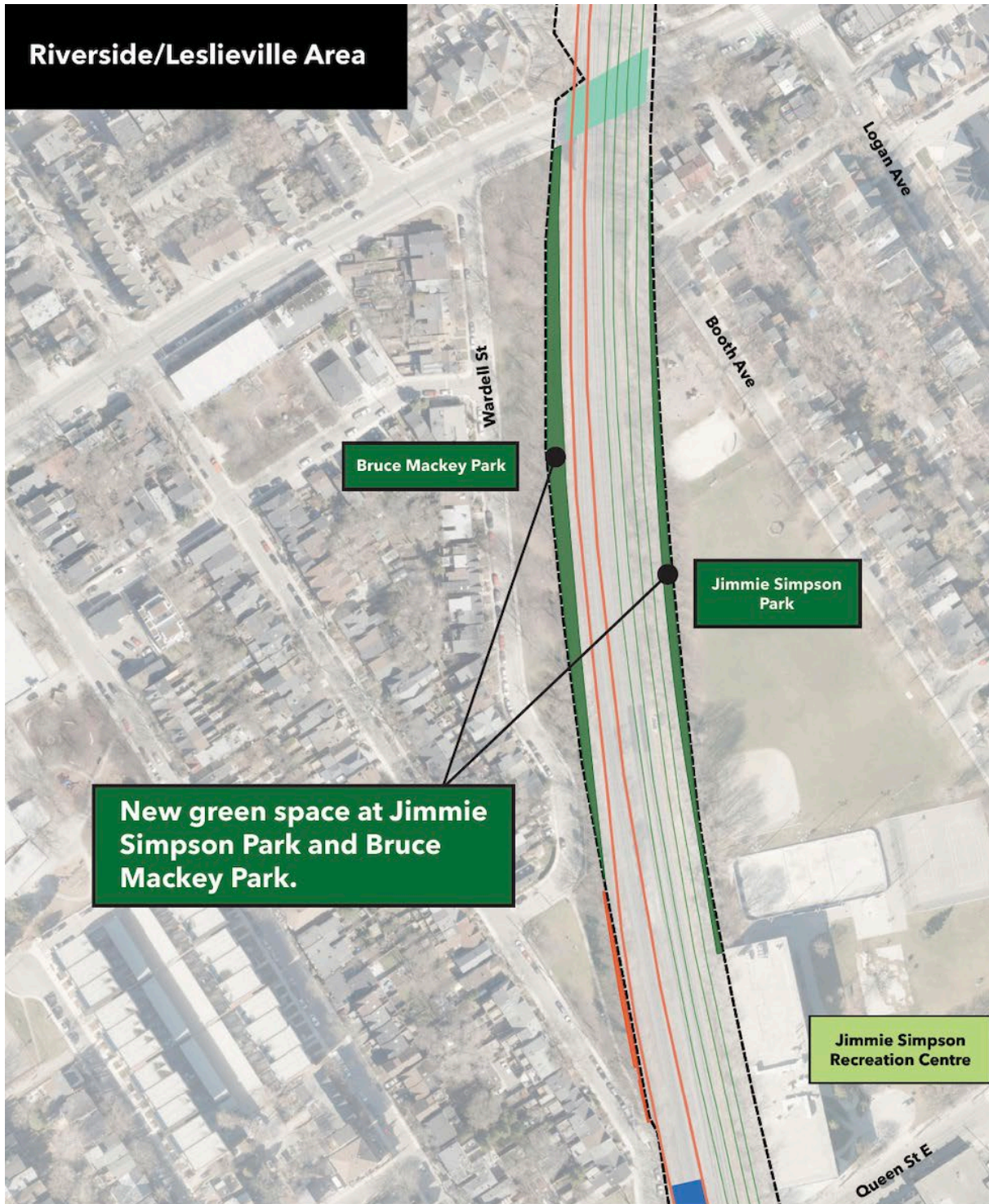
Phil Verster
President and CEO

Appendix

Appendix - Maps



Riverside/Leslieville Area



New green space at Jimmie Simpson Park and Bruce Mackey Park.

- Metrolinx Right of Way
- Ontario Line
- GO Transit
- Station Platform

- Overpass
- Permanent Park Take
- Returned Park Space
- New Green Space

Gerrard Area



GERRARD STATION

Gerrard-Carlaw Parkette

New green space at Gerrard-Carlaw Parkette.

- Metrolinx Right of Way
- Ontario Line
- GO Transit
- Station Platform
- Overpass
- Permanent Park Take
- Returned Park Space
- New GreenSpace

From: Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>

Sent: June 8, 2021 4:56 PM

To: CEO (Metrolinx) <CEO@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Letter to Phil Verster re: Metrolinx blog post

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Dear Mr. Verster,

Please find attached a letter from Julie Dabrusin, the Member of Parliament for Toronto—Danforth.

Best,



Greg Barley (he/him)

Office of Julie Dabrusin, MP for Toronto-Danforth

1028 Queen St. E.

Toronto, ON

M4M 1K4

Cell: 647-327-7318

Fax: 416-405-8918

gregory.barley.509@parl.gc.ca

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Julie Dabrusin
M.P. for Toronto-Danforth
Députée de Toronto-Danforth

June 8, 2021

Phil Verster
Metrolinx President & Chief Executive Officer
97 Front Street West
Toronto, ON
M5J 1E6

Re: Metrolinx blog post

Dear Mr. Verster,

Last month our government announced a historic partnership to expand public transit in the GTHA. These investments will reduce car trips, bring us closer to meeting global greenhouse gas emissions targets, and help secure a more equitable future for our communities. As part of this agreement, our government included funding conditions on consultation, among significant others. My correspondence today is in respect of the consultation condition which states: “Engagement processes that enable early community involvement inclusive of local communities and diverse voices and stakeholders, and opportunities to access decision-makers and influence decisions.”

I have recently seen a blog post from Metrolinx which states that it is dispelling myths on the above ground portion of the Ontario Line which would run south of Gerrard. The post states that it is pushing back against inaccuracies in the current community conversation but does not elaborate on details that could help us better understand and evaluate the options. An essential part of this consultation process must be the sharing of information by Metrolinx, rather than having the community simply told that they are wrong.

I have talked with local community members and advocacy groups that have questions and concerns about this project. I understand that they have tried on multiple occasions to gather further and better information on the Ontario Line. In reviewing the Metrolinx blog post, perhaps it could help to set out the information sought in respect of the assertions made.

Justice Building, Suite 800
House of Commons
Ottawa, Ontario
K1A 0A6

Phone: 613.992.9381
Email: julie.dabrusin@parl.gc.ca

1028 Queen St E.
Toronto, Ontario
M4M 1K4

Phone: 416.405.8914



Julie Dabrusin

M.P. for Toronto-Danforth
Députée de Toronto-Danforth

Myth: Running the Ontario Line above ground means widening the rail corridor and extending far into parks and other important neighbourhood spaces.

- The post claims that the rail corridor will not extend into park and neighbourhood spaces and be contained entirely within the property boundary. Can you please provide a scale map that details proposed changes in the corridor?
- What are the differences in changes to the corridor due to the GO RER versus the Ontario Line?

Myth: The Ontario Line will destroy neighbourhood parks.

- How many trees are expected to be removed on current plans for the joint corridor? What is the plan, if any, for replanting trees?
- What is the difference between the number of trees that would be removed from the corridor because of the Ontario Line and those that were already expected to be removed because of the GO RER?

In this respect, it would be helpful for the community to see this information, and to have input into the plans.

Myth: Important community spaces like the hockey rink and basketball court at Jimmie Simpson Park will be wiped out to make room for the Ontario Line.

- What potential impacts could there be on our parks and where will they occur? Do you anticipate that access to the park amenities will be restricted in any way during construction? What are your mitigation plans?

Myth: Noise and vibration from passing trains and new noise walls along the rail corridor will ruin the quality of life in surrounding neighbourhoods.

- In reviewing services that will be running through the corridor, including Ontario Line and GO RER, what percentage will be electrified?
- What are the noise impacts of all services that will be running on this track- cumulatively and broken down by service?
- How will the wall height, width, configuration be different as between those planned for the GO RER and proposed because of the inclusion of the Ontario Line?
- Metrolinx indicates that they will seek community feedback on the designs of noise walls. What are the options, and how do you plan to engage the community in this conversation?

Justice Building, Suite 800
House of Commons
Ottawa, Ontario
K1A 0A6

Phone: 613.992.9381
Email: julie.dabrusin@parl.gc.ca

1028 Queen St E.
Toronto, Ontario
M4M 1K4

Phone: 416.405.8914



Julie Dabrusin

M.P. for Toronto-Danforth
Députée de Toronto-Danforth

Myth: Ontario Line work will eliminate all tree cover in neighbouring green spaces

- As asked earlier, please provide details of the expected tree removals, the options, and the planting plans and options
- What are the details of the proposed compensation plan referred to in the blog post?

Qualitative statements that lack data are no longer sufficient to substantively address our community concerns. Detailed plans will help to start a meaningful dialogue in a transparent consultation process.

I will be reaching out with other questions and concerns that have been raised by the community, on the full distance of the line within my community. However, I appreciate the opportunity to begin with the clarifications sought in respect of this blog post.

I look forward to the community receiving this more detailed information and seeing a fulsome consultation process.

As I stated in my meeting with Metrolinx staff, we must have a better understanding of combined impacts. I am looking forward to meeting with the GO Expansion and Ontario Line team along with Infrastructure Ontario to make sure that we can get full answers to questions raised by the community.

A handwritten signature in blue ink that reads "Julie Dabrusin".

Julie Dabrusin
Member of Parliament for Toronto—Danforth

Justice Building, Suite 800
House of Commons
Ottawa, Ontario
K1A 0A6

Phone: 613.992.9381
Email: julie.dabrusin@parl.gc.ca

1028 Queen St E.
Toronto, Ontario
M4M 1K4

Phone: 416.405.8914



From: Ontario Line

Sent: June 30, 2021 3:23 PM

To: Barley, Greg (Dabrusin, Julie - MP) <gregory.barley.509@parl.gc.ca>; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>

Subject: RE: Surveying from Queen to Dundas starting as early as June 17

Hi Greg,

Not sure if we got back to you on the email below but just in case, happy to answer.

The stakes and digital media will illustrate the locations of the future retaining/noise walls which will be the outer pieces of infrastructure that enclose and support the rail corridor (rail tracks).

We have also released these technical drawings to the public which can be found [here](#).

Feel free to reach out should you have any further questions. Happy to take a call on this as well.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: Barley, Greg (Dabrusin, Julie - MP) <gregory.barley.509@parl.gc.ca>

Sent: June 16, 2021 2:24 PM

To: Ontario Line <ontarioline@metrolinx.com>; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>

Subject: RE: Surveying from Queen to Dundas starting as early as June 17

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Thanks Jackie, that's a helpful tool to visualize. Just to confirm – stakes and digital media will indicate the total anticipated project footprint (rail lines, noise walls and embankments) as depicted in this [blog post](#) from April?

Greg

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 15, 2021 6:26 PM

To: Barley, Greg (Dabrusin, Julie - MP) <gregory.barley.509@parl.gc.ca>; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>

Subject: Surveying from Queen to Dundas starting as early as June 17

Hello MP Dabrusin and Greg,

Due to feedback from the community and current level of design, we have engaged a professional surveying consultant to place physical markers to represent the future location of the new retaining/noise walls from Queen Street East to Dundas Street East.

These visual markers will enable the community to see for themselves how the rail corridor will change with Ontario Line and GO Expansion plans around Bruce Mackey and Jimmie Simpson Park. For markers within the Metrolinx property boundary (within the rail corridor), we will be using wooden stakes (4' height with orange tips) placed in 10 metre intervals. Due to safety concerns and advice from City of Toronto staff, some locations that fall slightly outside our property line will not be marked. We will use digital media to communicate what these areas will look like in order to provide Riverside and Leslieville residents with the all the information.

Some notes about this project:

- This work will begin as early as Thursday, June 17 and extend as late as Sunday, June 20, 2021 from the hours of 8am to 5pm.
- The surveying consultant will only place markers inside the rail corridor (within the existing fence)
- Metrolinx teams will be taking photos and video to communicate the look and feel of the rail corridor in the future.

Let us know if you have any questions or concerns,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



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Elected Officials

- **Member of Provincial
Parliament Chris Glover**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

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



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Elected Officials

- **Member of Provincial
Parliament Kathleen Wynne**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

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

Daryl Gonsalves

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



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Elected Officials

- **Member of Provincial
Parliament Michael Coteau**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

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

Daryl Gonsalves

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



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Elected Officials

- **Member of
Provincial
Parliament Peter
Tabuns**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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


Daryl Gonsalves

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



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From: Ontario Line
Sent: September 21, 2021 11:24 AM
To: 'Perkins, Elaine' <PerkinsE@ndp.on.ca>
Subject: RE: Meeting this Thursday September 23rd

Hi Elaine,

The east virtual open house is indeed set for Thursday at 6:30pm and the Lakeshore East Joint Corridor early works report is tracking for release on Thursday as well. I will let you know if that date shifts.

MPP Tabuns 

Daryl

From: Perkins, Elaine <PerkinsE@ndp.on.ca>
Sent: September 20, 2021 4:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Meeting this Thursday September 23rd



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Hello Daryl,

Can you please confirm meeting set for this Thursday evening at 6:30, and please advise when the report will be circulated?

Kind regards,
Elaine

Elaine Perkins
Constituency Assistant
Peter Tabuns MPP - Toronto-Danforth



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attachments.



From: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Sent: July 7, 2021 9:57 AM
To: Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Ontario Line <ontarioline@metrolinx.com>
Cc: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Kelly Hagan <Kelly.Hagan@metrolinx.com>
Subject: RE: Metrolinx Questions

Hello MPP Tabuns,

I understand that you're looking for a hard number, however, we are unable to reveal projected costs for projects that will be going forward for procurement so that we can ensure competitive tension and get the best possible value for the taxpayers dollar. These are commercially confidential costs that are not available through Freedom of Information (FOI) requests.

Having said that, it's important that the shift of the Ontario Line tracks to the north side of the GO tracks has significant long-term operational and cost saving benefits. It also has cost savings benefits by making the constructability and operation of both Ontario Lines and GO Expansion easier through the joint corridor and allowing the majority of the construction to happen in corridor.

Our overall expectation is that the costs of raising the railbed and replacement of bridges will be more than offset by the bridge work that would have been needed for the original straddle alignment, decreased risk through constructability of the two programs, eliminating maintenance costs of aging bridges, and the long-term increase of operational capacity. While recognizing the disruption bridge replacement will have during construction, it will be far less than disruption than underground options, and will improve the infrastructure through the corridor for generations to come

Best,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



From: Kaufman, Rob <KaufmanR@ndp.on.ca> **On Behalf Of** Tabuns - QP, Peter
Sent: July 5, 2021 2:41 PM
To: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Cc: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Kelly Hagan <Kelly.Hagan@metrolinx.com>
Subject: FW: Metrolinx Questions

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Ms. Czajka,

Thank you for this. I have been asking for the cost from the beginning. You are right the cost is not mentioned except for the comment that there are some savings but no numbers.

You note that there is a cost comparison which implies that numbers were generated but no number is provided.

So, if you won't give me the number for the changes - three new bridges and a raising of the rail bed by more than a metre over 2 km for the whole project, please confirm that you won't and tell me which documents I have to submit a Freedom of Information request for. Alternatively, who in your organization is authorized to answer my question.

Peter Tabuns
MPP
Toronto-Danforth

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Sent: July 5, 2021 9:39 AM
To: Kaufman, Rob <KaufmanR@ndp.on.ca>; Ontario Line <ontarioline@metrolinx.com>
Cc: Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>
Subject: RE: Metrolinx Questions

Hi MPP Tabuns/Rob,

I shared the response to #4 shortly after the initial email - attached again. I don't believe there was a specific number.

Let me know if there's anything else outstanding.

Best,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



From: Kaufman, Rob <KaufmanR@ndp.on.ca>
Sent: July 5, 2021 9:33 AM

To: Jackie Czajka <Jackie.Czajka@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Cc: Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Kaufman, Rob <KaufmanR@ndp.on.ca>
Subject: Metrolinx Questions

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Ms. Czajka,

Thanks for your email. I still haven't heard a response on my question 4. I am assuming that the option was priced before the decision was made. If it wasn't, that is news on its own. If it was, the number should be available. Please provide me with the information.

Thank you,

Peter Tabuns
MPP
Toronto-Danforth

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Sent: July 5, 2021 9:04 AM
To: Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>
Cc: Ontario Line <ontarioline@metrolinx.com>; Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Kaufman, Rob <KaufmanR@ndp.on.ca>
Subject: RE: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

Hi MPP Tabuns/Rob,

Thank you for your comments. We'll re-connect in a week or two with some additional information regarding what we've been able to garner related to property value conversations we've had.

I hope you both had a wonderful weekend,
Jackie

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



From: Kaufman, Rob <KaufmanR@ndp.on.ca> **On Behalf Of** Tabuns - QP, Peter
Sent: June 29, 2021 12:30 PM
To: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>; Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Kaufman, Rob <KaufmanR@ndp.on.ca>
Subject: FW: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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Ms. Czajka,

Thanks for this email. I have pasted comments in below.

Thank you for rounding up these responses.

Peter Tabuns
MPP

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Sent: June 28, 2021 5:20 PM
To: Kaufman, Rob <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Ontario Line <ontarioline@metrolinx.com>
Cc: Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>
Subject: RE: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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Hi Rob,

Not a problem. Here is what we have so far. The remaining answer for #4 is pending, and I will follow-up as soon as I hear back from the team on this one.

1) I understand that there will be a program of assessing houses close to the actual tracks or tunnels before construction to ensure that pre-conditions are properly documented in case vibration from construction or transit operation cause damage. Can you tell me the criteria in terms of location or age of the buildings that will be used to determine which buildings will be subject to a pre-construction inspection? Can you tell me the number of buildings you expect to assess in my riding before construction begins? Lastly, do you plan to advise people in advance of construction what steps they should take to gather documentation on their own that Metrolinx would accept as valid evidence of pre-construction conditions?

The extent of the pre-conditions surveys will be based on whether the homes/buildings fall within the zone of influence of the construction work. This will be established through a construction vibration assessment and will be included in our Early Works Report that will be made available for review Fall 2021. As more detail on the constructor's means and methods

become available, this zone of influence will be further refined. If homeowners have any concerns about potential or perceived impacts to their homes, they will be encouraged to connect with Metrolinx who will walk residents through any issue they may have.

You have answered my first two questions - effectively we have to wait for the Early Works Report. I assume from your answer that there will be a map showing the homes that Metrolinx considers at risk for vibration damage. My third question relates to pre-construction documentation to prove any claims. It doesn't appear you will be advising people en masse as to how to document. You say people will be encouraged to connect with MX for a review of their home. There is no indication of a program informing people of this.

2) I understood from the meeting last night that the Transit Corridor and buffer zone notice on title would persist until the end of the construction of the whole Ontario Line project. Since this could be a decade or more and since in any one location I would think actual construction would for the most part only be live for a few years – why not have a shorter period for notice on title?

Currently, the Act applies to planning and construction. We are currently in the planning/design phases now, with the formal designation of the land by way of the OIC on June 1, and the notice on title registered shortly after. We will convey the concerns to the Ministry and as we progress into construction, it is something we can and will continue to bring up.

I will explore this further as well. For residents I think a more transient notice on property would give them comfort and for MX it would reduce animosity.

3) Last night we were told that the notice on title would not affect property values. Can you provide me with the studies that validate that opinion?

Although there are no specific studies that we are aware of, Metrolinx's opinion relies on expertise from other real estate lawyers, industry experience and other examples of where notice is on title. Some of these examples were shared at the Thursday virtual open house (i.e.: airports zones, subdivisions). We would be happy to re-connect in a few weeks to share the expertise we collect.

I generally don't have a lot of confidence in verbal opinions on major matters. Let's reconnect as you offer.

4) The news that MX will be raising the railbed about 1.5 m for about 2 km and that you will be rebuilding new bridges from Gerrard and Carlaw down to Eastern was a shock when I first heard it. I asked last night what the cost would be for this revised plan. I know initially you were planning to effectively build new bridges on either side of the existing bridges to accommodate the new subway lines rather than demolish and rebuild the bridges. Last night I wasn't able to get a cost either for this new approach, raised railbed and new bridges or, related costs like disruption to the GO service and accommodations that would be required. Since I find it hard to believe that you would decide on such a substantial change to the project without doing a budget and presenting it to decision makers I ask again if I can have the cost for this revision. If not, what documents would I ask for through

Freedom of Information.

Response pending and will be shared shortly.

Thanks,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



From: Kaufman, Rob <KaufmanR@ndp.on.ca>

Sent: June 28, 2021 5:10 PM

To: Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Ontario Line <ontarioline@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Cc: Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: Re: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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He mentioned that he would prefer to get any answers to the questions as they come in. No sense waiting if there is useful information to parts of his queries.

Thanks

Robin Kaufman

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Sent: Monday, June 28, 2021 4:32:02 PM

To: Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Ontario Line <ontarioline@metrolinx.com>

Cc: Kaufman, Rob <KaufmanR@ndp.on.ca>; Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: RE: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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Hi MPP Tabuns -

Yes, that's the hope. There is one outstanding question that I'm waiting for our technical team to follow up on, but in the interest of time I'm happy to send the answers we have if you would prefer?

Best,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



From: Kaufman, Rob <KaufmanR@ndp.on.ca> **On Behalf Of** Tabuns - QP, Peter

Sent: June 28, 2021 4:16 PM

To: Ontario Line <ontarioline@metrolinx.com>; Jackie Czajka <Jackie.Czajka@metrolinx.com>

Cc: Kaufman, Rob <KaufmanR@ndp.on.ca>; Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: FW: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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Hi Ms. Czajka,

Will you be providing information by the end of the day today?

Thank you.

Peter Tabuns
MPP
Toronto-Danforth

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Sent: Friday, June 25, 2021, 1:24 p.m.

To: Kaufman, Rob; Tabuns - QP, Peter

Cc: Kelly Hagan; Franca Di Giovanni; Ontario Line

Subject: RE: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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Hi Rob/MPP Tabuns -

Very happy you could join us last night for the live portion of the virtual open house.

I'm taking your questions below and connecting with our technical and property teams to get you an answer as soon as we can. I hope for some of these today, but want to be transparent that some

information may take longer to pull together and may only come on Monday.

A quick side note that the ontarioline@metrolinx.ca email is incorrect - it should read ontarioline@metrolinx.com. Just want to make sure you have the right one to share with constituents if need be.

Thank you!

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



From: Kaufman, Rob <KaufmanR@ndp.on.ca>

Sent: June 25, 2021 12:58 PM

To: Jackie Czajka <Jackie.Czajka@metrolinx.com>; JACKIE CZAJKA (ontarioline@metrolinx.ca) <ontarioline@metrolinx.ca>

Cc: Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: Fwd: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief ?

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Peter's questions and comments.

Dear Ms. Czajka,

Thank you for your email and your offer of a pre-meeting briefing. As I was out of town I didn't see your email in time to respond.

As a follow-up to the meeting itself I have a few questions that I would like answered in a timely way.

1)I understand that there will be a program of assessing houses close to the actual tracks or tunnels before construction to ensure that pre-conditions are properly documented in case vibration from construction or transit operation cause damage. Can you tell me the criteria in terms of location or age of the buildings that will be used to determine which buildings will be subject to a pre-construction inspection? Can you tell me the number of buildings you expect to assess in my riding before construction begins?

Lastly, do you plan to advise people in advance of construction what steps they should take to gather documentation on their own that Metrolinx would accept as valid evidence of pre-construction conditions?

2) I understood from the meeting last night that the Transit Corridor and buffer zone notice on title would persist until the end of the construction of the whole Ontario Line project. Since this could be a decade or more and since in any one location I would think actual construction would for the most part only be live for a few years – why not have a shorter period for notice on title?

3) Last night we were told that the notice on title would not affect property values. Can you provide me with the studies that validate that opinion?

4) The news that MX will be raising the railbed about 1.5 m for about 2 km and that you will be rebuilding new bridges from Gerrard and Carlaw down to Eastern was a shock when I first heard it. I asked last night what the cost would be for this revised plan. I know initially you were planning to effectively build new bridges on either side of the existing bridges to accommodate the new subway lines rather than demolish and rebuild the bridges. Last night I wasn't able to get a cost either for this new approach, raised railbed and new bridges or, related costs like disruption to the GO service and accommodations that would be required. Since I find it hard to believe that you would decide on such a substantial change to the project without doing a budget and presenting it to decision makers I ask again if I can have the cost for this revision. If not, what documents would I ask for through Freedom of Information.

Thanks for your help.

Peter Tabuns
MPP
Toronto-Danforth

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Sent: June 23, 2021 5:00 PM

To: Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Kaufman, Rob <KaufmanR@ndp.on.ca>

Cc: Kelly Hagan <Kelly.Hagan@metrolinx.com>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: Thursday East Segment Ontario Line Virtual Open House - Pre-Brief

Hello MPP Tabuns and Rob,

As you may know, the East segment virtual open house is taking place this Thursday, from 6:30pm - 8pm. Details can be found [here](#).

Please feel free to let your residents know and encourage them to register to participate. There will also be a zoom room which allows residents to ask questions live should they prefer that option.

As part of this open house, we will be sharing new information to the community. Given this, we would like to connect with you before the meeting on Thursday, to provide you with a short overview of the new information before the public sees it.

Please let me know if you would be interested in us setting this up.

Best,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)

Communications Division

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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

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Elected Officials

- **Member of Provincial
Parliament Suze Morrison**

From: Ontario Line

Sent: September 23, 2021 5:06 PM

Subject: Release of Draft East Harbour and Lakeshore East Joint Corridor Early Works Reports

Hello there,

Today, Metrolinx took another step in the Ontario Line environmental assessment process with the release of the Draft [East Harbour](#) and [Lakeshore East Joint Corridor](#) Early Works reports.

You can access these environmental reports on Metrolinx Engage and **provide your feedback until October 24, 2021**. We are also hosting an additional engagement opportunity for these specific reports on October 5, 2021.

In addition, I want to draw attention to the release of the [Immersive Sound Demo](#) for the Lakeshore East Joint Corridor and a [consultation we are launching](#) on the design elements for the future retaining/noise walls in this area.

We have also been holding open houses for different neighbourhoods across the Ontario Line. Tonight at 6:30pm, we will be focusing on the east segment from East Harbour to Gerrard and [you can sign up here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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Indigenous Nations

- **Alderville First Nation**
- **Beausoleil First Nation**
- **Chippewas of Georgina Island**
- **Chippewas of Rama First Nation**
- **Curve Lake First Nation**
- **Haudenosaunee Confederacy Chiefs Council**
- **Hiawatha First Nation**
- **Huron-Wendat Nation**
- **Kawartha Nishnawbe First Nation**
- **Métis Nation of Ontario Head Office**
- **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 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
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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Alderville First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Alderville First Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and requested comments by October 24, 2021
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 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
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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Beausoleil First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Beausoleil First Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and requested comments by October 24, 2021
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 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 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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Chippewas of Georgina Island	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021

Indigenous Community	Date	Summary
Chippewas of Georgina Island	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Chippewas of Rama First Nation	July 2, 2020	<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
Chippewas of Rama First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Chippewas of Rama First Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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 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
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 report Metrolinx 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 report Metrolinx 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 and the potential relationship framework/ agreement to meet ongoing needs of Curve Lake First Nation
Curve Lake First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Curve Lake First Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021

Indigenous Community	Date	Summary
Haudenosaunee Confederacy Chiefs Council	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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 progresses Metrolinx confirmed Hiawatha First Nation would be provided updates as the Project progresses
Hiawatha 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
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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Hiawatha First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Hiawatha First Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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
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 4, 2020	<ul style="list-style-type: none"> Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Huron-Wendat Nation	June 5, 2020	<ul style="list-style-type: none"> Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Huron-Wendat Nation	June 10, 2020	<ul style="list-style-type: none"> Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 2, 2020
Huron-Wendat Nation	July 2, 2020	<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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Huron-Wendat Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Huron-Wendat Nation	August 17, 2021	<ul style="list-style-type: none"> Huron-Wendat Nation noted that it had no comments regarding the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Huron-Wendat Nation requested to be kept informed of future project updates
Huron-Wendat Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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

Indigenous Community	Date	Summary
		consultations
Kawartha Nishnawbe 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
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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Kawartha Nishnawbe First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Kawartha Nishnawbe First Nation	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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 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
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 report Metrolinx 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 report Metrolinx 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Métis Nation of Ontario	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Métis Nation of Ontario	September 23, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback Metrolinx provided a link to the reports and requested comments by October 24, 2021
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 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
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 report Metrolinx 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 report Metrolinx 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 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, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Mississaugas of the Credit First Nation	July 28, 2021	<ul style="list-style-type: none"> Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021

Indigenous Community	Date	Summary
Mississaugas of the Credit First Nation	August 25, 2021	<ul style="list-style-type: none"> • Metrolinx provided the Final Lower Don Bridges and Don Yard Early Works Report and a link to access the report • Metrolinx noted the addition to the Final Lower Don Bridges and Don Yard Early Works Report of a marine archaeological assessment as part of the mitigation measures for in-water works • Metrolinx acknowledged the potential interest of Mississaugas of the Credit First Nation regarding in-water works and noted that additional details and engagement on proposed in-water works, a copy of the draft marine archaeological assessment and an invitation to participate will be provided • Metrolinx noted that within 35 days after receipt of the Notice of Final Lower Don Bridges and Don Yard Early Works Report, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx imposing conditions related to the early works • Metrolinx confirmed that once the Minister gives Notice, confirms that no notice will be given, or the 35-day Minister's review period is complete, Metrolinx will proceed with early work as described in the Final Lower Don Bridges and Don Yard Early Works Report, subject to any conditions imposed by the Minister
Mississaugas of the Credit First Nation	August 25, 2021	<ul style="list-style-type: none"> • Mississaugas of the Credit First Nation requested a list of potential dates to receive an update from Metrolinx on the Ontario Line Project
Mississaugas of the Credit First Nation	August 25, 2021	<ul style="list-style-type: none"> • Metrolinx provided potential dates in September to conduct an update on the Ontario Line Project
Mississaugas of the Credit First Nation	September 23, 2021	<ul style="list-style-type: none"> • Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback • Metrolinx provided a link to the reports and requested comments by October 24, 2021
Mississaugas of the Credit First Nation	October 4, 2021 Meeting	<ul style="list-style-type: none"> • Metrolinx met with the Mississaugas of the Credit First Nation to provide an update on the Lower Don Bridge early works and works in the Don River Valley, and provide an update on the Ontario Line environmental assessment milestones including the timelines of the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports review period
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 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
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 report • Metrolinx 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 report • Metrolinx 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, 2020 • Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Mississaugas of Scugog Island First Nation	July 28, 2021	<ul style="list-style-type: none"> • Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports • Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Mississaugas of Scugog Island First Nation	September 23, 2021	<ul style="list-style-type: none"> • Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback • Metrolinx provided a link to the reports and requested comments by October 24, 2021
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 Nation • Six 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	July 28, 2021	<ul style="list-style-type: none"> • Metrolinx provided a formal letter with Project updates, including Project description, and an outline of the scope of Early Works Reports that have been shared by Metrolinx and an update on the Lakeshore East Joint Corridor and East Harbour Station Early Works Reports • Metrolinx provided a link to the Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report and requested comments by August 24, 2021
Six Nations of the Grand River	September 23, 2021	<ul style="list-style-type: none"> • Metrolinx provided a formal letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report and a continued invitation for feedback • Metrolinx provided a link to the reports and requested comments by October 24, 2021

Indigenous Nations

- Alderville First Nation



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:14 PM

To: Dave Mowat <dmowat@alderville.ca>

Cc: Dave Simpson <consultation@alderville.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Chief Mowat,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the

Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Alderville First Nation.

Metrolinx wishes to build a strong and respectful relationship with Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Alderville First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Alderville First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Alderville First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Alderville First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Alderville First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

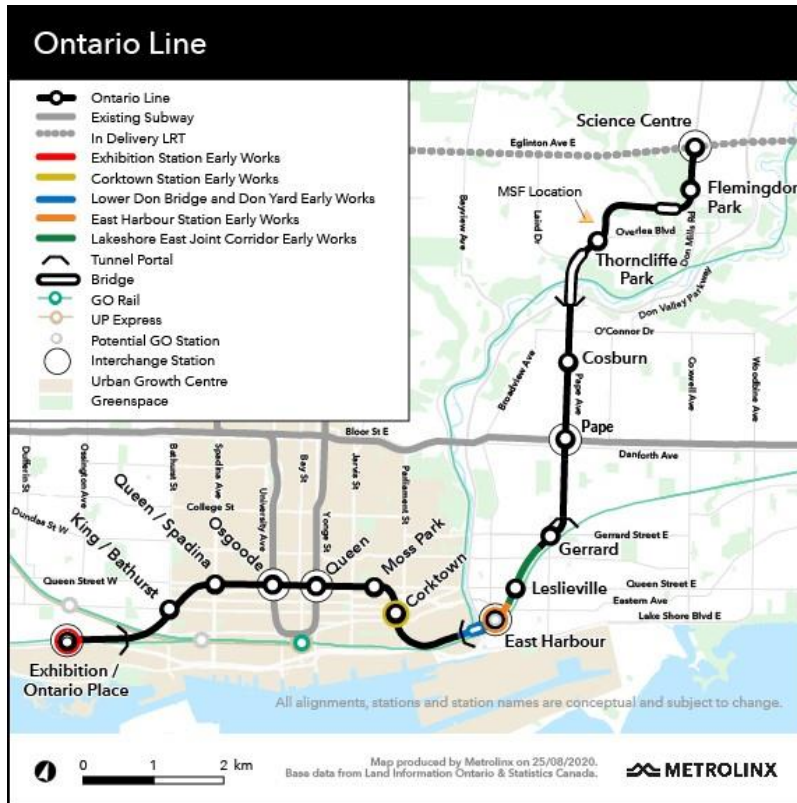


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Alderville First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Alderville First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Alderville First Nation in June 2020.



To aid in review for Alderville First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Alderville First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Alderville First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Alderville First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Alderville First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Alderville First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Alderville First Nation. We are happy to assist in the review of these documents by meeting with Alderville First Nation. Metrolinx is willing to address any questions that Alderville First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Alderville First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation



Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

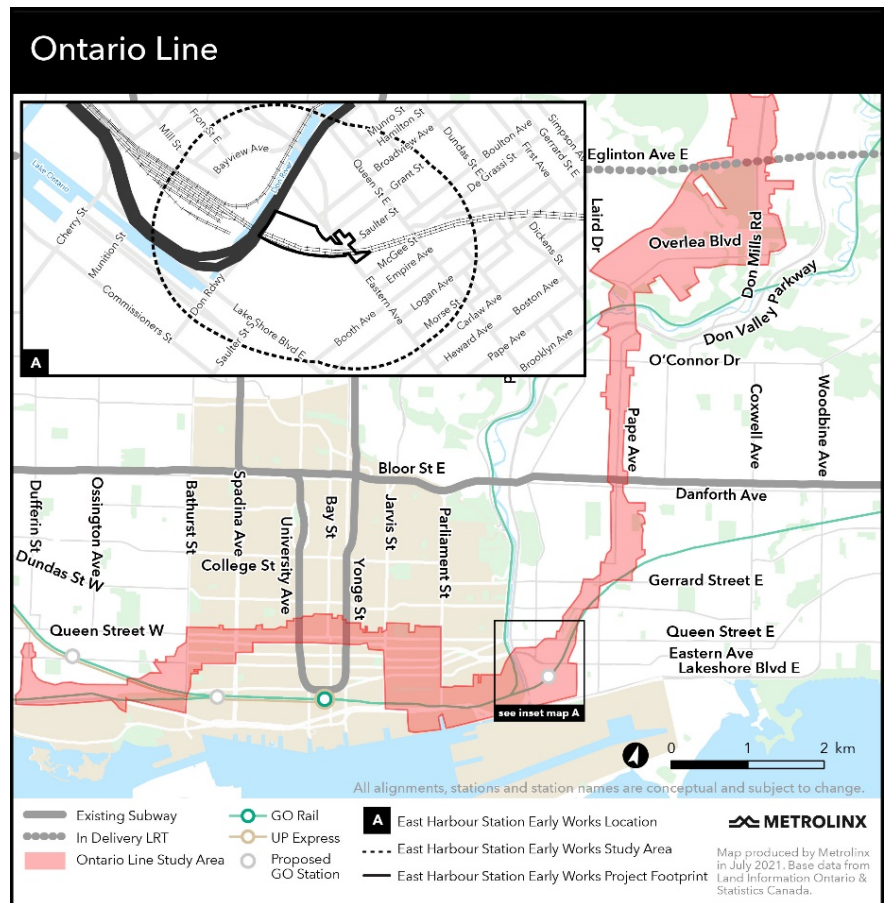
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 4:56:29 PM
Attachments: [REDACTED]

Dear Chief Mowat,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Alderville First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Alderville First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Alderville First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Alderville First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Alderville First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Alderville First Nation. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Alderville First Nation. We are happy to address any questions that Alderville First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.


Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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: 

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  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 .

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 11:13 AM

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 Environmental Conditions, Natural Environment Report

Good morning Chief Dave Mowat,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link 

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: [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

[REDACTED]

Indigenous Nations

- **Beausoleil First Nation**



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:15 PM

To: bfnchief@chimnissing.ca

Cc: Susan Copegog <consultations@chimnissing.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Chief Sandy,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:




We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the

Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON L9M 0A9

Delivered by Email

Dear Chief Sandy,

RE: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Beausoleil First Nation.

Metrolinx wishes to build a strong and respectful relationship with Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Beausoleil First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website:

www.metrolinx.com/ontarioline

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Beausoleil First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Beausoleil First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if

they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works
Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.
- Lower Don Bridge & Don Yard Early Works
Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.
- Corktown Station Early Works
The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation



where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Beausoliel First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Beausoliel First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

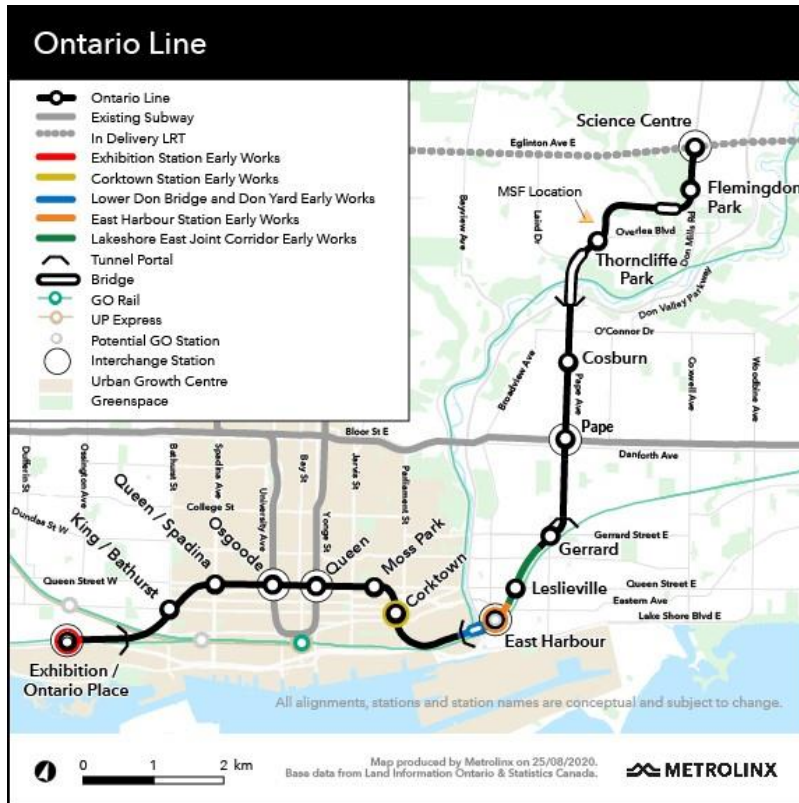


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Beausoliel First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Beausoliel First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Beausoliel First Nation in June 2020.



To aid in review for Beausoleil First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Beausoleil First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Beausoleil First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Beausoleil First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Beausoleil First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Beausoleil First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Beausoleil First Nation. We are happy to assist in the review of these documents by meeting with Beausoleil First Nation. Metrolinx is willing to address any questions that Beausoleil First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Beausoleil First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation



Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments:

- Attachment 1 - Ontario Line Reporting Timelines
- Attachment 2 - Draft Lakeshore East Joint Corridor Early Works Report Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
- Attachment 3 - Draft East Harbour Station Early Works Report Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
- Attachment 4 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
- Attachment 5 - Notice of Publication of Draft East Harbour Station Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> Wetlands and Waterbodies Fish and Fish Habitat 	<ul style="list-style-type: none"> There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
<p>Archaeological Potential</p>	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
<p>Archaeological Resources</p>	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive ‘D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.	<ul style="list-style-type: none"> All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species 	<ul style="list-style-type: none"> A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling of equipment will occur at least 30 metres away from any watercourse. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat - Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat - Monarch	<ul style="list-style-type: none"> Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat - Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

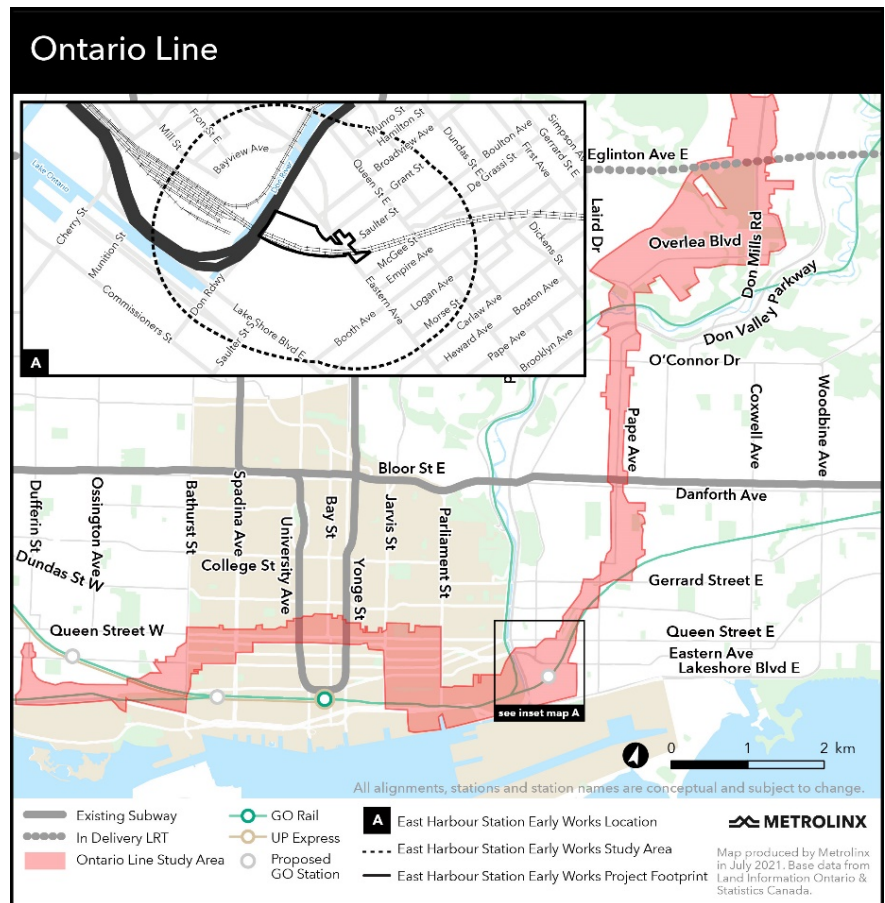
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

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You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

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

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This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 4:56:53 PM
Attachments: [REDACTED]

Dear Chief Monague,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Beausoleil First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Beausoleil First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Beausoleil First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Beausoleil First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Beausoleil First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Beausoleil First Nation. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Beausoleil First Nation. We are happy to address any questions that Beausoleil First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.


Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping flourish extending to the right.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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](#)
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](#)
Subject: Ontario Line - Draft Early Works Report
Date: Friday, June 05, 2020 4:59:00 PM

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: Ontario Line


Sent: June-03-20 11:17 AM

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 Environmental Conditions, Natural Environment Report

Good morning Chief Guy Monague,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link 

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

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

From: [Indigenous Relations](#)
To: bfchief@chimissing.ca
Cc: [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); danamonague@chimissing.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

[REDACTED]

Indigenous Nations

- Chippewas of Georgina Island



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:17 PM

To: donna.bigcanoe@georginaisland.com

Cc: natasha.charles@georginaisland.com; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Chief Big Canoe

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:




We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the

Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Chippewas of Georgina Island.

Metrolinx wishes to build a strong and respectful relationship with Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Chippewas of Georgina Island's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website:

www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Chippewas of Georgina Island with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Chippewas of Georgina Island in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if

they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works
Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.
- Lower Don Bridge & Don Yard Early Works
Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.
- Corktown Station Early Works
The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation



where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station



was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Chippewas of Georgina Island review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Chippewas of Georgina Island.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

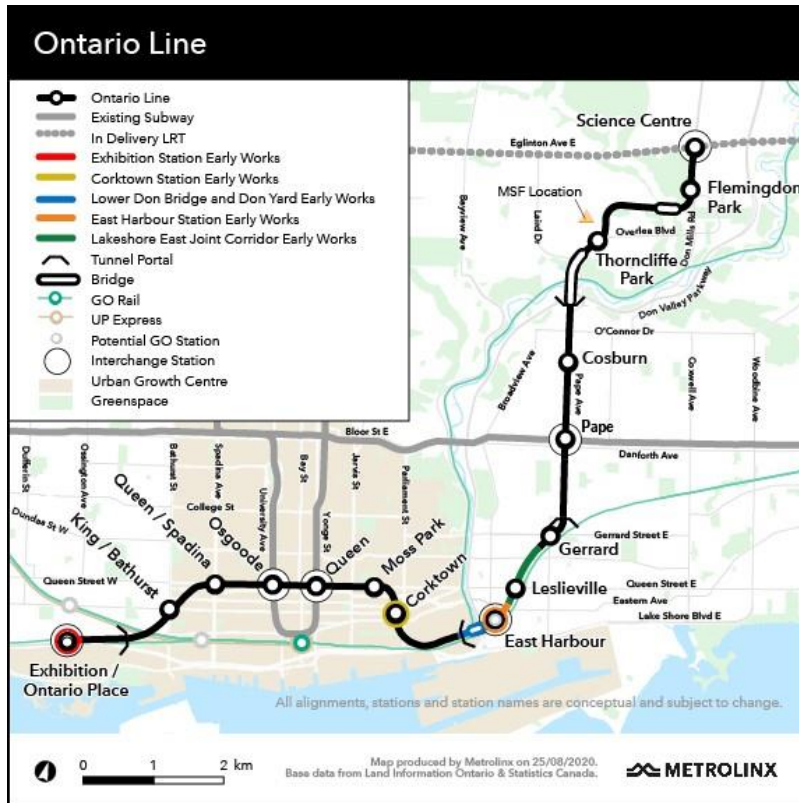


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Chippewas of Georgina Island. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Chippewas of Georgina Island has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Chippewas of Georgina Island in June 2020.



To aid in review for Chippewas of Georgina Island, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Chippewas of Georgina Island. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Chippewas of Georgina Island.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Chippewas of Georgina Island should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Chippewas of Georgina Island in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Chippewas of Georgina Island. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Chippewas of Georgina Island. We are happy to assist in the review of these documents by meeting with Chippewas of Georgina Island. Metrolinx is willing to address any questions that Chippewas of Georgina Island may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Chippewas of Georgina Island. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island



Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> Wetlands and Waterbodies Fish and Fish Habitat 	<ul style="list-style-type: none"> There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

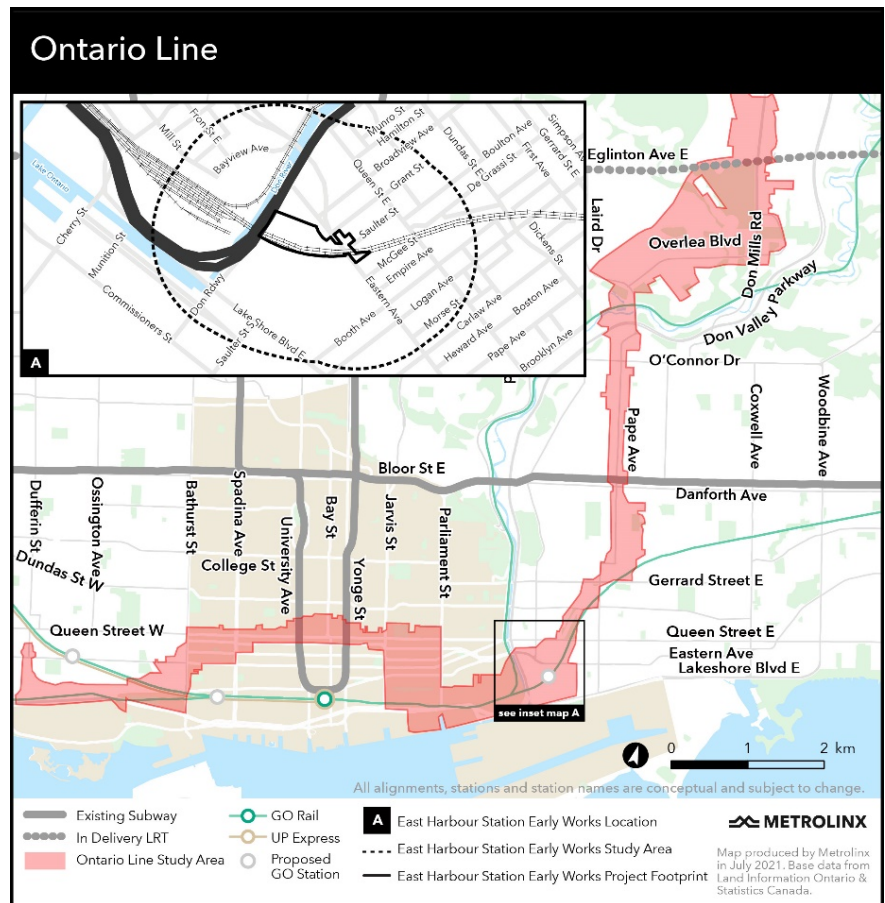
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 4:56:15 PM
Attachments: [REDACTED]

Dear Chief Big Canoe,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Chippewas of Georgina Island information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Chippewas of Georgina Island in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Chippewas of Georgina Island:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Chippewas of Georgina Island in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Chippewas of Georgina Island's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.



Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Chippewas of Georgina Island. Please provide these in writing no later than **August 24, 2021**.

Engagement

Metrolinx is committed to an open and respectful relationship with Chippewas of Georgina Island. We are happy to address any questions that Chippewas of Georgina Island may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.


Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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](#)
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](#)
Subject: Ontario Line - Draft Early Works Report
Date: Friday, June 05, 2020 5:04:00 PM

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: Ontario Line


Sent: June-03-20 11:33 AM

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>; 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 Donna Big Canoe,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link 

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

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

From: [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.

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

[REDACTED]

Indigenous Nations

- **Chippewas of Rama First Nation**



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:18 PM

To: Sharday James <shardayj@ramafirstnation.ca>

Cc: 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Sharday,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more

detail. If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Chippewas of Rama First Nation.

Metrolinx wishes to build a strong and respectful relationship with Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Chippewas of Rama First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Chippewas of Rama First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Chippewas of Rama First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Chippewas of Rama First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Chippewas of Rama First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Chippewas of Rama First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Chippewas of Rama First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Chippewas of Rama First Nation in June 2020.



To aid in review for Chippewas of Rama First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Chippewas of Rama First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Chippewas of Rama First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Chippewas of Rama First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Chippewas of Rama First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Chippewas of Rama First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Chippewas of Rama First Nation. We are happy to assist in the review of these documents by meeting with Chippewas of Rama First Nation. Metrolinx is willing to address any questions that Chippewas of Rama First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Chippewas of Rama First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations



Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
<p>Archaeological Potential</p>	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
<p>Archaeological Resources</p>	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

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Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

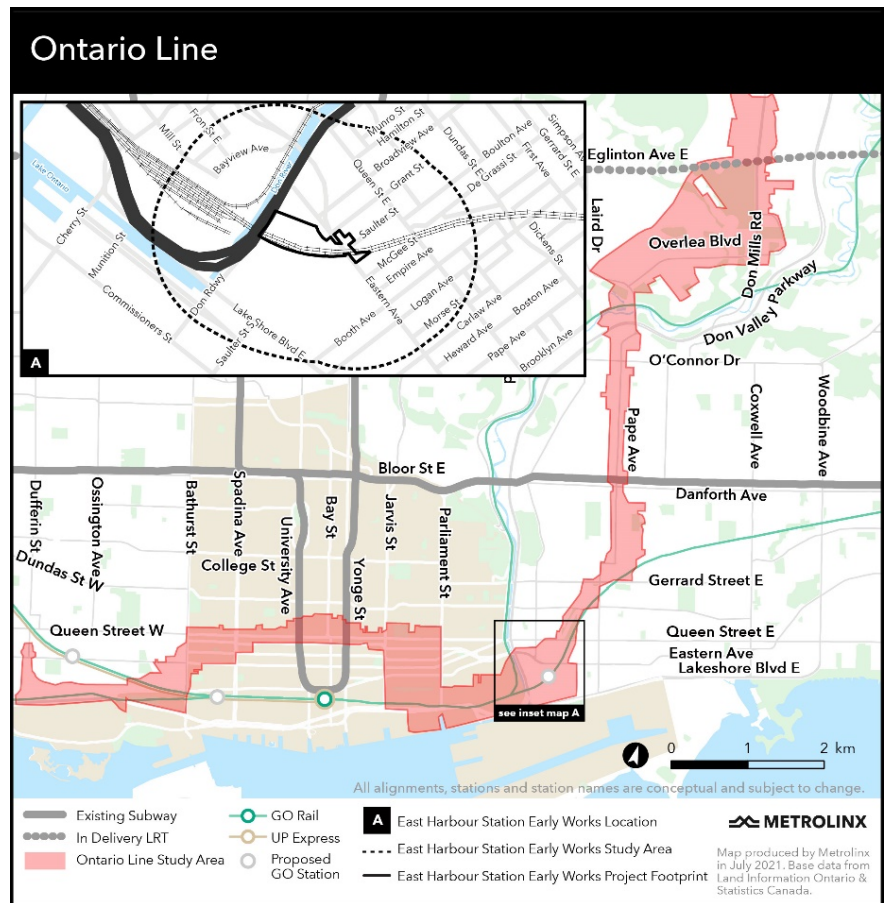
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:02:34 PM
Attachments: [REDACTED]

Dear Sharday,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Chippewas of Rama First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Chippewas of Rama First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Chippewas of Rama First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Chippewas of Rama First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Chippewas of Rama First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.



Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Chippewas of Rama First Nation. Please provide these in writing no later than **August 24, 2021**.

Engagement

Metrolinx is committed to an open and respectful relationship with Chippewas of Rama First Nation. We are happy to address any questions that Chippewas of Rama First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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]

- 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

[REDACTED]

From: Sharday James [mailto:shardayj@ramafirstnation.ca]
Sent: Thursday, July 02, 2020 2:14 PM
To: Ontario Line
Subject: RE: Ontario Line - Draft Environmental Conditions Report

I was away for a few months and when I followed the link I could not find any documents. Not sure if you only had it up for a limited time.

Cheers,

Sharday James

Sharday James

Community Consultation Worker, Communications

Chippewas of Rama First Nation

(ph) 705-325-3611, 1633

(cell)

(fax)

(url) www.ramafirstnation.ca

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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:

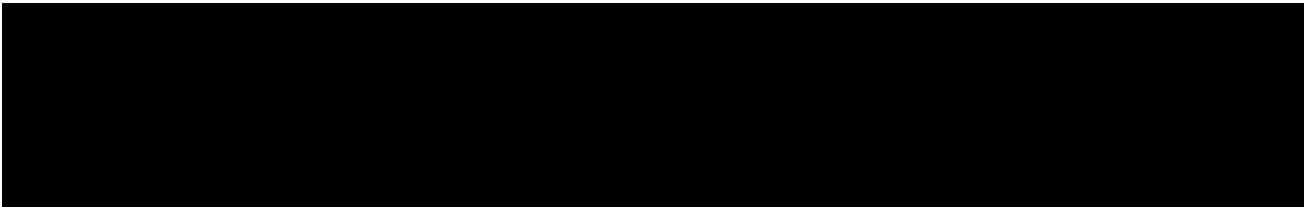
Feel free to contact me if you have any questions.

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  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 ██████.

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

[REDACTED]

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).

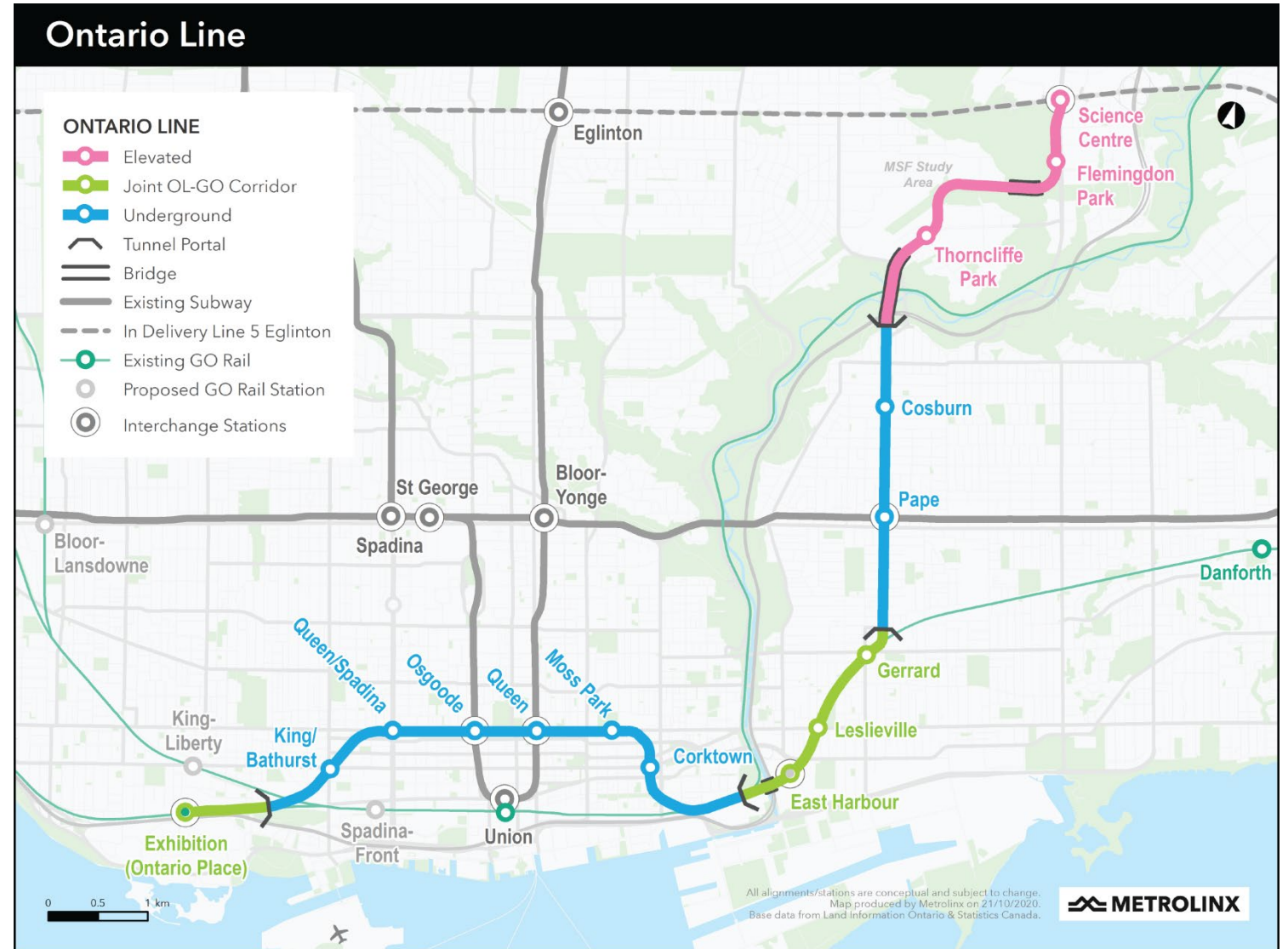
Similar to O. Reg. 342/20, the Minister can take action if there is a potential for negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or, on a constitutionally protected Aboriginal or treaty right.

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 entrance Temporary pedestrian bridge New 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 widening Bridge work at Dundas St E, Queen St E and Logan Ave Retaining 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:

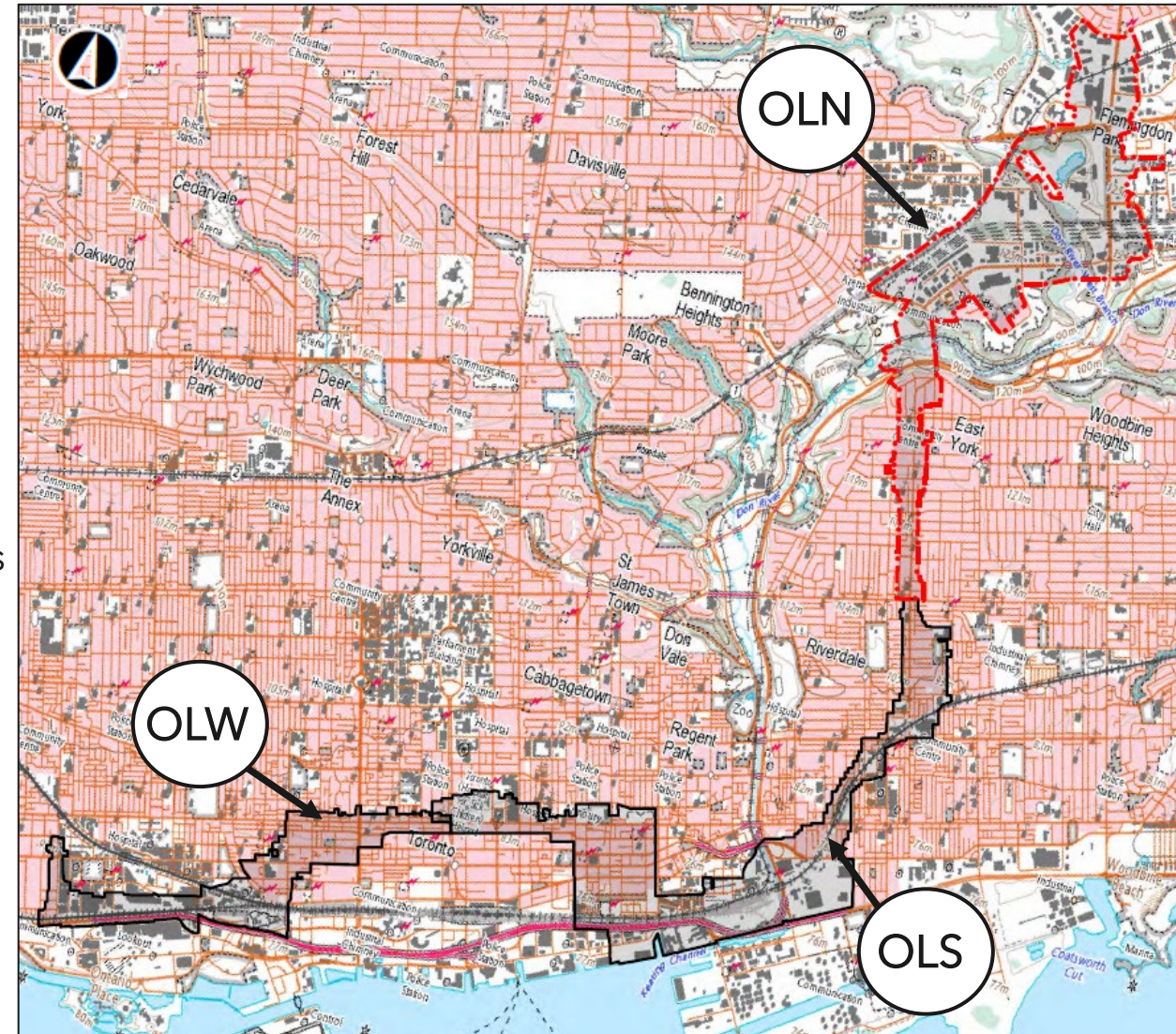
- Ontario Line North (OLN)
- Ontario Line South (OLS)
- Ontario Line West (OLW)

Stage 1 Archaeological Assessment

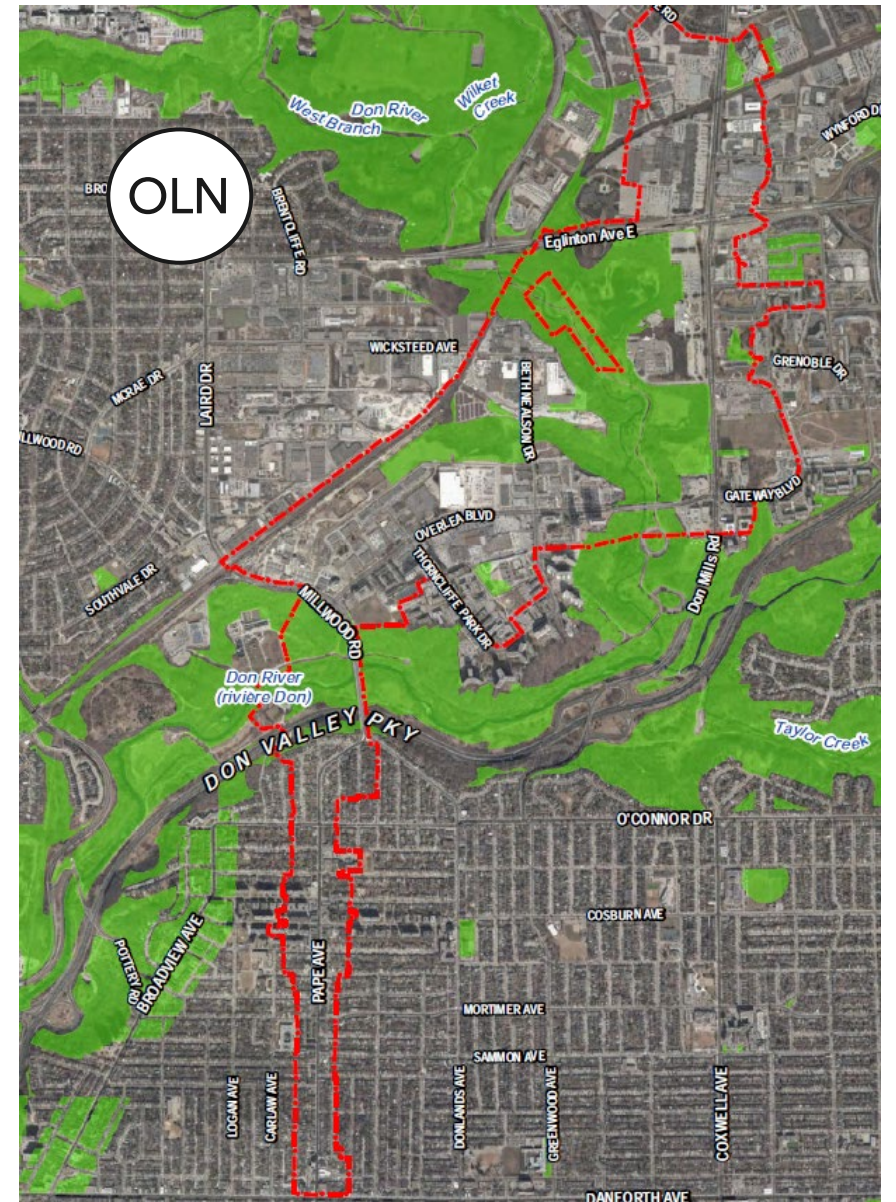
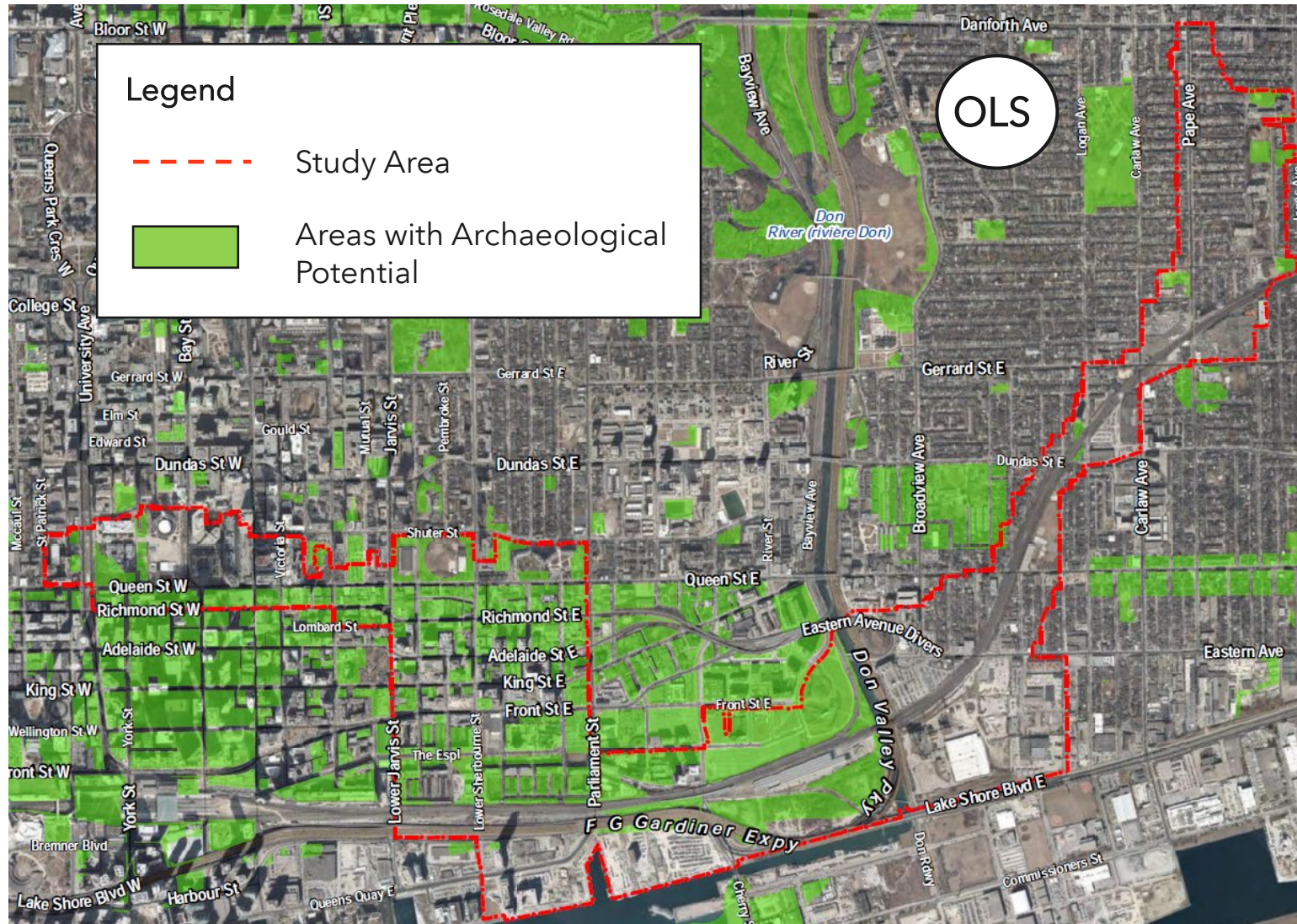
- Assessments were conducted for all three sections, with field review completed on October 30th, 2019
- Stage 1 reports were shared with Indigenous Communities on March 26th, 2020
- Stage 1 reports were submitted to the MHSTCI on May 29th, 2020 and included in the Environmental Conditions Report

Stage 2 Archaeological Assessment

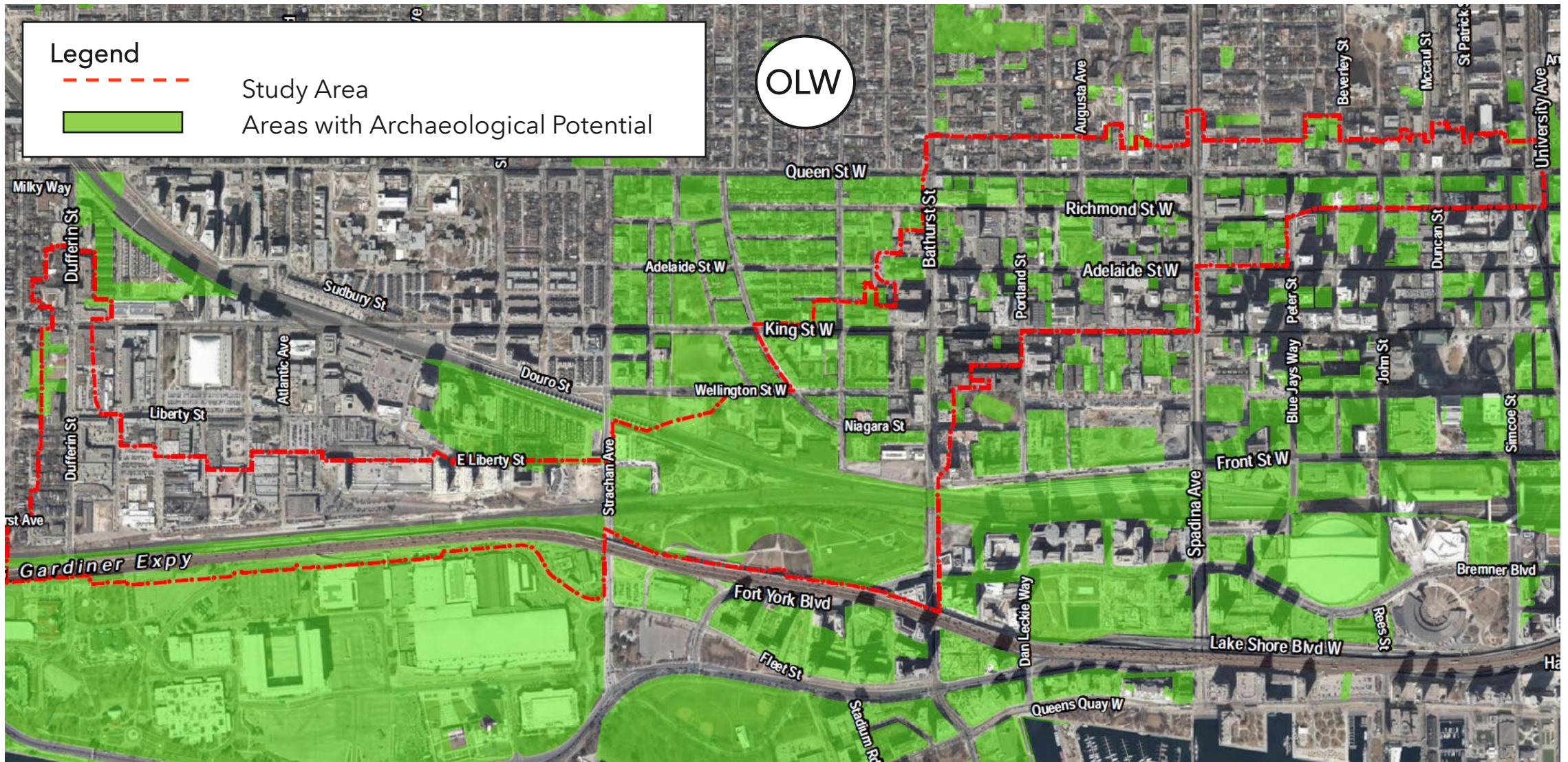
- Stage 2 assessments for areas with archaeological potential that are anticipated to be impacted are planned to start in 2021



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:

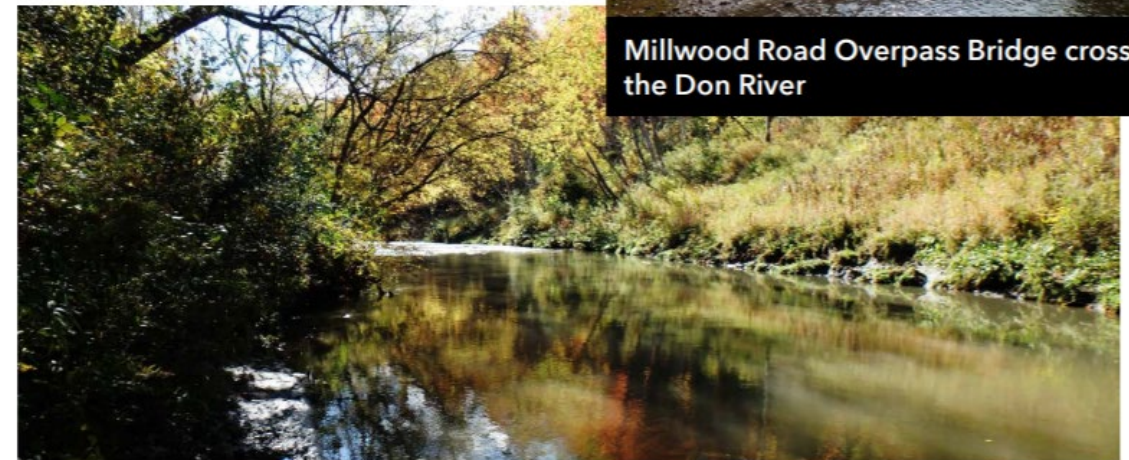
- Report shared with Indigenous Communities on June 4th, 2020
- Findings relevant to Exhibition Station early works included in the Draft Exhibition Station EWR



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

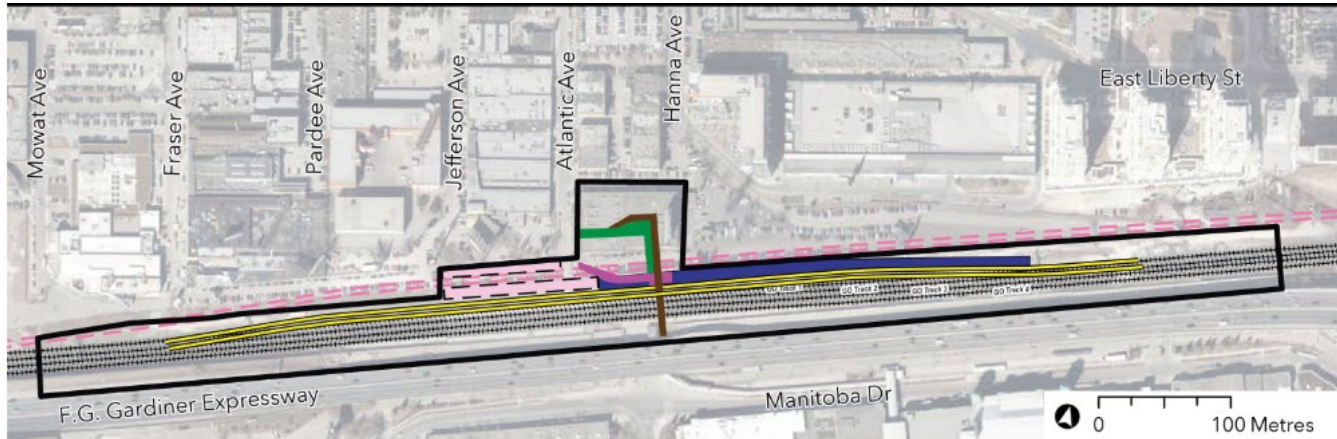


Millwood Road Overpass Bridge crossing the Don River



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

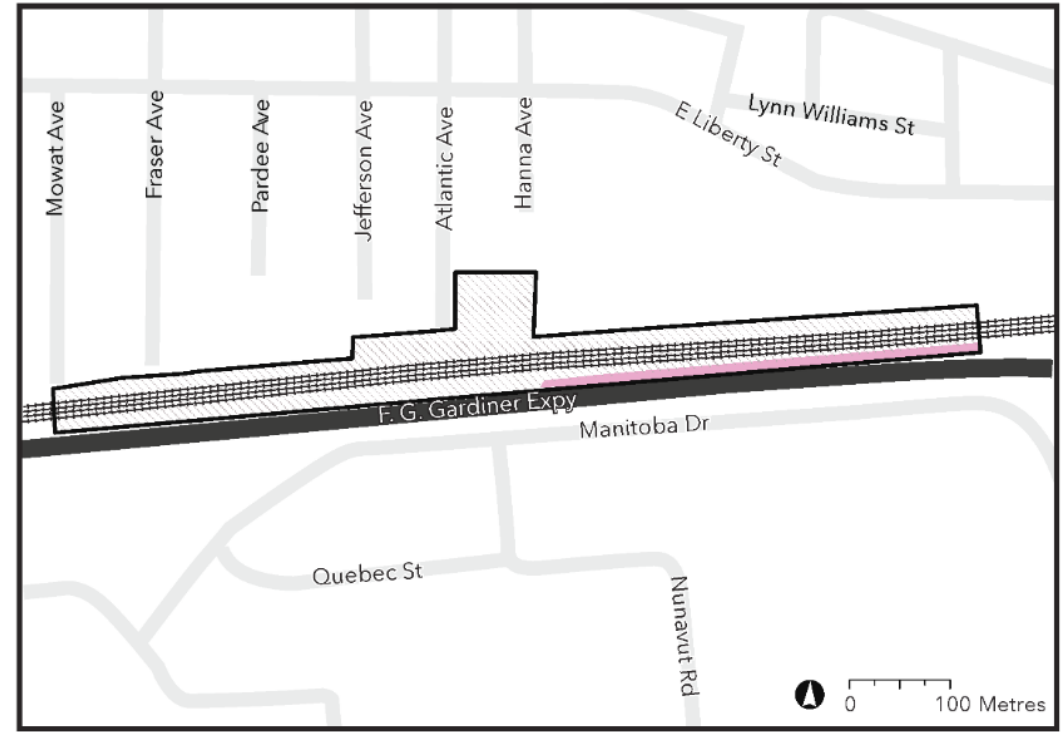
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EXHIBITION STATION EARLY WORKS - ARCHAEOLOGICAL RESOURCES

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:

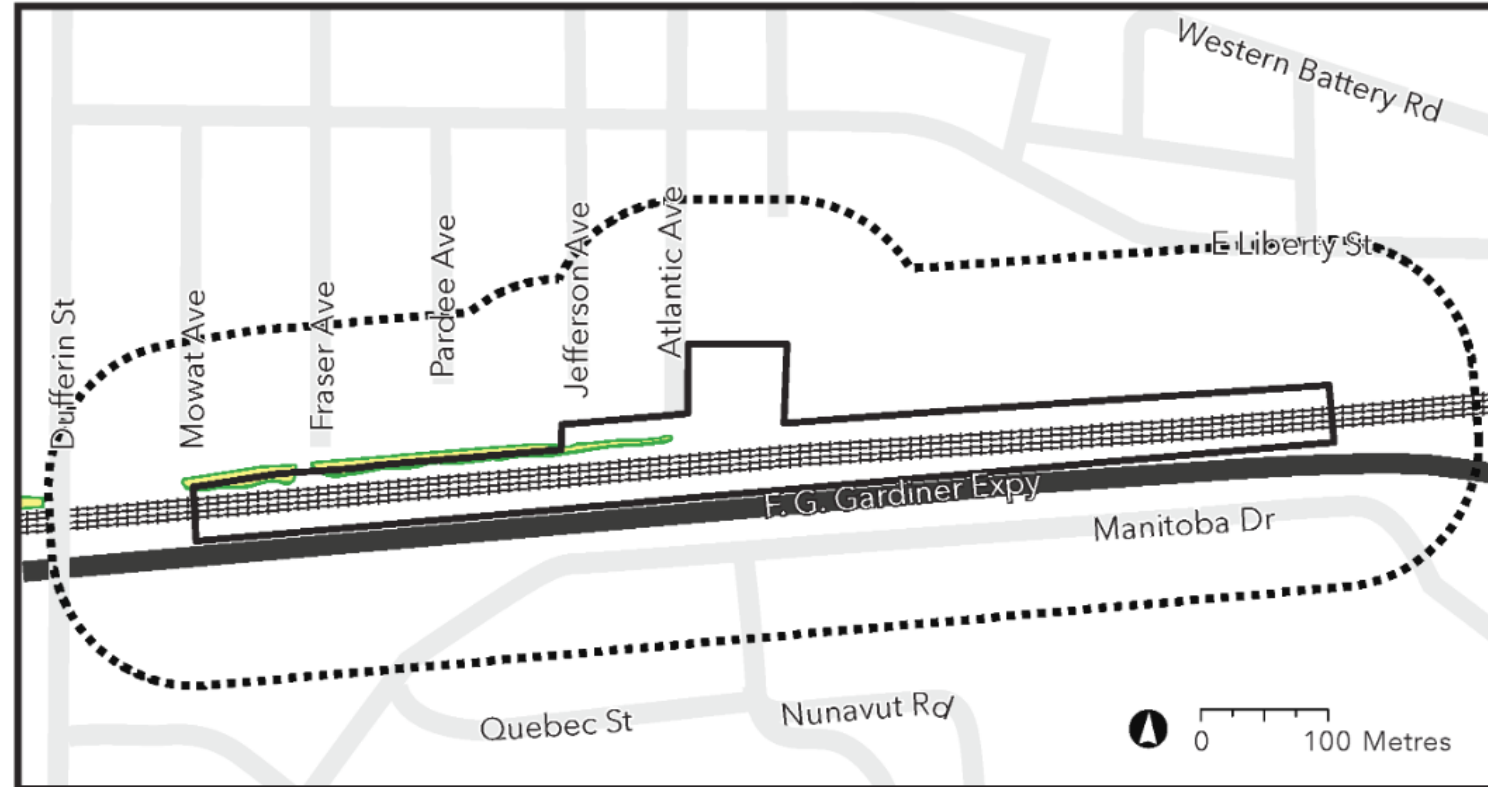
- Complete additional archaeological assessments, where required, as early as possible and in advance of any ground disturbance.
- If archaeological materials are encountered (or suspected) during construction, all work will stop. The site will be protected from impact and additional assessment will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

- 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

- The meeting was adjourned due to time constraints
- [REDACTED]

*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 <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:28 PM

To: Julie Kapyrka <JulieK@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Francis M. Chua <francis@francischua.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Julie and Team,


Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback.

We appreciate that you have informed us this project lies outside of your territory, but still have an interest in being informed. To that end I will upload the attached to our shared dropbox as well as the draft Early Works Report.

In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Curve Lake First Nation.

Metrolinx wishes to build a strong and respectful relationship with Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Curve Lake First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Curve Lake First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Curve Lake First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Curve Lake First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Curve Lake First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Curve Lake First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Curve Lake First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Curve Lake First Nation in June 2020.



To aid in review for Curve Lake First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Curve Lake First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Curve Lake First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Curve Lake First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Curve Lake First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Curve Lake First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Curve Lake First Nation. We are happy to assist in the review of these documents by meeting with Curve Lake First Nation. Metrolinx is willing to address any questions that Curve Lake First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Curve Lake First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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

Indigenous Relations, Metrolinx

Merlin Yuen, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx

- Attachments:
- Attachment 1 - Ontario Line Reporting Timelines
 - Attachment 2 - Draft Lakeshore East Joint Corridor Early Works Report Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
 - Attachment 3 - Draft East Harbour Station Early Works Report Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
 - Attachment 4 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
 - Attachment 5 - Notice of Publication of Draft East Harbour Station Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> Wetlands and Waterbodies Fish and Fish Habitat 	<ul style="list-style-type: none"> There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
<p>Archaeological Potential</p>	<p>■ Potential for the disturbance of unassessed or documented archaeological resources.</p>	<p>■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential:</p> <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. <p>■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p>	<p>■ None identified.</p>
<p>Archaeological Resources</p>	<p>■ Potential recovery of archaeological resources during construction.</p>	<p>■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</p>	<p>■ None identified.</p>

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

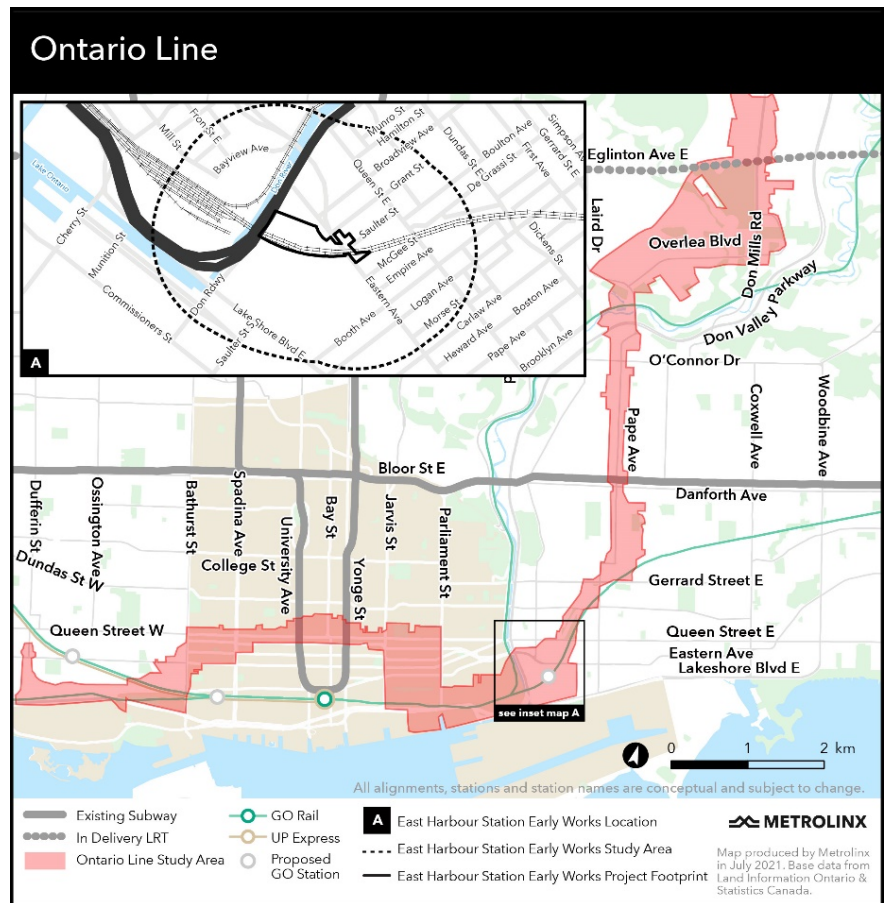
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.


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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Kaitlin Hill \(Curve Lake\) \(KaitlinH@curvelake.ca\)](#); [Jordon MacArthur](#); [Francis M. Chua](#); [k.a.sandy-mckenzie@rogers.com](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:01:39 PM
Attachments: 

Dear Julie & Team

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for in our dropbox within the Ontario Line folder.

We acknowledge that you have informed us that this project is outside CLFN territory, but we are sharing for information purposes.

Should you have any comments or feedback please share with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715





July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Curve Lake First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Curve Lake First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Curve Lake First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Curve Lake First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Curve Lake First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Curve Lake First Nation. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Curve Lake First Nation. We are happy to address any questions that Curve Lake First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, Metrolinx

From: [Ontario Line](#)
To: ["EmilyW@curvelake.ca"](mailto:EmilyW@curvelake.ca)
Cc: ["JulieK@curvelake.ca"](mailto:JulieK@curvelake.ca); ["KaitlinH@curvelake.ca"](mailto:KaitlinH@curvelake.ca); ["JordonM@curvelake.ca"](mailto:JordonM@curvelake.ca); ["k.a.sandy-mckenzie@rogers.com"](mailto: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 .

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: 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

[REDACTED]

Indigenous Nations

- **Curve Lake First Nation Meeting Materials**



Curve Lake First Nation & Metrolinx Meeting

July 15, 2020

Indigenous Relations @ Metrolinx

INDIGENOUS RELATIONS AT METROLINX

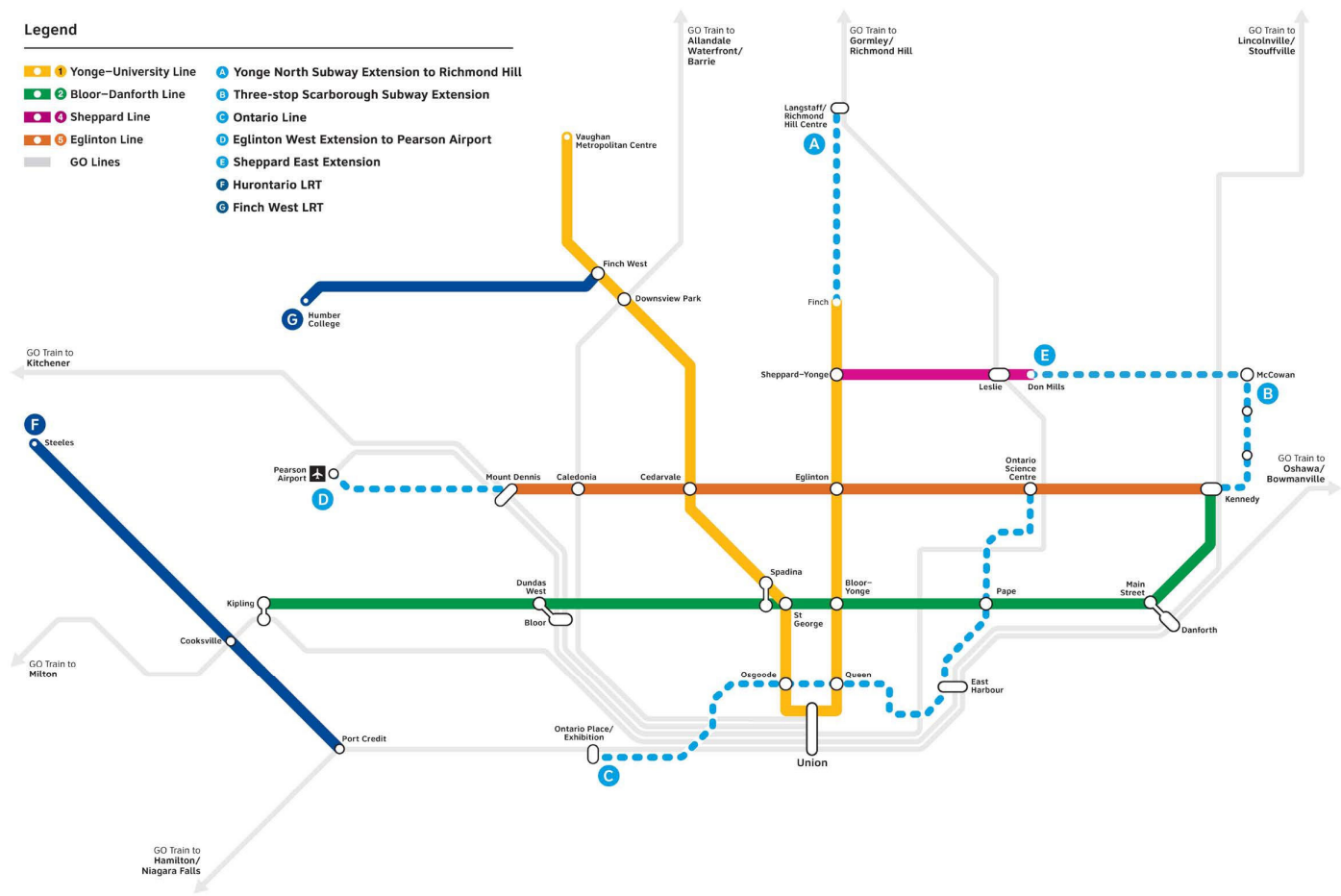
- Commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers
- Established an Indigenous Relations Office (2019) which will guide Metrolinx through the implementation of an **Indigenous Relations Action Plan** that focuses on:
 - **Cultivating Relationships**
 - Tailored engagement and meaningful relations
 - **Support Business and Corporate Objectives**
 - Identify business efficiencies and develop KPIs to ensure transparent, timely and accountable actions
 - **Facilitating Awareness and Supporting Inclusion**

INDIGENOUS RELATIONS OFFICE

- Provide guidance and support for the development and implementation of organizational-wide policies, processes, and engagement with Indigenous communities, businesses, employees, and customers
- Staffed by Manager, Senior Advisor and Indigenous Relations Specialist

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

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

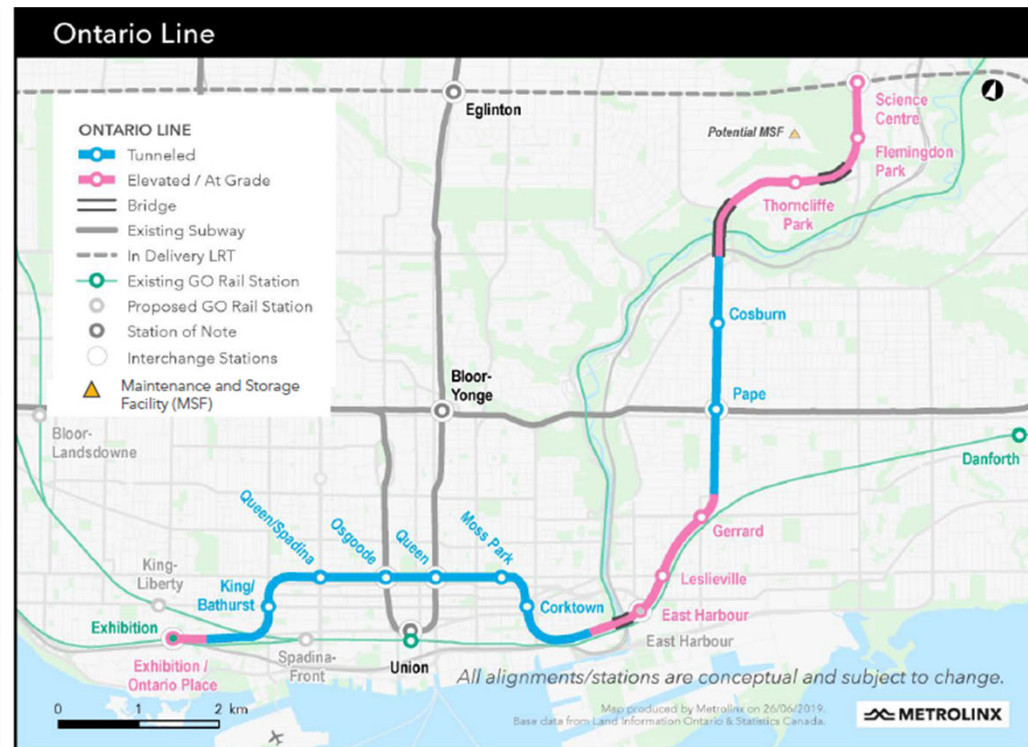
Metrolinx is the sole proponent of all four (4) projects.

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.

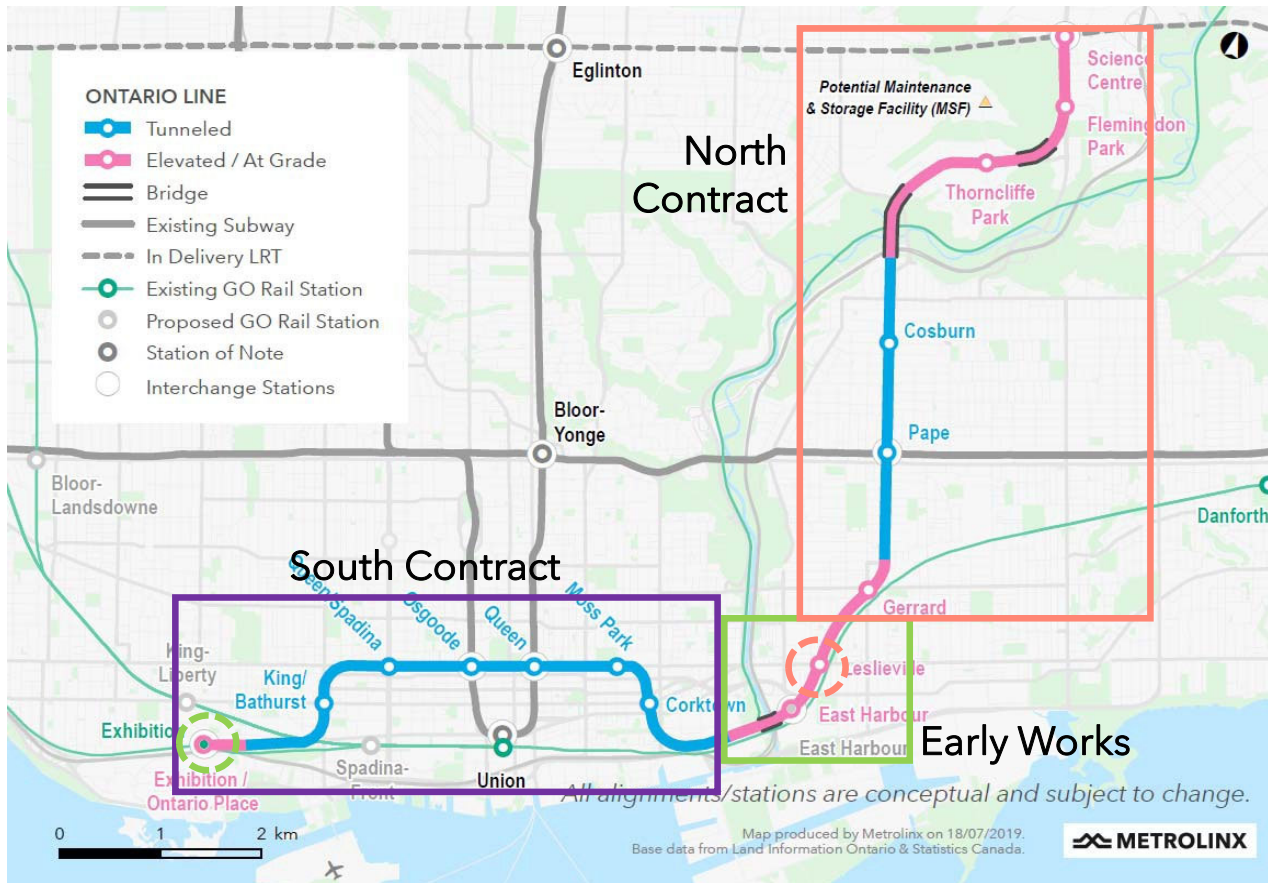
Number of proposed stations	15
Number of connections to other transit options	17 <ul style="list-style-type: none"> • 3 GO lines • 4 connections to Line 1, 2 and 5 (Eglinton Crosstown) • 10 connections to King, Queen, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcars
Approximate number of 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.	Link to Report
Draft Environmental Conditions Report	June 15 th , 2020	July 10 th , 2020		Link to Report
Draft Early Works Report	June 5 th , 2020	July 3 rd , 2020	Can accept comments after July 3 rd , will be noted in the project consultation record and will be considered in project planning	Link to Report
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	Link to Report
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	Link to Report

Indigenous Nations

- **Haudenosaunee Confederacy
Chiefs Council**



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:24 PM

To: Aaron Detlor <aarondetlor@gmail.com>

Cc: tworowarchaeology@gmail.com; HDI General <hdi2@bellnet.ca>; Todd Williams <williams.todde@gmail.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Mr. Detlor,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. The additional attachments provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



Metrolinx remains open to working with HDI and is committed to coming to a mutually acceptable agreement and establishing processes to support a respectful and amenable relationship as we move forward, including capacity funding to monitors. Metrolinx would be pleased to schedule a meeting with HDI to discuss the details of such an agreement.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Haudenosaunee Confederacy Chiefs Council.

Metrolinx wishes to build a strong and respectful relationship with Haudenosaunee Confederacy Chiefs Council. Metrolinx appreciates and respects Haudenosaunee Confederacy Chiefs Council's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Haudenosaunee Confederacy Chiefs Council's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Haudenosaunee Confederacy Chiefs Council with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Haudenosaunee Confederacy Chiefs Council in July 2021 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Haudenosaunee Confederacy Chiefs Council review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Haudenosaunee Confederacy Chiefs Council.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Haudenosaunee Confederacy Chiefs Council. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Haudenosaunee Confederacy Chiefs Council has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Haudenosaunee Confederacy Chiefs Council in June 2020.



To aid in review for Haudenosaunee Confederacy Chiefs Council, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Haudenosaunee Confederacy Chiefs Council. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Haudenosaunee Confederacy Chiefs Council.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Haudenosaunee Confederacy Chiefs Council should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Haudenosaunee Confederacy Chiefs Council in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Haudenosaunee Confederacy Chiefs Council. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Haudenosaunee Confederacy Chiefs Council. We are happy to assist in the review of these documents by meeting with Haudenosaunee Confederacy Chiefs Council. Metrolinx is willing to address any questions that Haudenosaunee Confederacy Chiefs Council may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Haudenosaunee Confederacy Chiefs Council. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment



Metrolinx

cc: Wayne Hill, Haudenosaunee Development Institute
Todd Williams, Haudenosaunee Development Institute
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

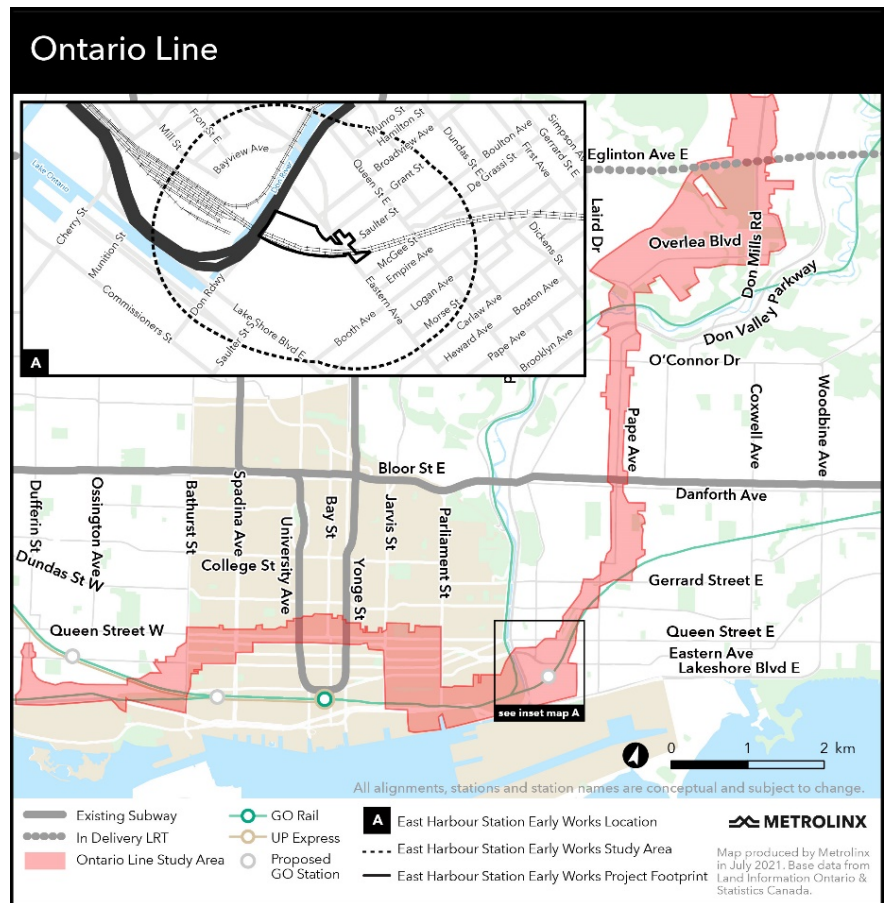
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Aaron Detlor](#)
Cc: [HDI General](#); [Wayne \(HDI\) Hill](#); [Todd Williams](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:03:55 PM
Attachments: [REDACTED]

Dear Mr. Detlor,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with HDI. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with HDI and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Haudenosaunee Confederacy Chiefs Council information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Haudenosaunee Confederacy Chiefs Council in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Haudenosaunee Confederacy Chiefs Council:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	July 30, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Haudenosaunee Confederacy Chiefs Council in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.





Figure 1: *Map of Ontario Line Early Works*

Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Haudenosaunee Confederacy Chiefs Council's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.



Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Haudenosaunee Confederacy Chiefs Council. Please provide these in writing no later than **August 24, 2021**.

Engagement

Metrolinx is committed to an open and respectful relationship with Haudenosaunee Confederacy Chiefs Council. We are happy to address any questions that Haudenosaunee Confederacy Chiefs Council may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a large, sweeping flourish extending to the right.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Wayne Hill, Haudenosaunee Development Institute
Todd Williams, Haudenosaunee Development Institute
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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

[REDACTED]

Indigenous Nations

- **Hiawatha First Nation**



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:19 PM

To: chiefcarr@hiawathafn.ca

Cc: Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We

welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Hiawatha First Nation.

Metrolinx wishes to build a strong and respectful relationship with Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Hiawatha First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Hiawatha First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Hiawatha First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Hiawatha First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Hiawatha First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

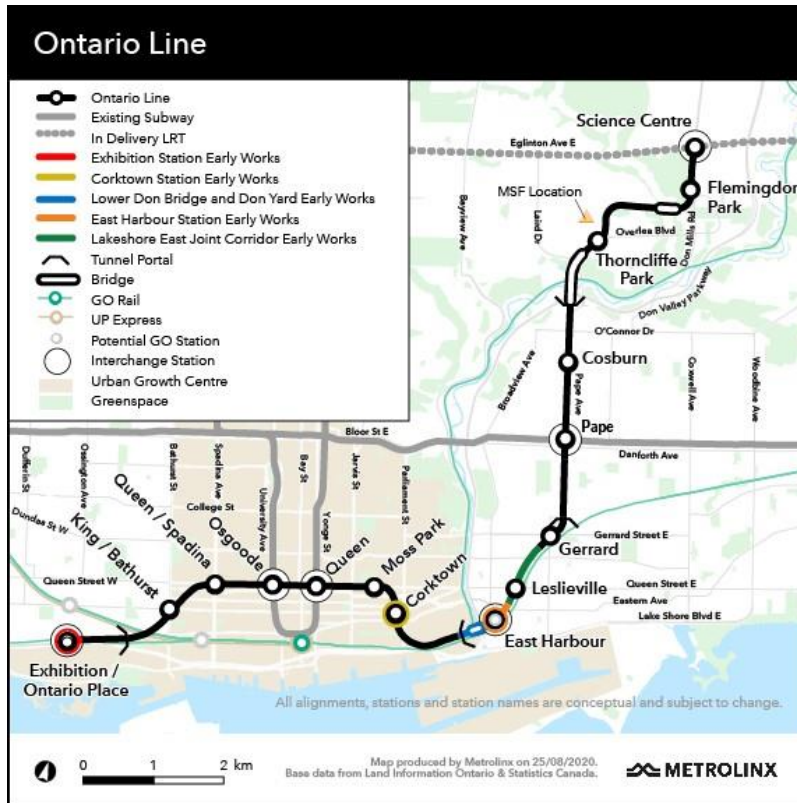


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Hiawatha First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Hiawatha First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Hiawatha First Nation in June 2020.



To aid in review for Hiawatha First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Hiawatha First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Hiawatha First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Hiawatha First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Hiawatha First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Hiawatha First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Hiawatha First Nation. We are happy to assist in the review of these documents by meeting with Hiawatha First Nation. Metrolinx is willing to address any questions that Hiawatha First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Hiawatha First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
<p>Archaeological Potential</p>	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
<p>Archaeological Resources</p>	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

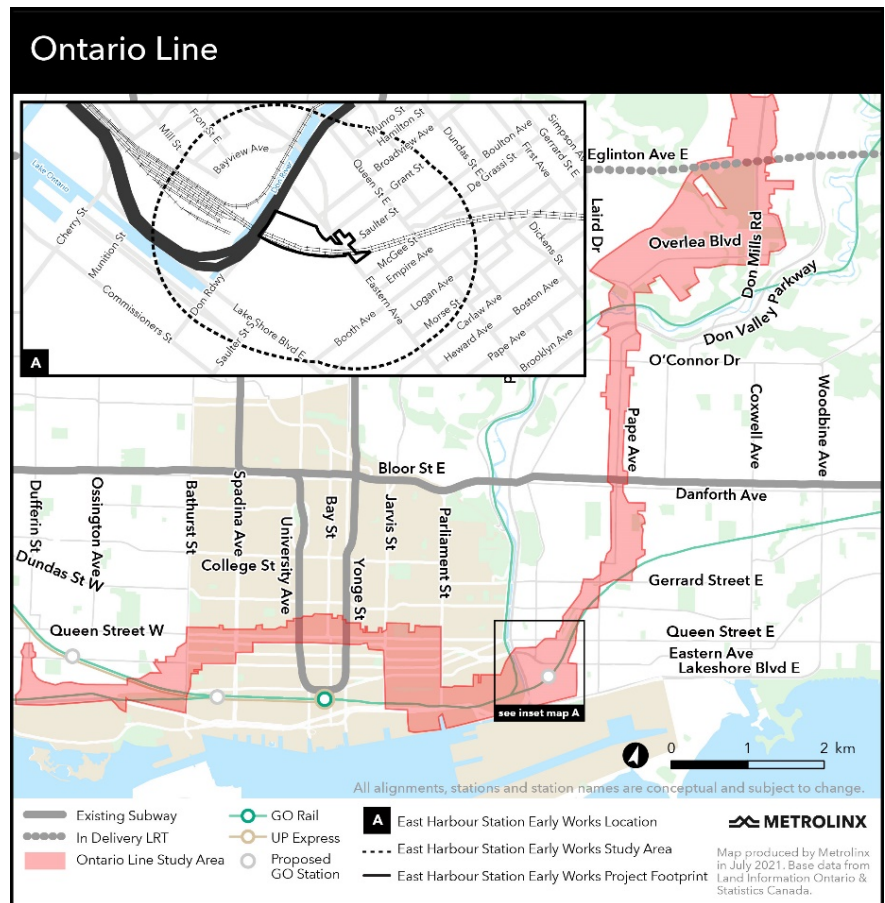
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

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130 Adelaide Street West
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This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Chief Laurie Carr](#)
Cc: [Tom Cowie](#); [Sean Davison](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:04:47 PM
Attachments: [REDACTED]

Dear Chief Carr,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Hiawatha First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Hiawatha First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Hiawatha First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

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Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Hiawatha First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Hiawatha First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Hiawatha First Nation. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Hiawatha First Nation. We are happy to address any questions that Hiawatha First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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: 

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](#)
To: ["chiefcarr@hiawathafn.ca"](mailto:chiefcarr@hiawathafn.ca)
Cc: ["tcowie@hiawathafn.ca"](mailto:tcowie@hiawathafn.ca); ["sdavison@hiawathafn.ca"](mailto:sdavison@hiawathafn.ca); ["k.a.sandy-mckenzie@rogers.com"](mailto: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 5:06:00 PM

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: Ontario Line


Sent: June-03-20 11:54 AM

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 Environmental Conditions, Natural Environment Report

Good morning Chief Laurie Carr,

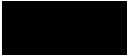
Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link 

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

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

From: [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

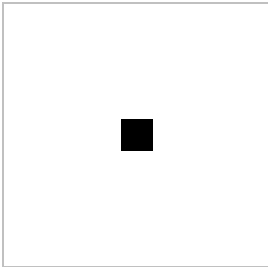
Thank you for the email Fallon

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 <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:13 PM

To: Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc: Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Marie-Sophie Gendron,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the

Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau

Delivered by email

Dear Grand Chief Vincent,

RE: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Huron-Wendat Nation.

Metrolinx wishes to build a strong and respectful relationship with Huron-Wendat Nation. Metrolinx appreciates and respects Huron-Wendat Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Huron-Wendat Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website:

www.metrolinx.com/ontarioline



Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Huron-Wendat Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Huron-Wendat Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the



early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due



diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Huron-Wendat Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Huron-Wendat Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

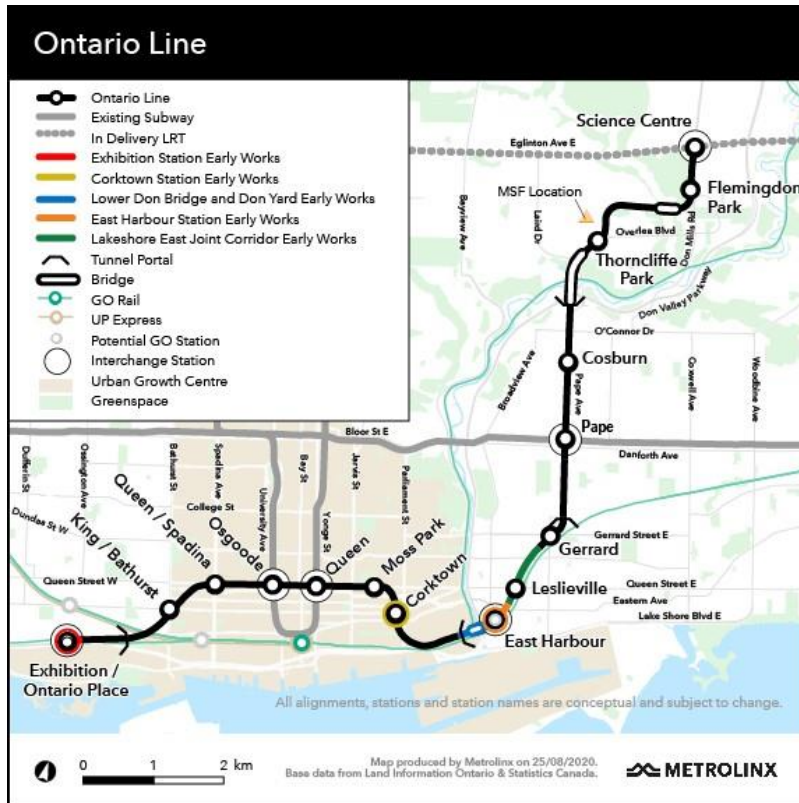


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Huron-Wendat Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Huron-Wendat Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Huron-Wendat Nation in June 2020.



To aid in review for Huron-Wendat Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Huron-Wendat Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Huron-Wendat Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Huron-Wendat Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Huron-Wendat Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Huron-Wendat Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Huron-Wendat Nation. We are happy to assist in the review of these documents by meeting with Huron-Wendat Nation. Metrolinx is willing to address any questions that Huron-Wendat Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Huron-Wendat Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Mario Gros-Louis, Huron-Wendat Nation



Valerie Janssen, Huron-Wendat Nation
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

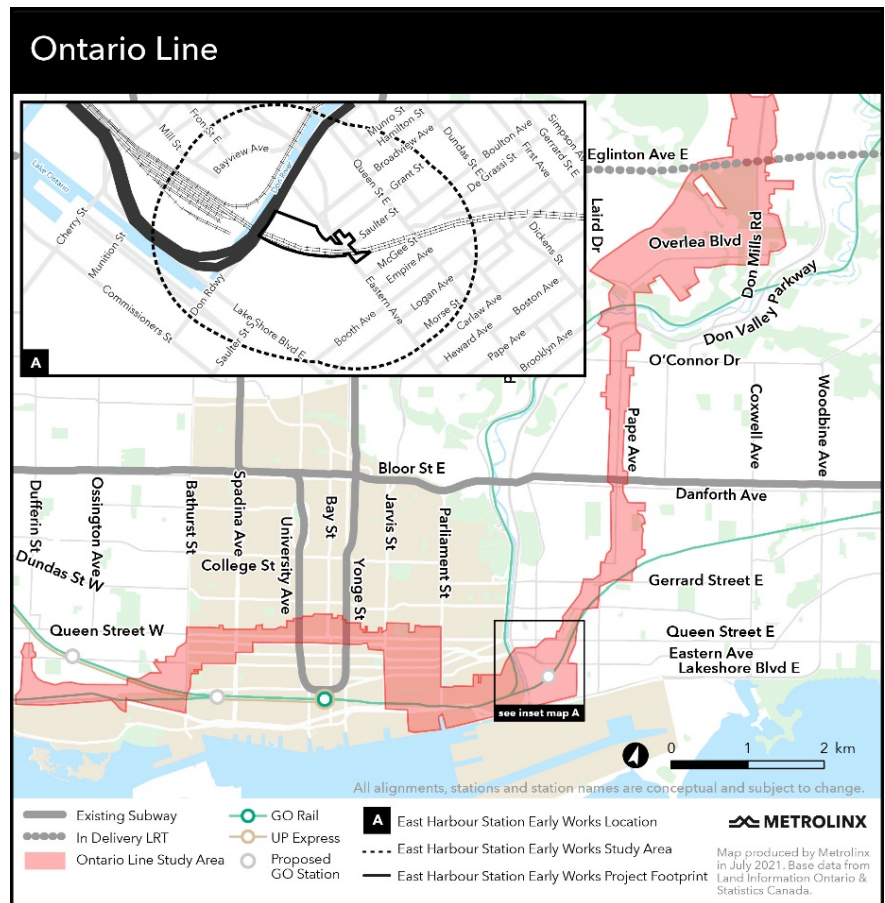
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.


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

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This Notice was first published on **September 23, 2021**.

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



From: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>
Sent: August-17-21 11:19 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mario Gros Louis <Mario.GrosLouis@wendake.ca>
Subject: TR: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021

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Hi Jaimi,

We don't have any comments at this point regarding these documents. Please keep us updated.

Thank you,

Lori-Jeanne

ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis (mario.grosloouis@wendake.ca) and Lori-Jeanne Bolduc (lori-jeanne.bolduc@wendake.ca).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Isabelle Lechasseur (isabelle.lechasseur@wendake.ca), Stéphanie B. Nadeau (stephanieb.nadeau@wendake.ca) and Jean-François Richard (jean-francois.richard@wendake.ca).



NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Lori-Jeanne Bolduc, M. ATDR

Conseillère en aménagement du territoire

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2211

Courriel : lori-jeanne.bolduc@wendake.ca



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De : Indigenous Relations <IndigenousRelations@metrolinx.com>


Envoyé : 28 juillet 2021 17:06

À : Mario Gros Louis <Mario.GrosLouis@wendake.ca>

Cc : Valerie Janssen <Valerie.Janssen@wendake.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Bren Daner Lapuz <BrenDaner.Lapuz@metrolinx.com>

Objet : Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021

Dear M. Gros-Louis,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link: 

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715



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July 28, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau

Delivered by email

Dear Grand Chief Vincent,

RE: Ontario Line Project - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Huron-Wendat Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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

Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station



construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Huron-Wendat Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Huron-Wendat Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	July 30, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Huron-Wendat Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Huron-Wendat Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Huron-Wendat Nation. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Huron-Wendat Nation. We are happy to address any questions that Huron-Wendat Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

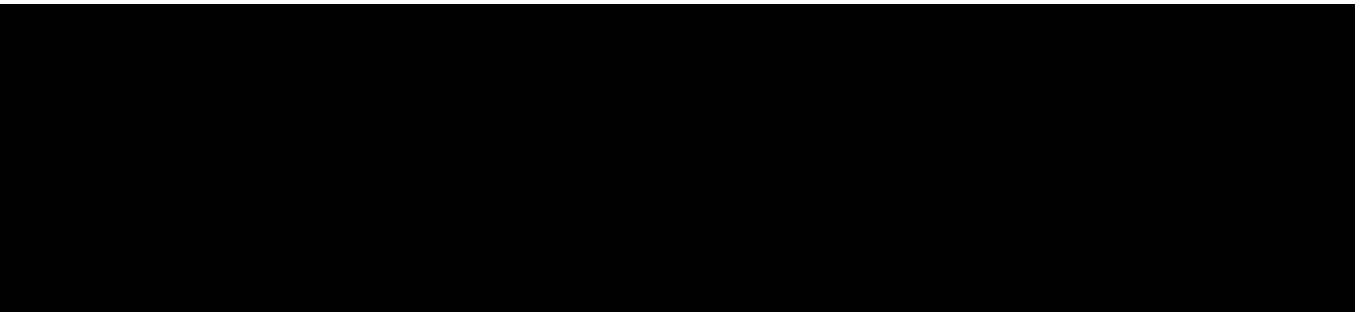
Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Mario Gros-Louis, Huron-Wendat Nation
Valerie Janssen, Huron-Wendat Nation
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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,

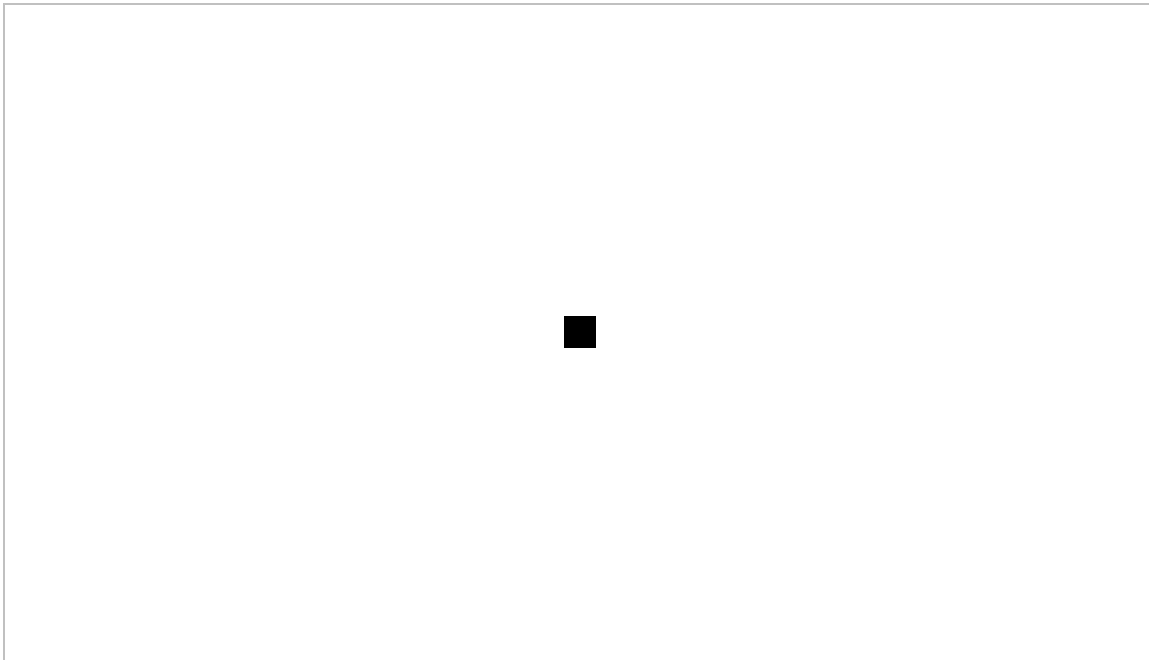
Fallon

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 [REDACTED].

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 [REDACTED]. This does not include archaeological assessments, as you have reviewed the ones to date. [REDACTED]
[REDACTED]

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

[REDACTED]

Indigenous Nations

- **Huron-Wendat Nation Meeting Materials**



Huron-Wendat Nation Meeting

Overview of Metrolinx Projects 2019

November 13, 2019

Ontario Line Overview

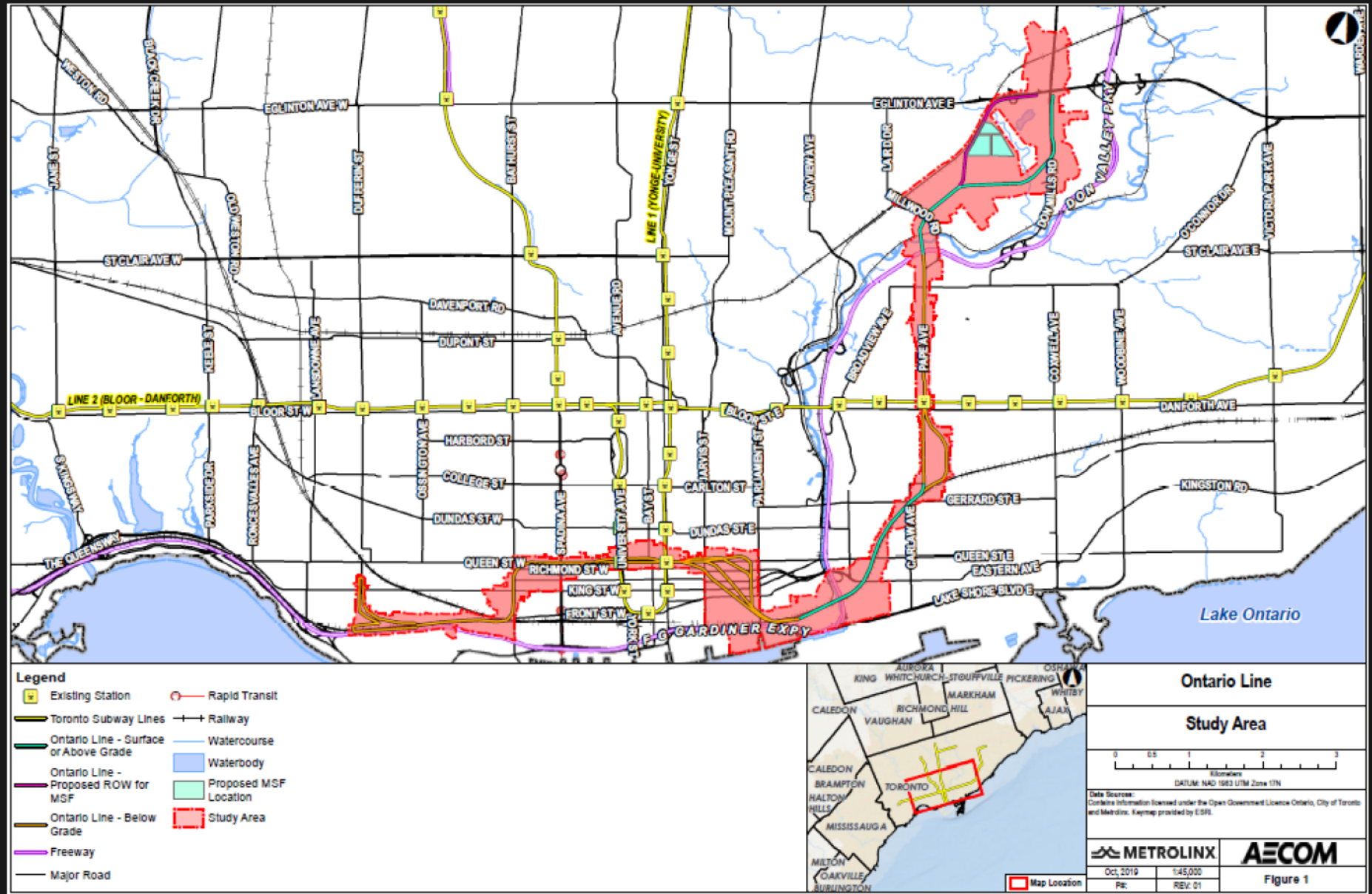
November, 2019



Project Background

- The Ontario Line is an approximately 16km free-standing subway, connecting Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre. This new line is part of the Province's directive that Metrolinx and Infrastructure Ontario lead the way in building more subways for the region.
- It features 15 potential stations, including six interchange stations adding 17 new connections to GO Transit, existing subways and surface transit.
- An Initial Business Case (IBC) was completed and released in July 2019. Metrolinx and Infrastructure Ontario continue to work with the City of Toronto to advance a Preliminary Design Business Case that will bring greater definition to the design, cost, and benefits of the project.

Ontario Line Study Area



Upcoming Reports/Next Steps

Notification of project to Indigenous Communities and the Public

- November 2019

Public Drop-In Information Sessions:

Thursday, December 5th
Ontario Science Centre
Telus Room
770 Don Mills Road
North York, ON

Monday, December 9th
Metropolitan Community
Church of Toronto Social
Hall 15 Simpson Avenue
Toronto, ON

Tuesday, December 10th
Ryerson University
Tecumseh Auditorium 55
Gould Street Toronto, ON

Wednesday, December 11th
Exhibition Place Beanfield
Centre 201 ABC 105 Princes'
Boulevard Toronto, ON

Stage 1 Archaeological Assessment

- Site inspections begin early November 2019
- Draft baseline conditions report in May 2020

Metrolinx Contacts

Communications

Nicole Lippa

Manager, Communications & Public Engagement

nicole.lippa@metrolinx.com

Environmental Programs & Assessments (EPA)

Main Project Contact:

Laura Witherow

Project Coordinator, EPA

laura.witherow@metrolinx.com

James Francis

Manager, EPA

james.francis@metrolinx.com

Merlin Yuen

Project Coordinator, EPA

merlin.yuen@metrolinx.com

Maria Zintchenko

Project Manager, EPA

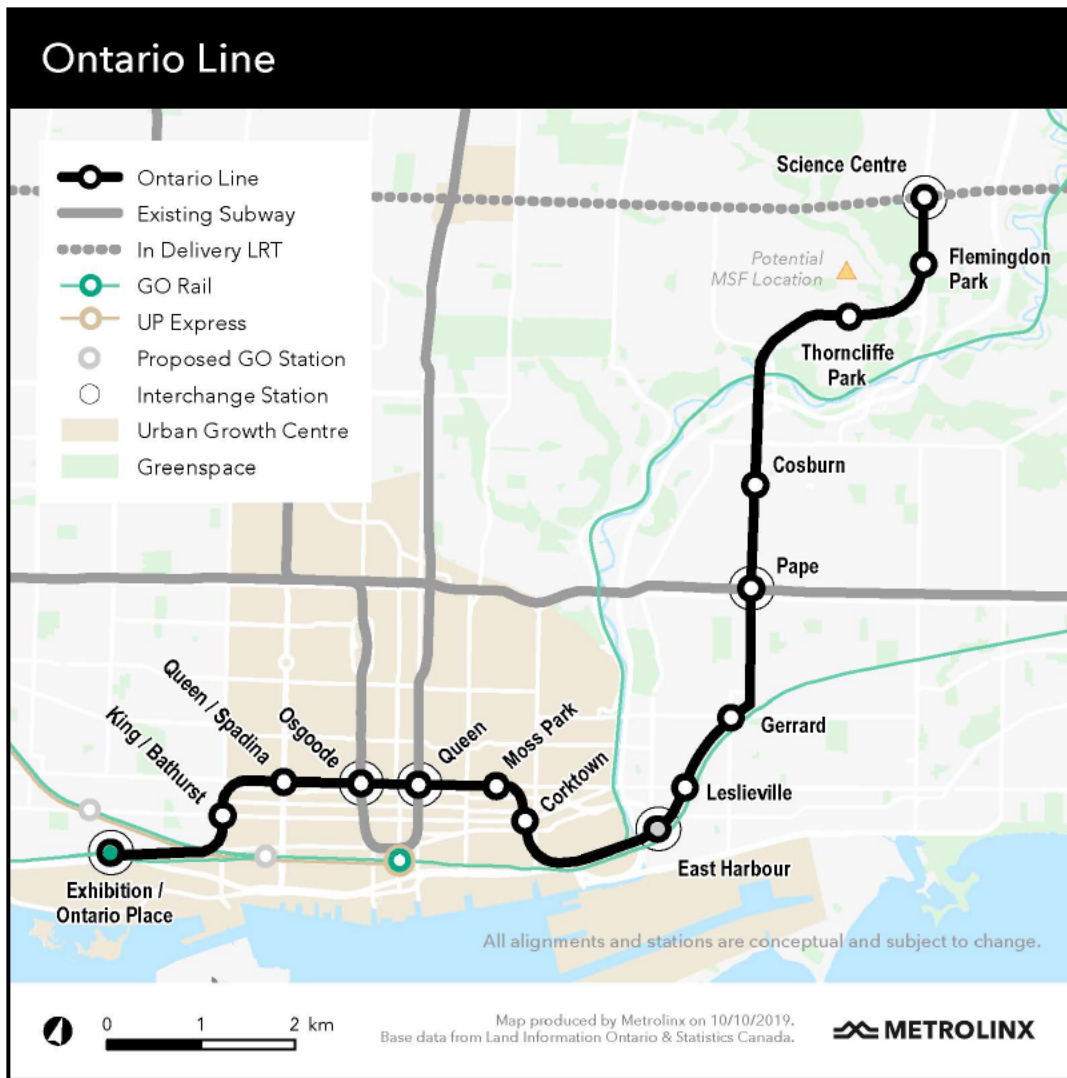
maria.zintchenko@metrolinx.com

Rodney Yee

Project Manager, EPA

rodney.yee@metrolinx.com

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

ONTARIO LINE - NATURAL ENVIRONMENT ASSESSMENTS

Scope

- Natural Environment investigations
 - ELC Surveys and Plant Lists
 - Fish habitat assessments at proposed water crossing locations
 - SOCC/SAR habitat potential screening via combination of field investigations and desktop review of aerial imagery

Schedule

- Fall 2019 - field work ongoing
- Q1- Q2 2020 - fieldwork is complete
- Q2 2020 - baseline conditions report

ONTARIO LINE - NEXT STEPS

- Q4 2019 - Q1 2020 - Public engagement opportunities
- Q2 2020 - Baseline conditions studies completion

ONTARIO LINE - KEY PROJECT CONTACTS

Environmental Programs & Assessments (EPA)

Main Project Contact:

Laura Witherow
Project Coordinator, EPA
laura.witherow@metrolinx.com

James Francis
Manager, EPA
james.francis@metrolinx.com

Maria Zintchenko
Project Manager, EPA
maria.zintchenko@metrolinx.com

Rodney Yee
Project Manager, EPA
rodney.yee@metrolinx.com

Merlin Yuen
Project Coordinator, EPA
merlin.yuen@metrolinx.com

**HURON-WENDAT NATION
ANNUAL MEETING REGARDING METROLINX PROJECTS**

MEETING DATE:	November 13, 2019		
TIME:	9:00am – 12:00 pm		
LOCATION:	10 Bay St., Toronto, ON		
PRESENT:	Mélanie Vincent	Huron-Wendat Nation	melanievincent21@yahoo.ca
	Maxime Picard	Huron-Wendat Nation	maxime.picard@cnhw.qc.ca
	Louis Lesage	Huron-Wendat Nation	louis.lesage@cnhw.qc.ca
	Katie Bright	Metrolinx	katie.bright@metrolinx.com
	Fallon Melander	Metrolinx	fallon.melander@metrolinx.com
	Chris Uchiyama	Metrolinx (consultant & licensed archaeologist)	chris.uchiyama@jacobs.com
	Jamie Robinson	Metrolinx	Jamie.robinson@metrolinx.com
REGRETS:	Trevor Geach	Metrolinx	trevor.geach@metrolinx.com
	Jason Ryan	Metrolinx	jason.ryan@metrolinx.com
DISTRIBUTION:	All listed		

NOTES:

Item No.	Description
1.0	<p>Introduction</p> <ul style="list-style-type: none"> • Round table introductions • Metrolinx provided project slide deck, tracking and [REDACTED] • 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	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <ul style="list-style-type: none">[REDACTED][REDACTED][REDACTED][REDACTED][REDACTED] <p>[REDACTED]</p> <ul style="list-style-type: none">[REDACTED][REDACTED][REDACTED][REDACTED] <p>[REDACTED]</p> <ul style="list-style-type: none">[REDACTED] <p>[REDACTED]</p> <ul style="list-style-type: none">[REDACTED]

Item No.	Description
	<p>[REDACTED]</p> <ul style="list-style-type: none"> [REDACTED] <p>[REDACTED]</p> <ul style="list-style-type: none"> [REDACTED] [REDACTED] <p>[REDACTED]</p>
4.0	<p>Ongoing Projects <i>(please see the meeting presentation for additional details)</i></p> <ul style="list-style-type: none"> • [REDACTED] <ul style="list-style-type: none"> [REDACTED] [REDACTED] <ul style="list-style-type: none"> [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] <ul style="list-style-type: none"> [REDACTED] [REDACTED] [REDACTED] [REDACTED] <ul style="list-style-type: none"> [REDACTED] [REDACTED]

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 <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:20 PM

To: rknahrgang@gmail.com

Cc: [REDACTED]; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Chief Nahrgang,

MetroLinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

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 let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:

[REDACTED]
[REDACTED]

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

Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Kawartha Nishnawbe First Nation.

Metrolinx wishes to build a strong and respectful relationship with Kawartha Nishnawbe First Nation. Metrolinx appreciates and respects Kawartha Nishnawbe First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Kawartha Nishnawbe First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website:

www.metrolinx.com/ontarioline

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Kawartha Nishnawbe First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Kawartha Nishnawbe First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if

they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works
Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.
- Lower Don Bridge & Don Yard Early Works
Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.
- Corktown Station Early Works
The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation



where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Kawartha Nishnawbe First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Kawartha Nishnawbe First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Kawartha Nishnawbe First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Kawartha Nishnawbe First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Kawartha Nishnawbe First Nation in June 2020.



To aid in review for Kawartha Nishnawbe First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Kawartha Nishnawbe First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Kawartha Nishnawbe First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Kawartha Nishnawbe First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Kawartha Nishnawbe First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Kawartha Nishnawbe First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Kawartha Nishnawbe First Nation. We are happy to assist in the review of these documents by meeting with Kawartha Nishnawbe First Nation. Metrolinx is willing to address any questions that Kawartha Nishnawbe First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Kawartha Nishnawbe First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: [REDACTED], Lawyer, Kawartha Nishnawbe First Nation



Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
<p>Archaeological Potential</p>	<p>■ Potential for the disturbance of unassessed or documented archaeological resources.</p>	<p>■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential:</p> <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. <p>■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p>	<p>■ None identified.</p>
<p>Archaeological Resources</p>	<p>■ Potential recovery of archaeological resources during construction.</p>	<p>■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</p>	<p>■ None identified.</p>

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

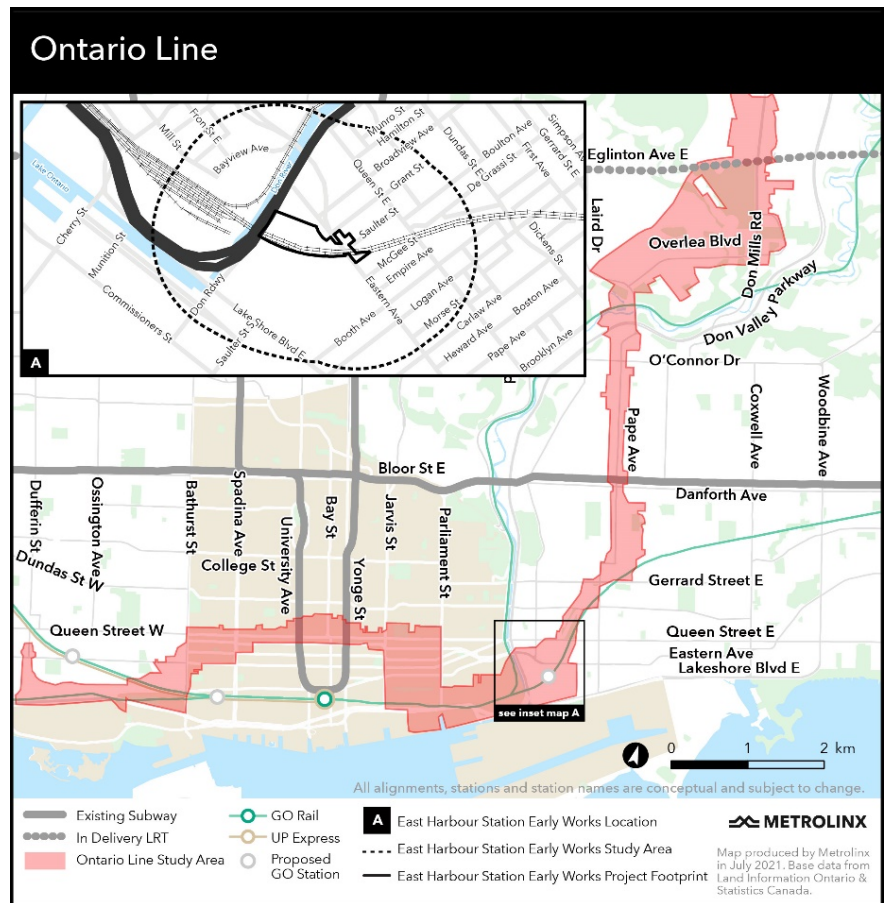
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: rknahrgang@gmail.com
Cc: [REDACTED] [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:08:16 PM
Attachments: [REDACTED]

Dear Chief Nahrgang,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

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 welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Kawartha Nishnawbe First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Kawartha Nishnawbe First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Kawartha Nishnawbe First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

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Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Kawartha Nishnawbe First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Kawartha Nishnawbe First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.



Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Kawartha Nishnawbe First Nation. Please provide these in writing no later than **August 24, 2021**.

Engagement

Metrolinx is committed to an open and respectful relationship with Kawartha Nishnawbe First Nation. We are happy to address any questions that Kawartha Nishnawbe First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

[REDACTED]
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, Metrolinx

From: [Ontario Line](#)
To: "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

[REDACTED]

[REDACTED]



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](mailto:IndigenousRelations@metrolinx.com); rknahrgang@gmail.com
Cc: [James Francis](mailto:James.Francis@metrolinx.com); [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com); [Laura Witherow](mailto:Laura.Witherow@metrolinx.com)
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]

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-----Original Message-----

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
To: rknahrgang@gmail.com <rknahrgang@gmail.com>
Cc: [James Francis](mailto:James.Francis@metrolinx.com) <James.Francis@metrolinx.com>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <Maria.Zintchenko@metrolinx.com>; [Laura Witherow](mailto:Laura.Witherow@metrolinx.com) <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



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Indigenous Nations

- Métis Nation of Ontario



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:21 PM

To: consultations@metisnation.org

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Sir/Madam,

Metrolix continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:




We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Métis Nation of Ontario.

Metrolinx wishes to build a strong and respectful relationship with Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Métis Nation of Ontario's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website:

www.metrolinx.com/ontarioline

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Métis Nation of Ontario with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Métis Nation of Ontario in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if

they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works
Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.
- Lower Don Bridge & Don Yard Early Works
Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.
- Corktown Station Early Works
The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation



where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Métis Nation of Ontario review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Métis Nation of Ontario.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

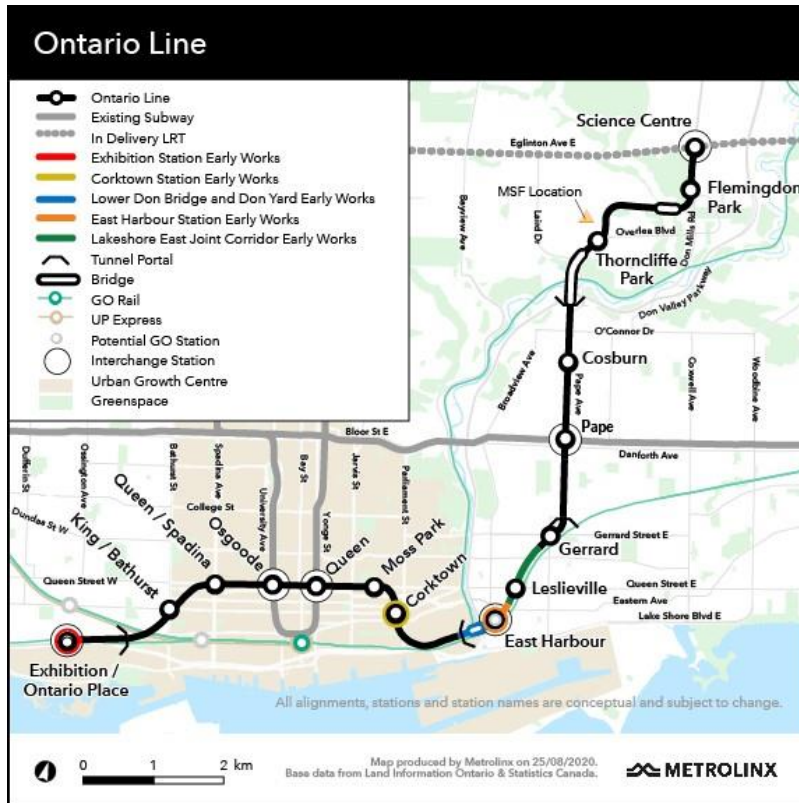


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Métis Nation of Ontario. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Métis Nation of Ontario has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Métis Nation of Ontario in June 2020.



To aid in review for Métis Nation of Ontario, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Métis Nation of Ontario. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Métis Nation of Ontario.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Métis Nation of Ontario should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Métis Nation of Ontario in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Métis Nation of Ontario. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Métis Nation of Ontario. We are happy to assist in the review of these documents by meeting with Métis Nation of Ontario. Metrolinx is willing to address any questions that Métis Nation of Ontario may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Métis Nation of Ontario. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx



Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> ▪ Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> ▪ City and private tree removal 	<ul style="list-style-type: none"> ▪ An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. ▪ The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. ▪ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ▪ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ▪ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ▪ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> ▪ Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ▪ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ▪ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive ‘D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ▪ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ▪ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ▪ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

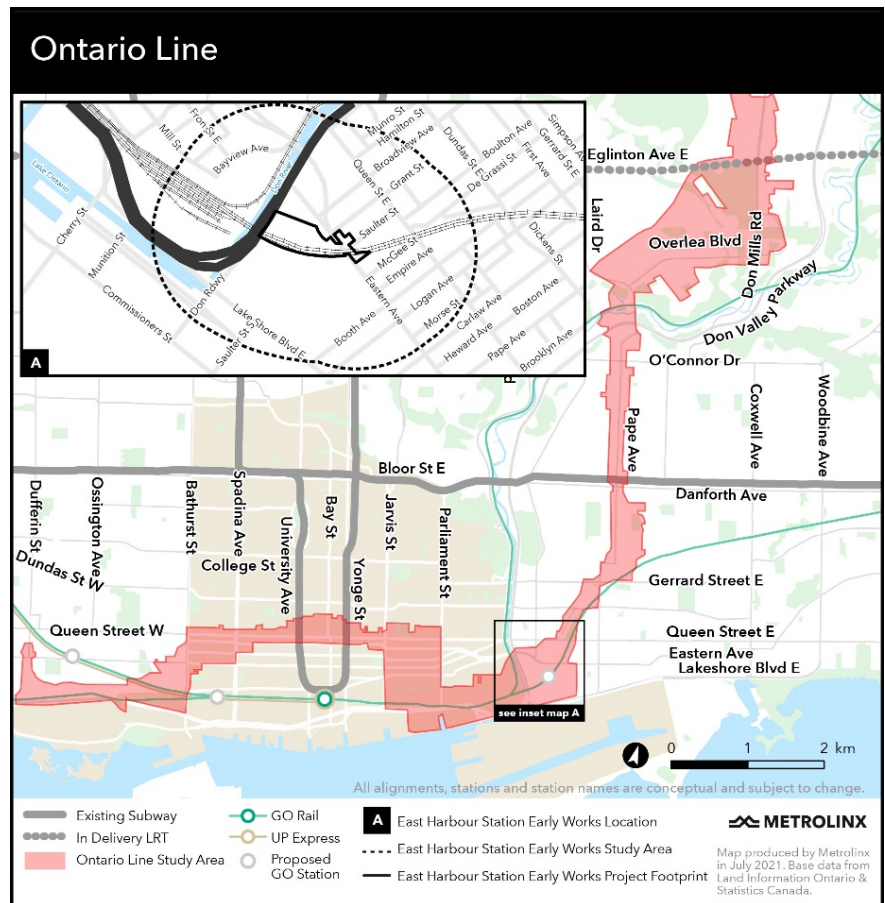
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:10:32 PM
Attachments: [REDACTED]

Dear Sir/Madam,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with MNO. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with MNO to discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Métis Nation of Ontario information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Métis Nation of Ontario in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Métis Nation of Ontario:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	July 30, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Métis Nation of Ontario in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Métis Nation of Ontario's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Métis Nation of Ontario. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Métis Nation of Ontario. We are happy to address any questions that Métis Nation of Ontario may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.


Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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: 

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.

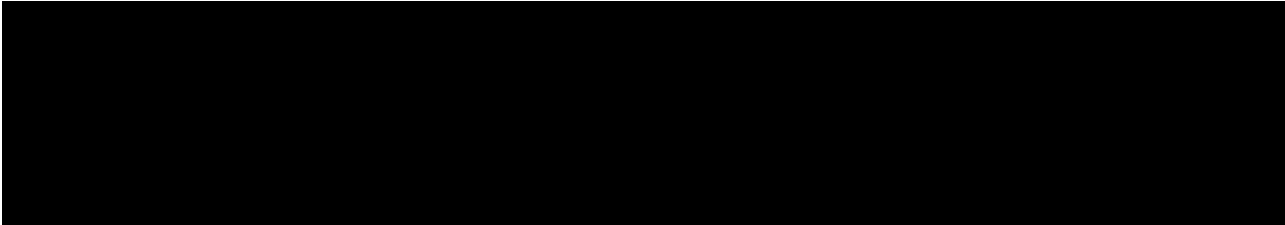
Thank-you,

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  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 .

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

[REDACTED]

Indigenous Nations

- **Mississaugas of the Credit First Nation**



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:11 PM

To: Fawn.Sault@mncfn.ca

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Fawn and Mark,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more detail. If you have any questions or concerns, please do not hesitate to contact the

Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Mississaugas of the Credit First Nation.

Metrolinx wishes to build a strong and respectful relationship with 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. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Mississaugas of the Credit First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Mississaugas of the Credit First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Mississaugas of the Credit First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works
Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.
- Lower Don Bridge & Don Yard Early Works
Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.
- Corktown Station Early Works
The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Mississaugas of the Credit First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Mississaugas of the Credit First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

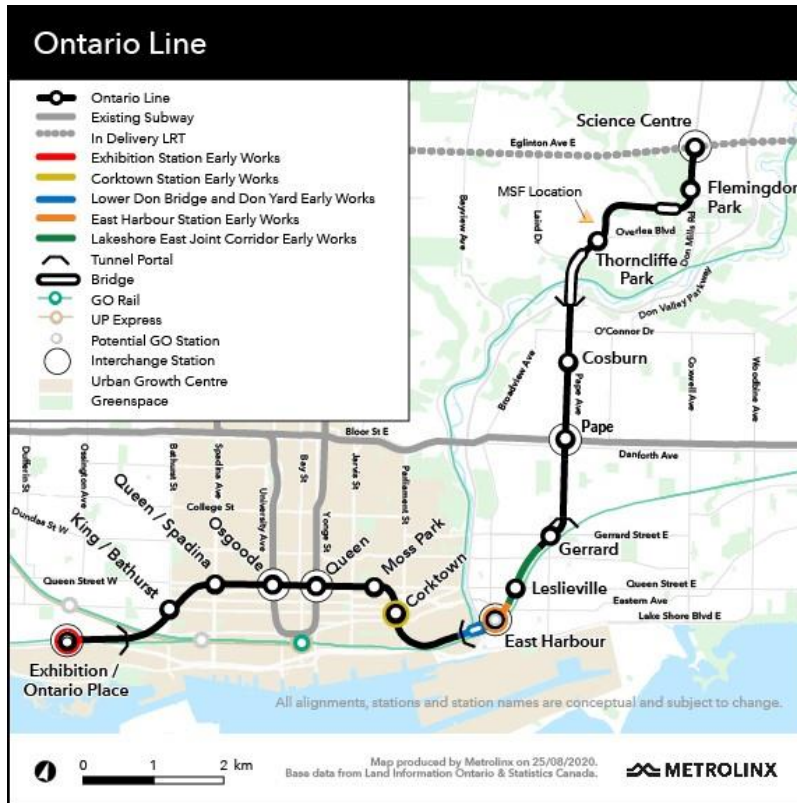


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Mississaugas of the Credit First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Mississaugas of the Credit First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Mississaugas of the Credit First Nation in June 2020.



To aid in review for Mississaugas of the Credit First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Mississaugas of the Credit First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Mississaugas of the Credit First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Mississaugas of the Credit First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Mississaugas of the Credit First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Mississaugas of the Credit First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Mississaugas of the Credit First Nation. We are happy to assist in the review of these documents by meeting with Mississaugas of the Credit First Nation. Metrolinx is willing to address any questions that Mississaugas of the Credit First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Mississaugas of the Credit First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx



cc: Mark LaForme, Director, Department of Consultation & Accommodation,
Mississaugas of the Credit First Nation
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> Wetlands and Waterbodies Fish and Fish Habitat 	<ul style="list-style-type: none"> There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
<p>Archaeological Potential</p>	<p>■ Potential for the disturbance of unassessed or documented archaeological resources.</p>	<p>■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential:</p> <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. <p>■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p>	<p>■ None identified.</p>
<p>Archaeological Resources</p>	<p>■ Potential recovery of archaeological resources during construction.</p>	<p>■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</p>	<p>■ None identified.</p>

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

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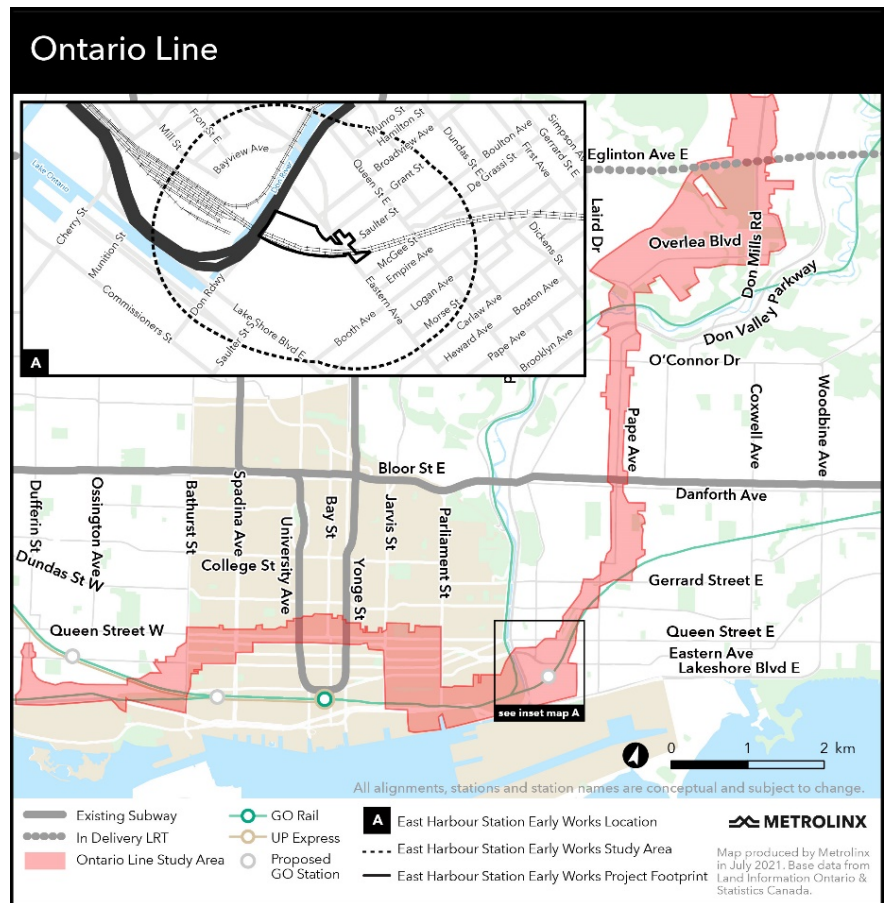
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

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

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

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130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#); [Megan DeVries](#)
Subject: RE: Ontario Line - Notice of Final Lower Don Bridges and Don Yard Early Works Report - August 25, 2021
Date: Monday, August 30, 2021 11:24:09 AM
Attachments: [REDACTED]

Hi Fawn,

Would September 28 or 29th from 1-2:30 work?

Thanks

Jaimi

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: August-25-21 4:39 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Bren Daner Lapuz <BrenDaner.Lapuz@metrolinx.com>; Megan DeVries <Megan.DeVries@mncfn.ca>
Subject: RE: Ontario Line - Notice of Final Lower Don Bridges and Don Yard Early Works Report - August 25, 2021

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Jaimi,

I would like to schedule an update on the Ontario Line. Can you please send a few dates and times from the last two weeks of September for us to choose from?

Miigwech,

Fawn Sault (she/her)
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, August 25, 2021 3:52 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Bren Daner Lapuz <BrenDaner.Lapuz@metrolinx.com>

Subject: Ontario Line - Notice of Final Lower Don Bridges and Don Yard Early Works Report - August 25, 2021

Dear Fawn,

Metrolinx recently prepared a Draft Lower Don Bridges and Don Yard Early Works Report in support of the Ontario Line Project, which was available for public review from June 22, 2021 to July 22, 2021. In accordance with Ontario Regulation 341/20: Ontario Line Project, Metrolinx updated the Draft Lower Don Bridges and Don Yard Early Works Report and published the Final Lower Don Bridges and Don Yard Early Works Report on August 25, 2021.

The full Final Report can be found at the following link:



Of note in the Final EWR, is the addition of a marine archaeological assessment as part of the mitigation measures for in-water works. We acknowledge that in-water works may be of significant interest to your Nation, and as such we will be sharing additional details and engagement on proposed in-water works and a copy of the draft marine archaeological assessment in the coming weeks. We recognize that your Nation may wish to participate in any required in water works and we will ensure that an invitation to participate will be included in the forthcoming communication.

Within 35 days after receipt of the Notice of Final Lower Don Bridges and Don Yard Early Works Report, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx imposing conditions related to the early works. Once the Minister gives Notice, confirms that no notice will be given, or the 35-day Minister's review period is complete, Metrolinx will proceed with early works as described in the Final Lower Don Bridges and Don Yard Early Works Report, subject to any conditions imposed by the Minister.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx

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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:09:18 PM
Attachments: [REDACTED]

Dear Fawn & Mark,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 2021

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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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Métis Nation of Ontario information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Métis Nation of Ontario in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Métis Nation of Ontario:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	July 30, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Métis Nation of Ontario in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Métis Nation of Ontario's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Métis Nation of Ontario. Please provide these in writing no later than **August 24, 2021**.

10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com



Engagement

Metrolinx is committed to an open and respectful relationship with Métis Nation of Ontario. We are happy to address any questions that Métis Nation of Ontario may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.


Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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  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

Good afternoon Ms. Fawn Sault,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be

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

[REDACTED]

Indigenous Nations

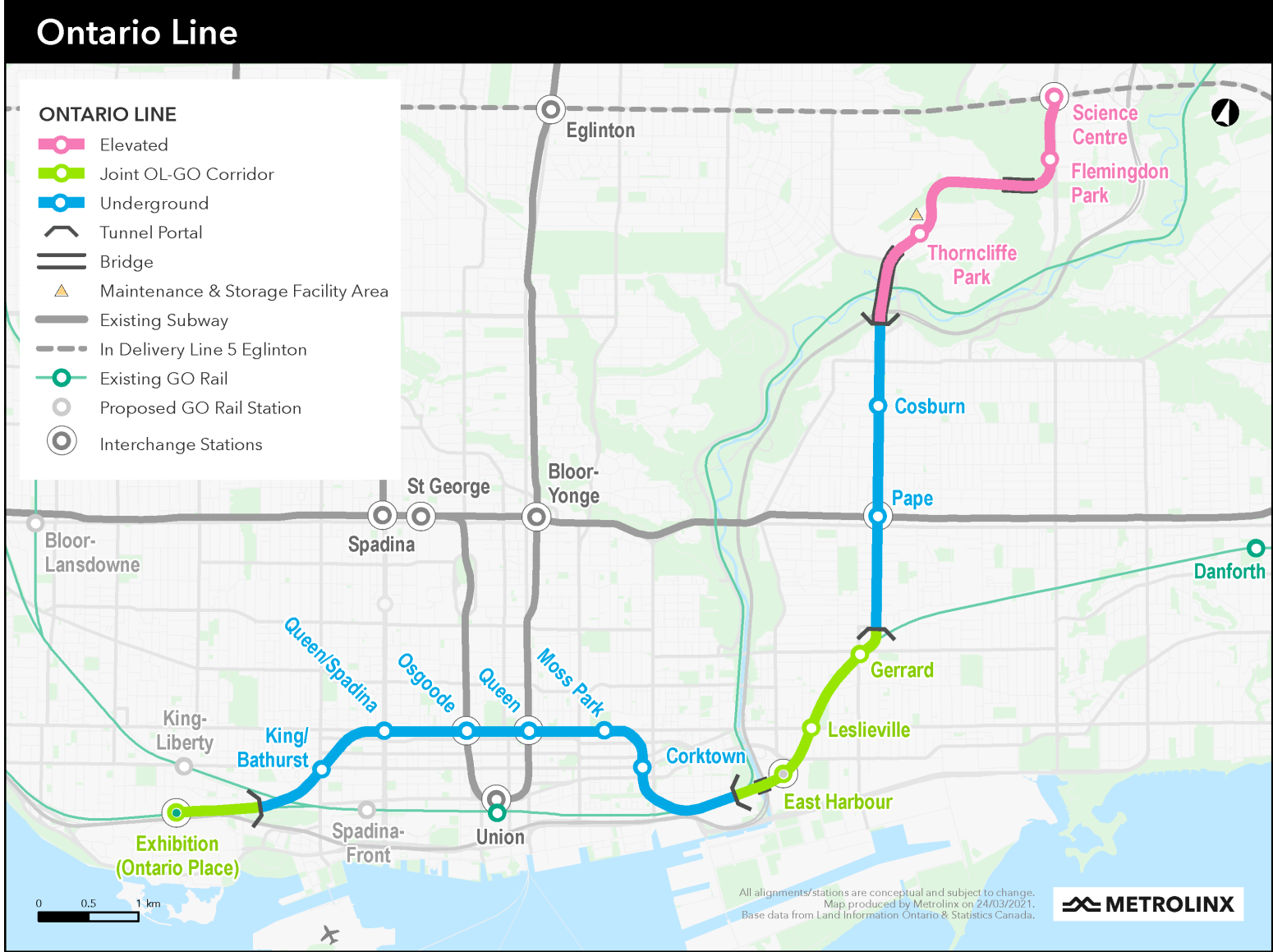
- **Mississaugas of the Credit
First Nation Meeting Materials**

ONTARIO LINE

PROJECT UPDATES - Mississaugas of the Credit First Nation

OCTOBER 4 2021

ONTARIO LINE - PROJECT OVERVIEW



15.6 km between Ontario Science Centre and Exhibition/Ontario Place

15 new stations including 6 interchange stations

388,000 daily boardings

ENVIRONMENTAL ASSESSMENTS UPDATES

EARLY WORKS REPORTS (EWR)

- ✓ Exhibition EWR
Statement of Completion March 9, 2021
- ✓ Corktown EWR
Statement of Completion August 19, 2021
- ✓ Lower Don Bridge-Don Yard EWR
Statement of Completion September 29, 2021
- East Harbour Station EWR
Draft report review period: September 23, 2021 to October 24, 2021
- Lakeshore East Joint Corridor
Draft report review period: September 23, 2021 to October 24, 2021

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

TASK	DATES
Draft Environmental Impact Assessment Report (EIAR): technical reports shared	August, 2021
Notice of Draft EIAR	January, 2022
Notice of final EIAR	March, 2022
Statement of Completion	April, 2022

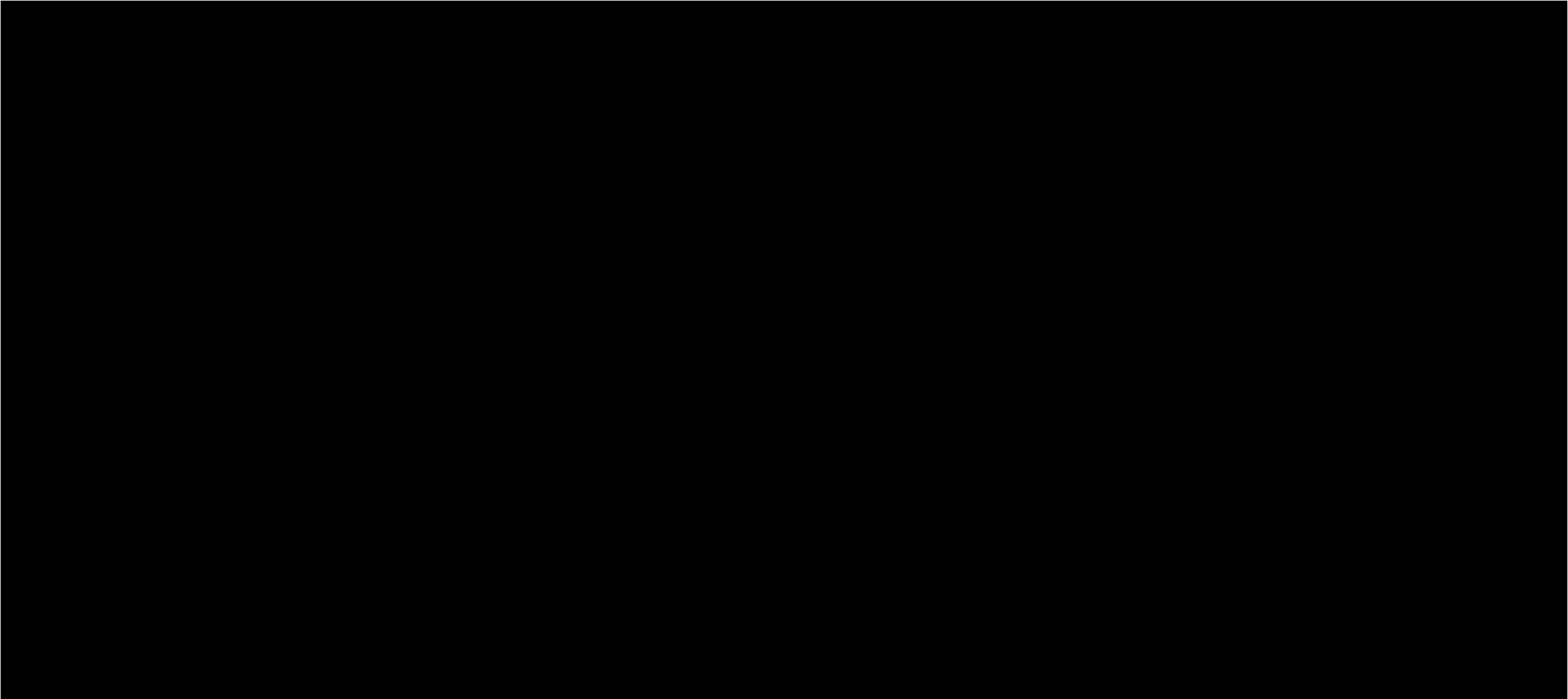
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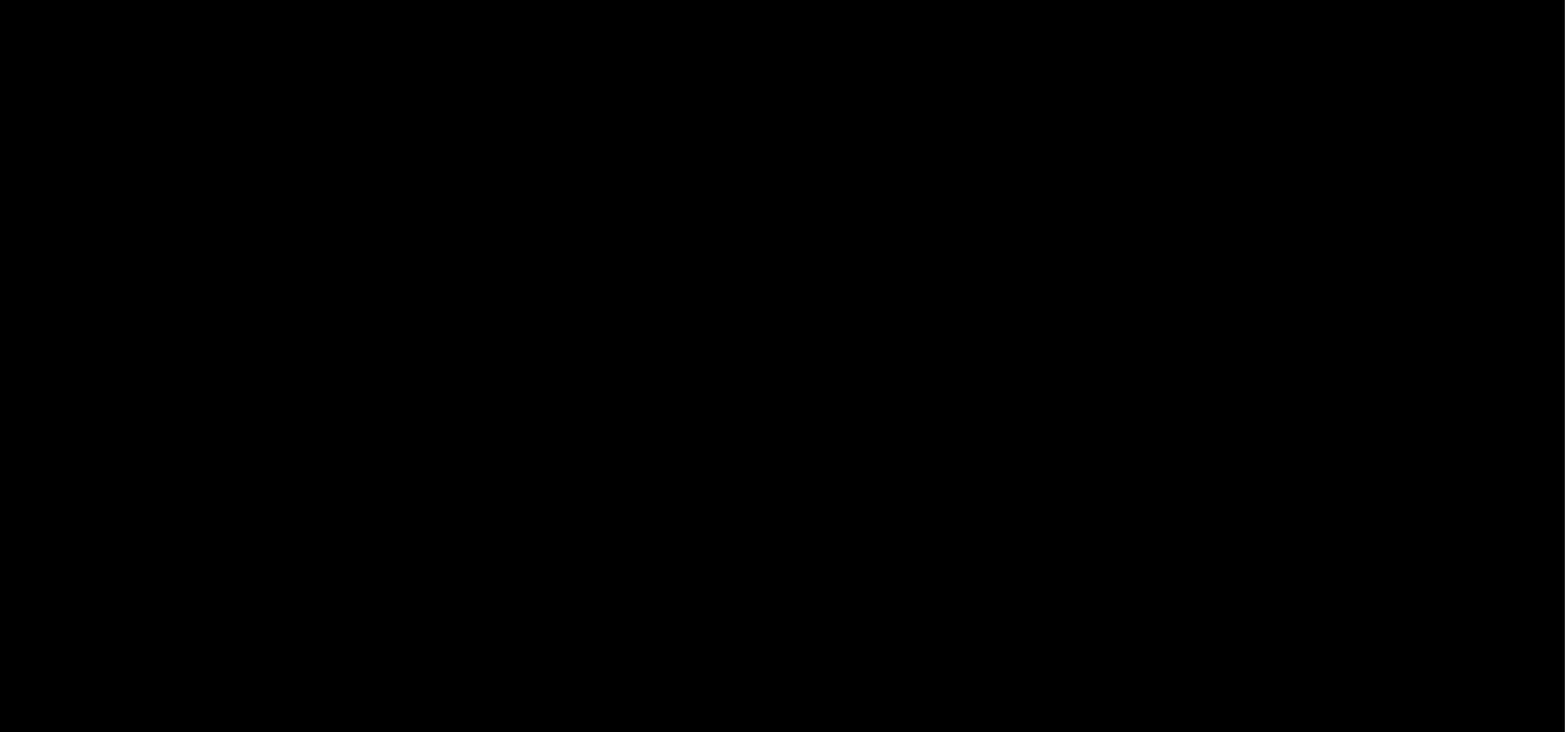
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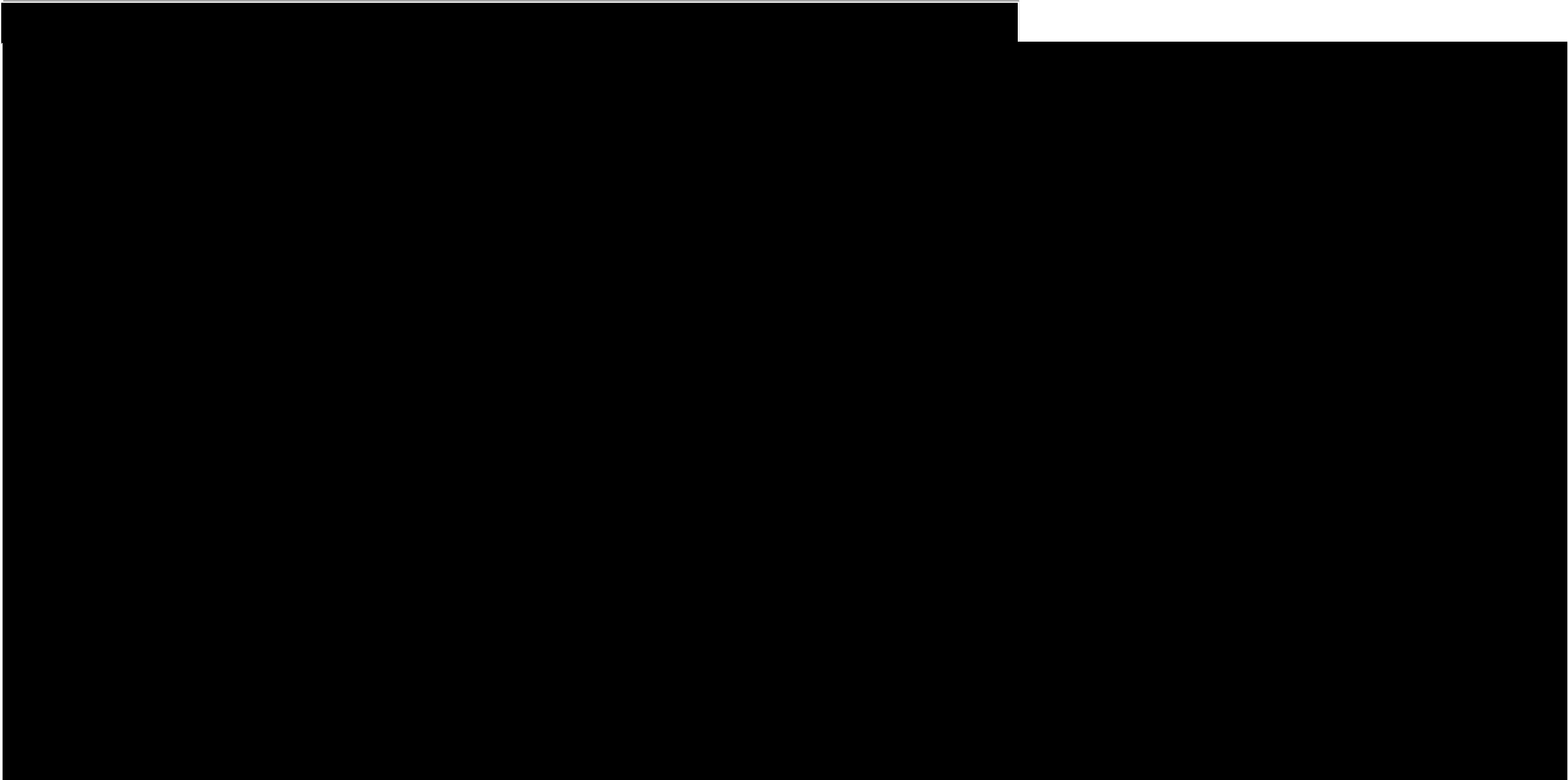
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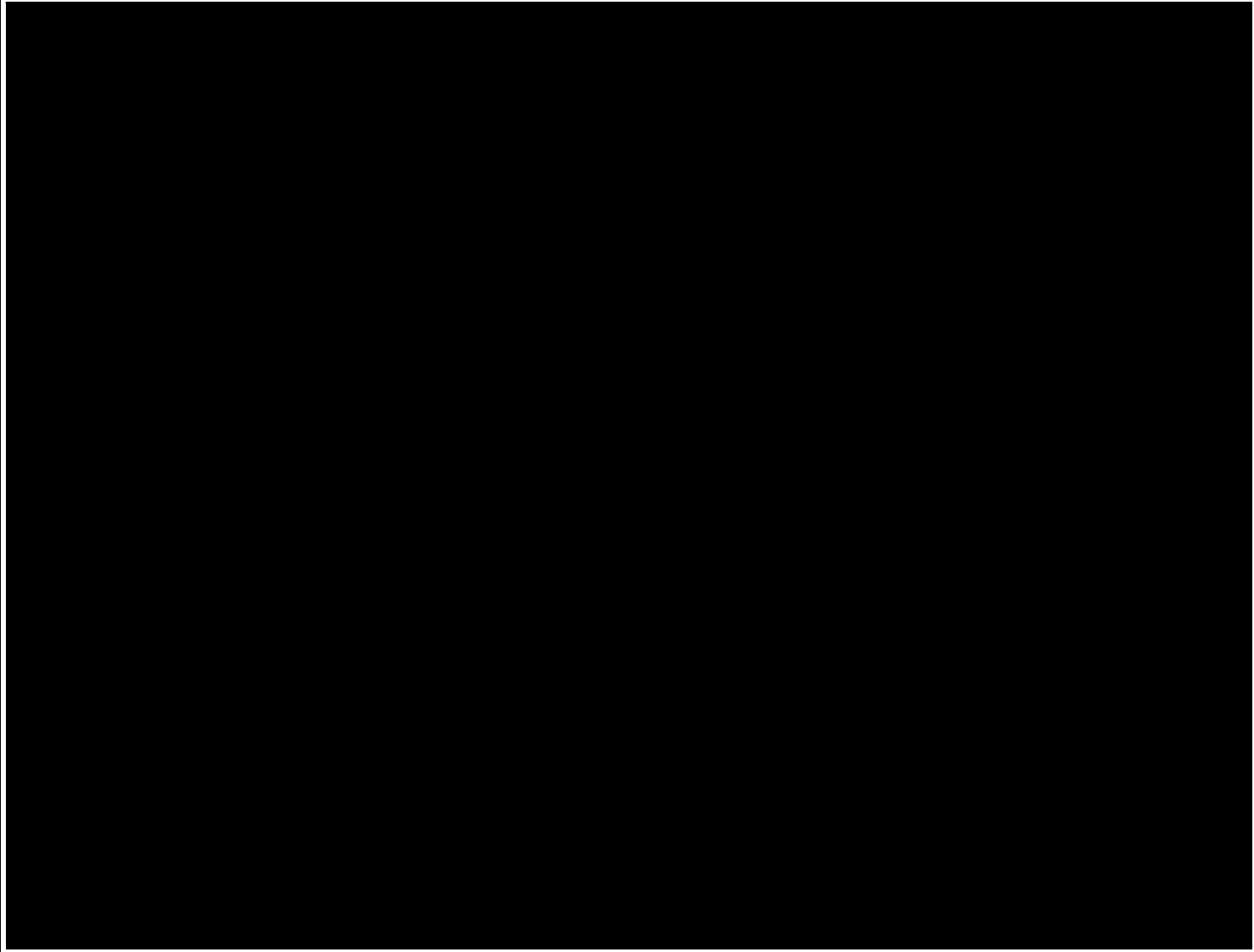
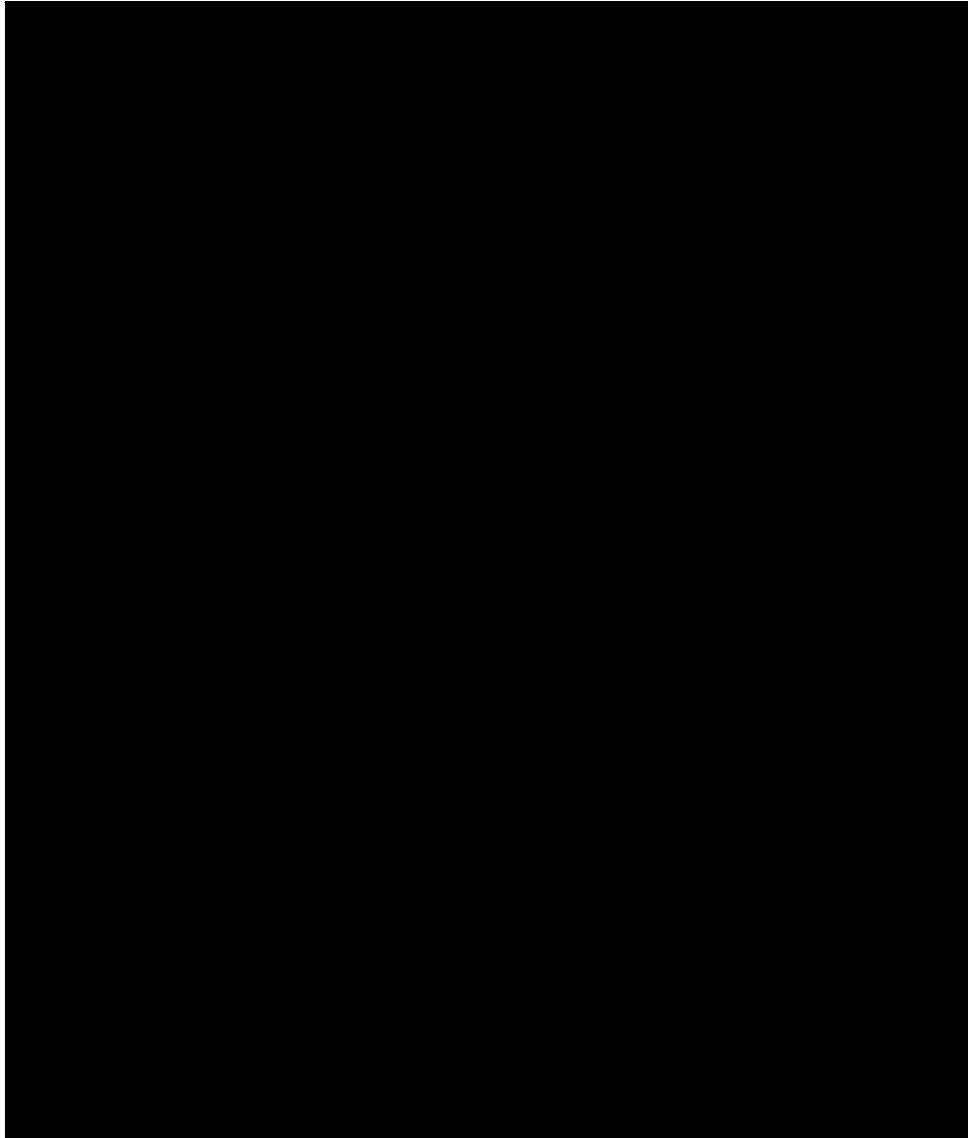
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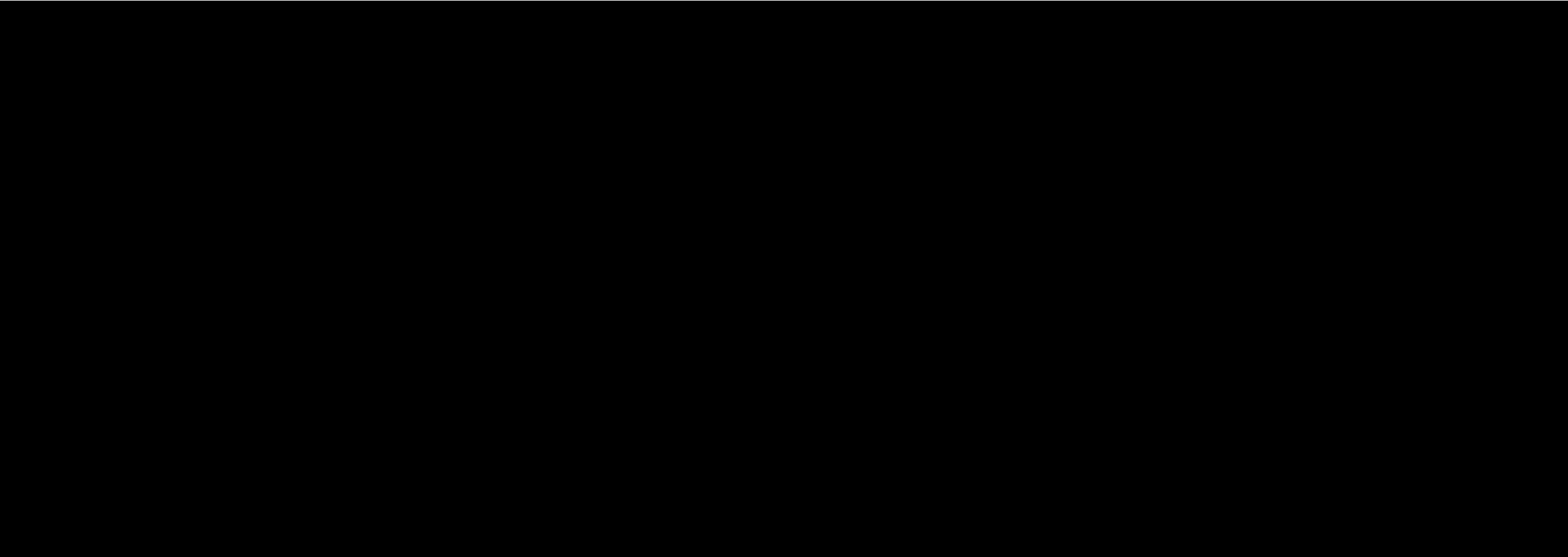
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[REDACTED]

[REDACTED]



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
 - Ontario Line
 - [REDACTED]
 - [REDACTED]
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

- [REDACTED]
- 35-Day Minister's Review of Objections

- [REDACTED]

- [REDACTED]

THE PROPOSED ONTARIO LINE EA REGULATION

The Ontario Line is planned to be assessed in accordance with the new Ontario Line Environmental Assessment Regulation.

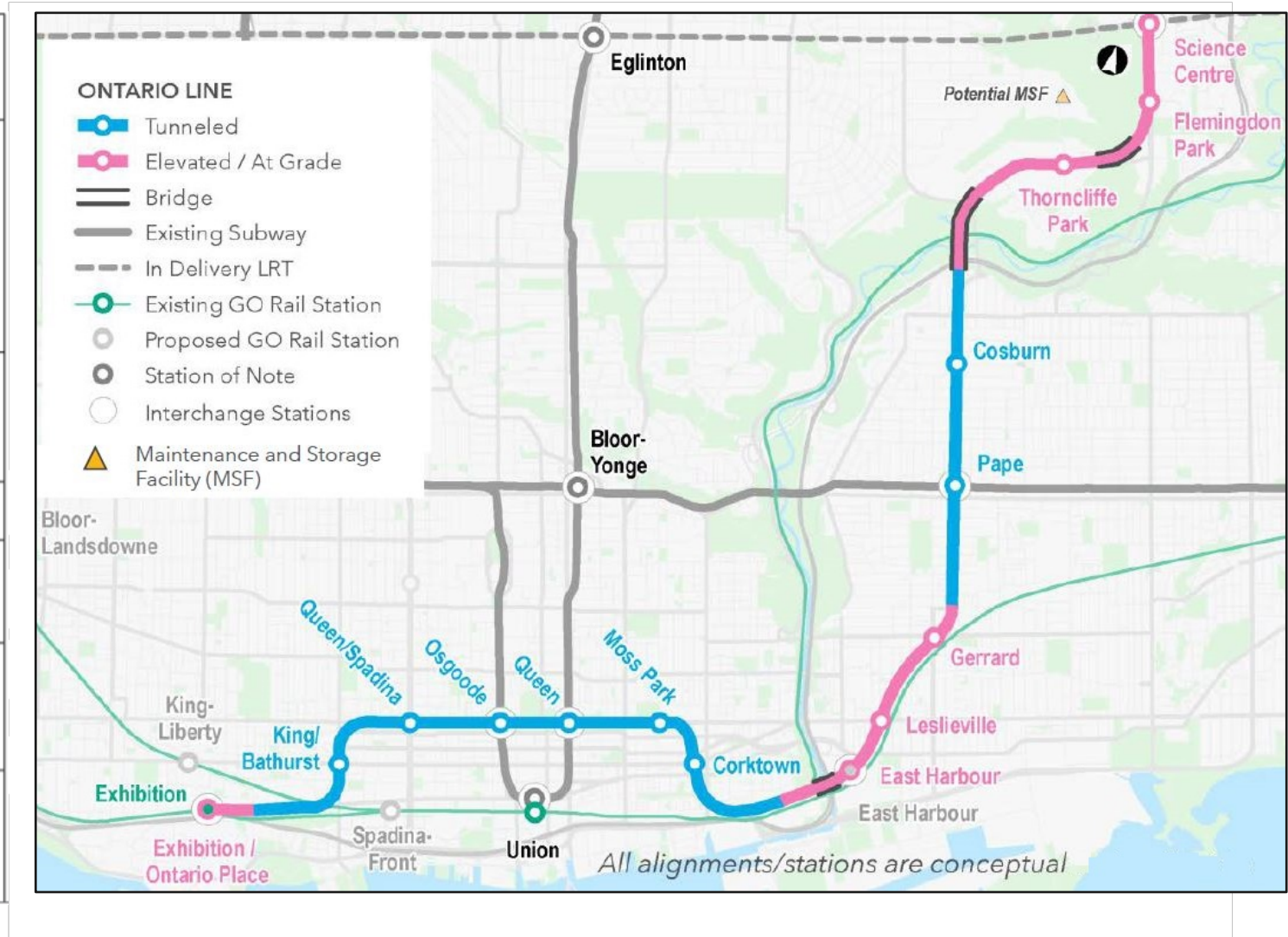
This regulation was available for review from February 18th, 2020 to March 19th, 2020 on the Environmental Registry of Ontario. The regulation outlines a Project-specific EA process that requires:

- 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 lines • 4 connections to Line 1, 2 and 5 (Eglinton Crosstown) • 10 connections to King, Queen, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcars
Approximate number of route kilometres	15.5 km
Ridership	389,000 daily boardings
Frequency	As frequent as every 90 seconds
Access to transit	154,000 more people within walking distance to transit
Access to jobs	53,000 more jobs accessible in 45 minutes or less for Toronto residents



OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT

Archaeological assessments were conducted in three distinct sections:

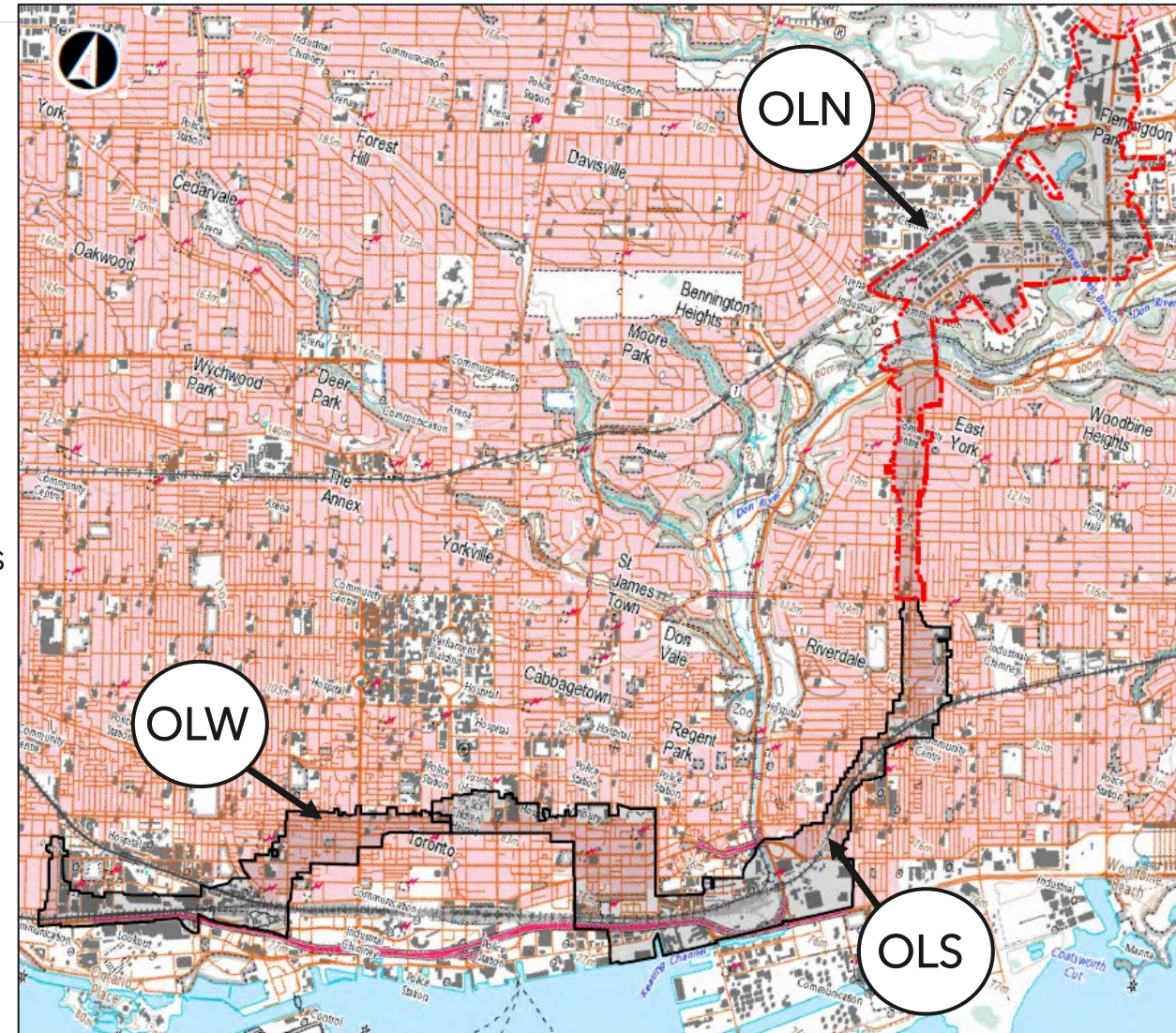
- Ontario Line North (OLN)
- Ontario Line South (OLS)
- Ontario Line West (OLW)

Stage 1 Archaeological Assessment

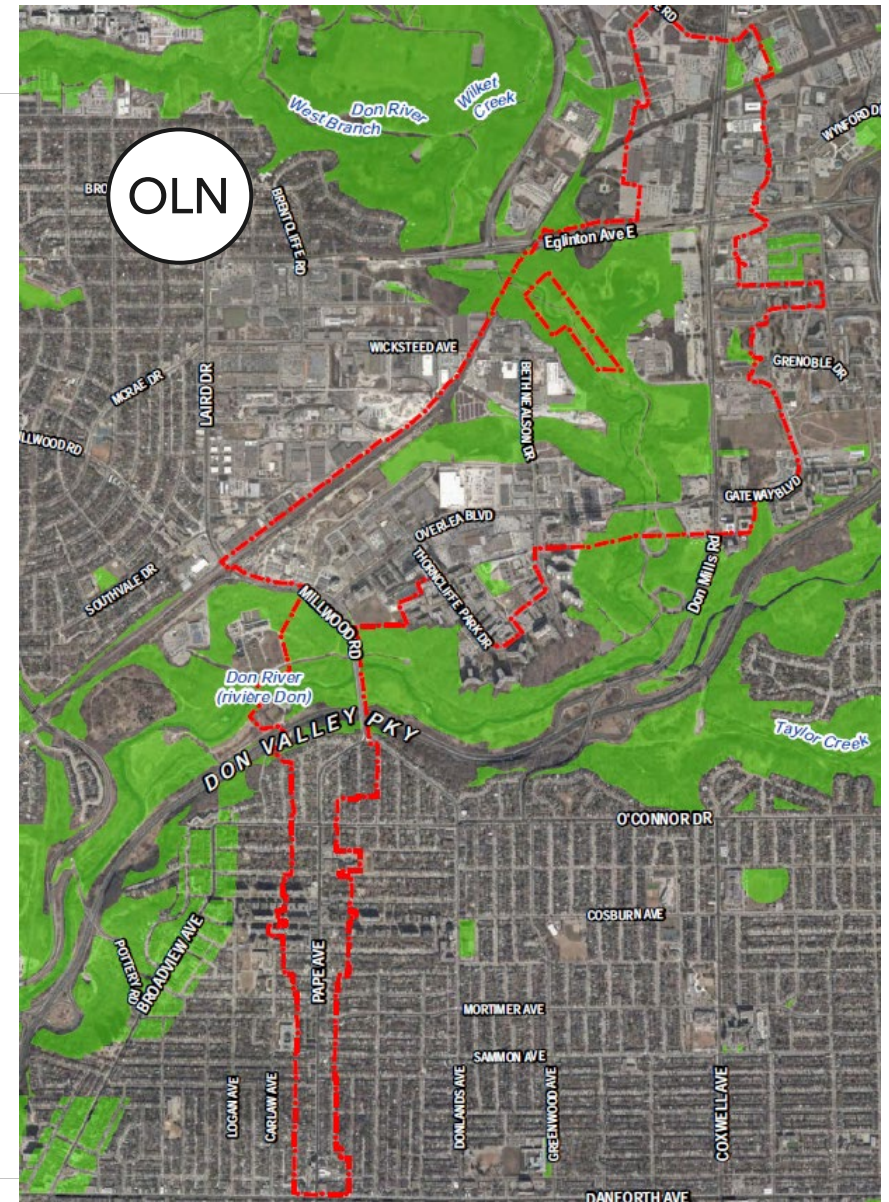
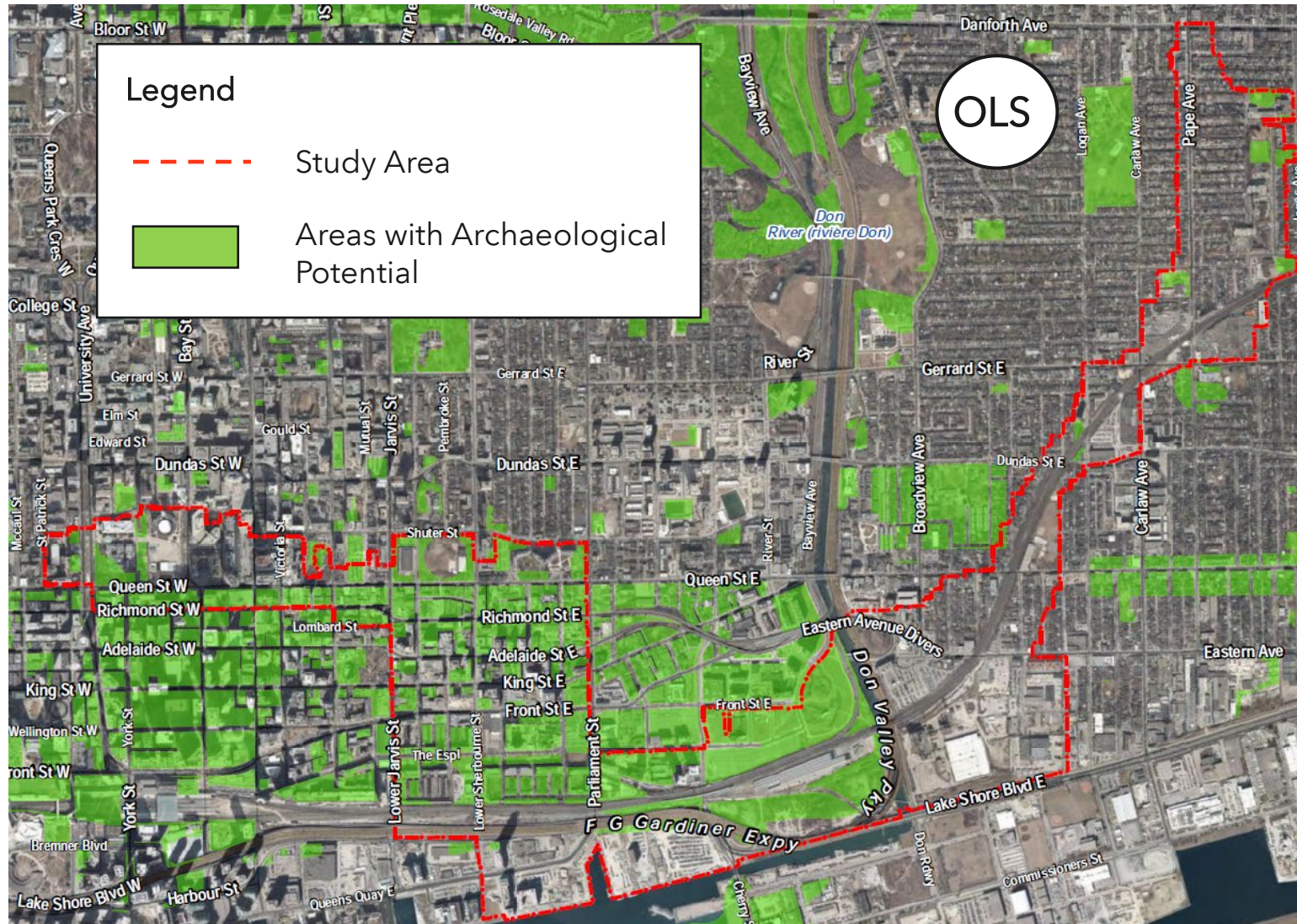
- Assessments were conducted for all three sections, with field review completed on October 30th, 2019
- Stage 1 reports were shared with Indigenous Communities on March 26th, 2020
- Stage 1 reports were submitted to the MHSTCI on May 29th, 2020

Stage 2 Archaeological Assessment

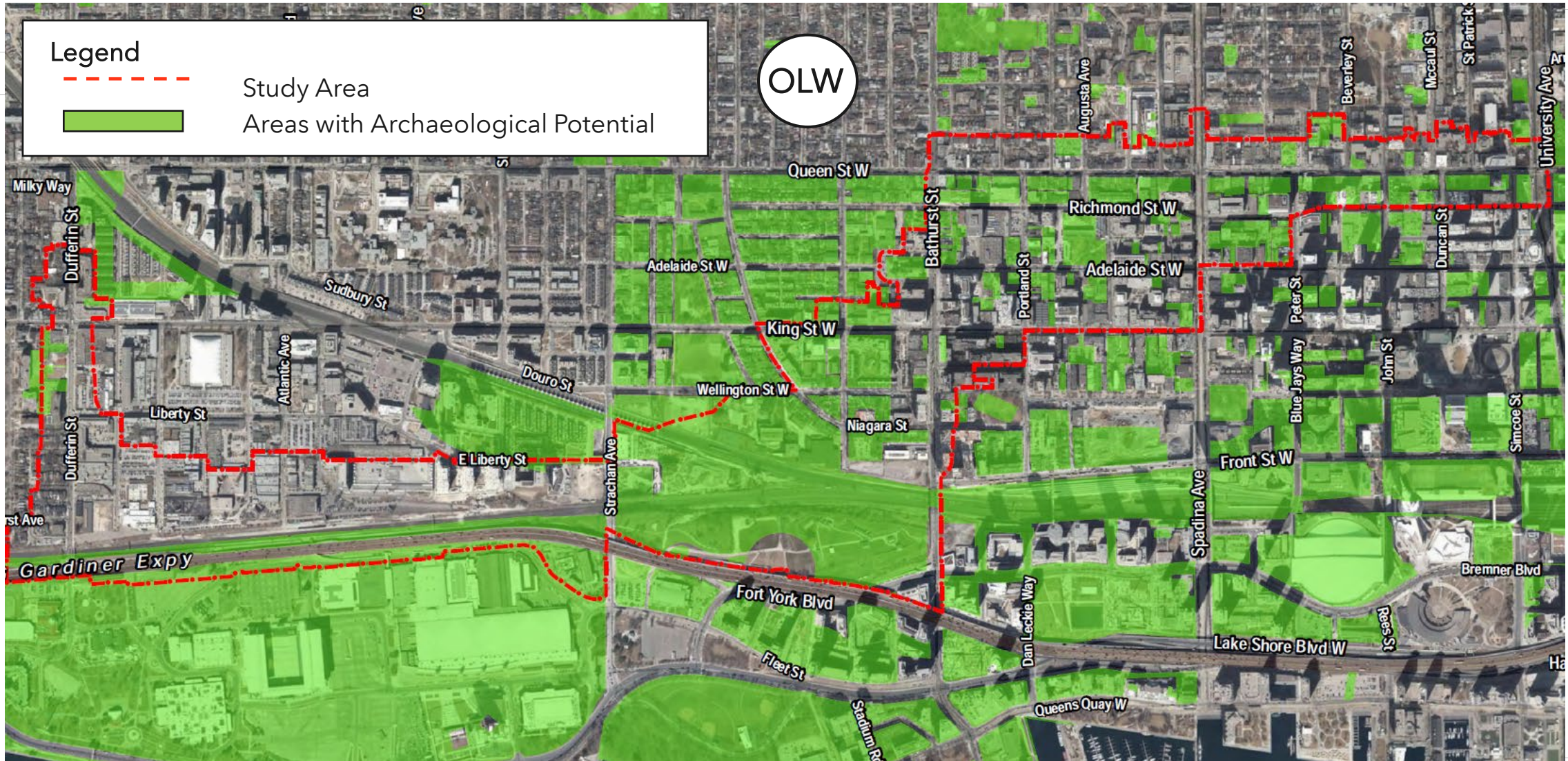
- Stage 2 assessments for areas with archaeological potential will start as early as summer 2020



OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT



OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT



OL - NATURAL ENVIRONMENT STUDIES

- Existing data review and field studies to conduct:
 - Ecological land classification, and plant and wildlife inventories
 - Fish habitat assessments
 - Species at risk habitat screening and surveys

Environmental Conditions Natural Environment Report:

- Report sent to Indigenous Communities on June 3rd, 2020
- Comments requested by June 30th, 2020

Early Works Natural Environment Report:

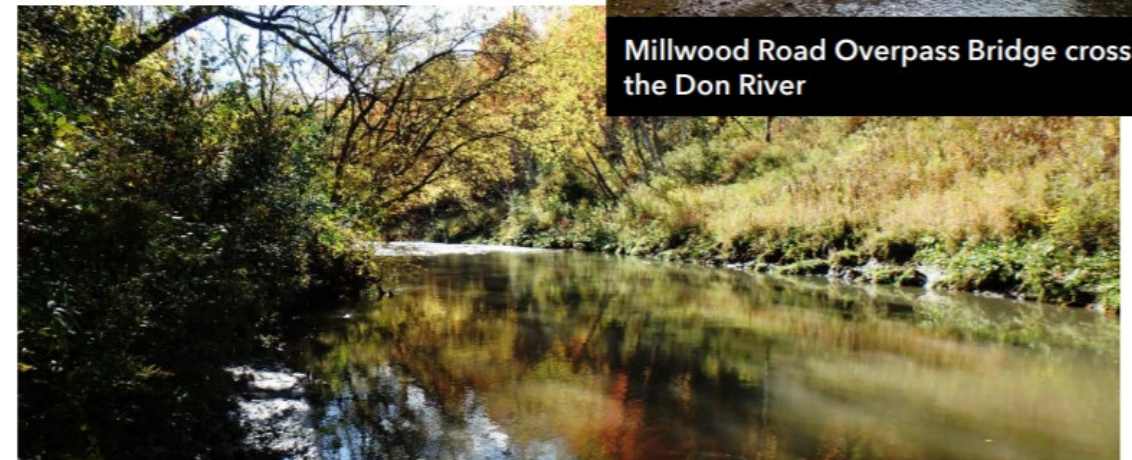
- Report sent to Indigenous Communities on June 4th, 2020
- Comments requested by July 2nd, 2020



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



Millwood Road Overpass Bridge crossing the Don River

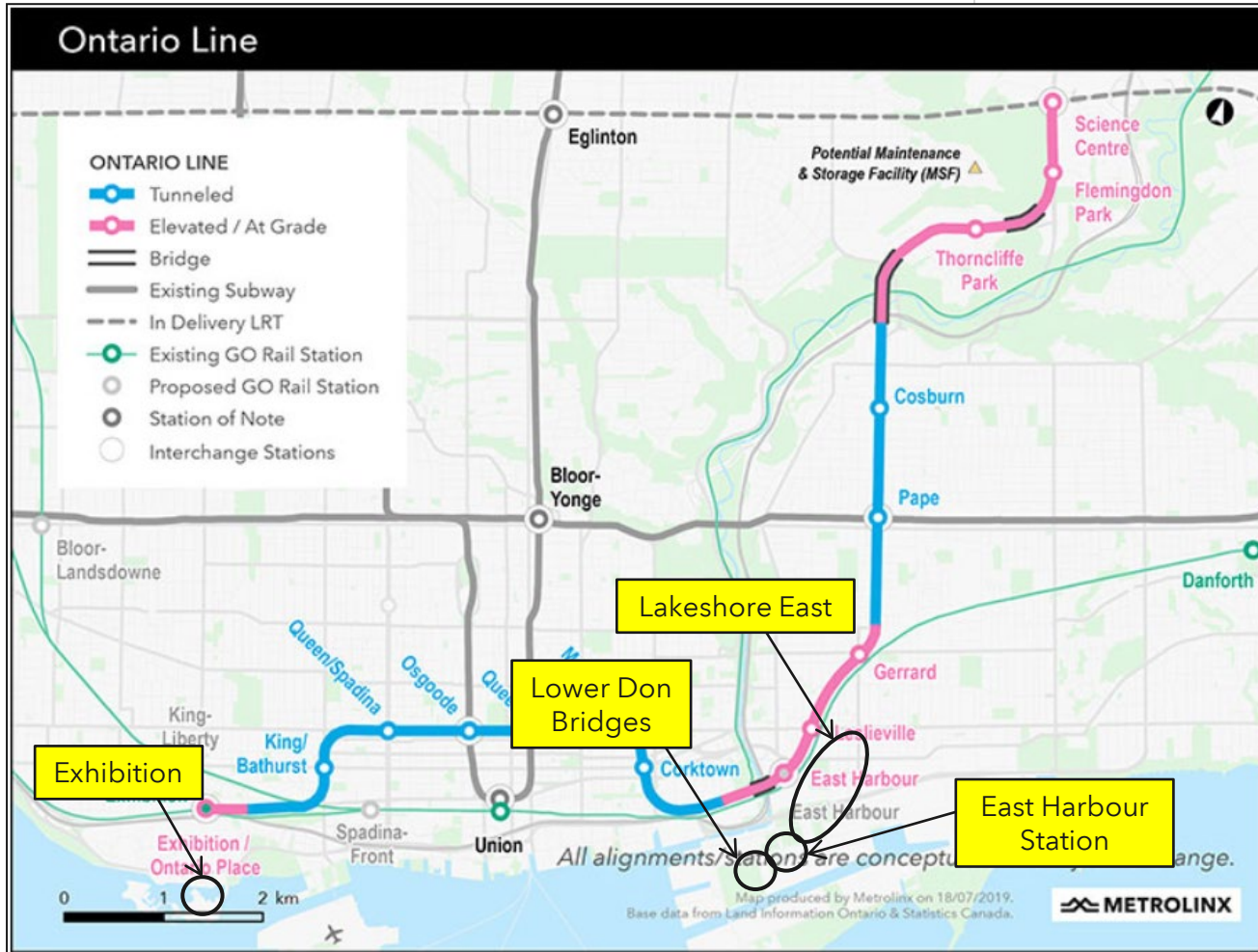


Don River West Branch north of Overlea Boulevard

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	<p>Draft Early Works Report</p> <p>Draft Environmental Conditions Report</p>	[Redacted Content]
Upcoming Milestone	Notice of Early Works and Environmental Conditions Report	
Estimated Milestone Date	Mid-late July	

Metrolinx and Mississaugas of the Credit First Nation Subways Program Meeting		
DATE/TIME:	June 11th, 2020 / 1:00 pm – 3:00pm	
LOCATION:	Videoconference	
PREPARED BY:	Metrolinx	
IN ATTENDANCE (by phone)		
<ul style="list-style-type: none"> • Mark LaForme – MCFN • Fawn Sault – MCFN • Megan DeVries - MCFN • Fallon Melander – Metrolinx 	<ul style="list-style-type: none"> • Aaron McMillan – Metrolinx • Franca Di Giovanni – Metrolinx • Carrie Sheaffer – Metrolinx • James Francis - Metrolinx 	<ul style="list-style-type: none"> • Jaimi O’Hara – Metrolinx • Rodney Yee – Metrolinx • Malcom Mackay – Metrolinx • Paul Ritchie – Stantec

MINUTES	
TOPIC / COMMENTS	ACTION BY
Welcome and Introductions	
<ul style="list-style-type: none"> • 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	
<ul style="list-style-type: none"> • 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 the provided an overview of the involvement of DOCA and FLRs in projects – she indicated that all Stage 2 Archaeological Mx project work would require the involvement of FLRs. She also indicated that the reports that have been sent to MCFN on the Subways have not been reviewed due to the COVID-19 crisis and the direction by the MCFN Chief and Council. • Mark LaForme commented that including field monitors in project work is considered a small ‘a’ accommodation; mentioned that project notification letters should come to Fawn, with only Mark being cc’d and not the chief as it presents an inefficiency ACTION ITEM: Mx to note that Chief LaForme should not be cc’d on Metrolinx correspondence in the future 	
Overview of Subway Program	

<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 	
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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. 	
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<p>[REDACTED]</p>	
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[REDACTED]	
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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 <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:21 PM

To: klarocca@scugogfirstnation.com

Cc: Monica Sanford <mstanford@scugogfirstnation.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Michael Thoms <mthoms@scugogfirstnation.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Chief LaRocca,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more

detail. If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 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 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Mississaugas of Scugog Island First Nation.

Metrolinx wishes to build a strong and respectful relationship with 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. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Mississaugas of Scugog Island First Nation's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website:

www.metrolinx.com/ontarioline

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Mississaugas of Scugog Island First Nation with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Mississaugas of Scugog Island First Nation in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if

they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works
Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.
- Lower Don Bridge & Don Yard Early Works
Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.
- Corktown Station Early Works
The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation



where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station

was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Mississaugas of Scugog Island First Nation review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Mississaugas of Scugog Island First Nation.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Mississaugas of Scugog Island First Nation. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Mississaugas of Scugog Island First Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Mississaugas of Scugog Island First Nation in June 2020.

To aid in review for Mississaugas of Scugog Island First Nation, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early



works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Mississaugas of Scugog Island First Nation. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Mississaugas of Scugog Island First Nation.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Mississaugas of Scugog Island First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Mississaugas of Scugog Island First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Mississaugas of Scugog Island First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Mississaugas of Scugog Island First Nation. We are happy to assist in the review of these documents by meeting with Mississaugas of Scugog Island First Nation. Metrolinx is willing to address any questions that Mississaugas of Scugog Island First Nation may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Mississaugas of Scugog Island First Nation. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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 Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works Report Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> ■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ■ Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. ■ Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ■ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ■ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ■ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ■ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> ■ Wetlands and Waterbodies ■ Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> ■ None Required 	<ul style="list-style-type: none"> ■ None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.</p>	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

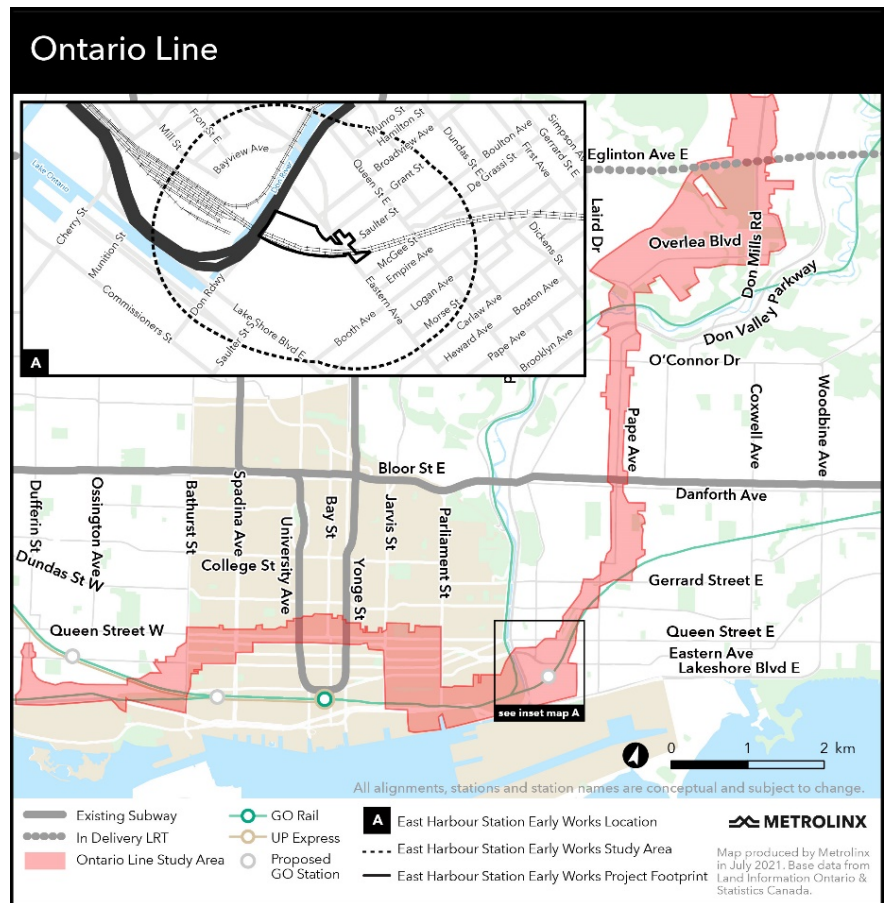
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft East Harbour Station Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft East Harbour Station Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft East Harbour Station Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); [Michael Thoms](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:11:21 PM
Attachments: [REDACTED]

Dear Chief LaRocca,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 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 - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Mississaugas of Scugog Island First Nation information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with Mississaugas of Scugog Island First Nation in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Mississaugas of Scugog Island First Nation:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	June 5, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

METROLINX

Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Mississaugas of Scugog Island First Nation in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Mississaugas of Scugog Island First Nation's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.



Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Mississaugas of Scugog Island First Nation. Please provide these in writing no later than **August 24, 2021**.

Engagement

Metrolinx is committed to an open and respectful relationship 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 early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.


Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long horizontal flourish extending to the right.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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  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 .

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] f

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

[REDACTED]

Indigenous Nations

- **Six Nations of the Grand River**



From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: September 23, 2021 5:14 PM

To: Lonny Bomberry <lonnybomberry@sixnations.ca>

Cc: Mark B. Hill <markhill@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; rvanstone@sixnations.ca; Dawn Russell <dawnrussell@sixnations.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project: Draft Lakeshore East Joint Corridor and Draft East Harbour Station Early Works Review

Dear Lonny and Team,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter outlining the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams. We ask that your Nation provide any comments no later than October 24, 2021.

The reports are available at the following link:



We acknowledge that this letter does not replace meaningful engagement. We welcome an opportunity to meet with your Nation and discuss this project in more

detail. If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office at any time.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

T: 416.202.5617 C: 416-356-9715

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.



September 23, 2021

Chief Mark Hill
c/o Lonny Bomberry, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0

Delivered by Email

Dear Mr. Bomberry,

RE: Ontario Line Project - Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of new subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Six Nations of the Grand River.

Metrolinx wishes to build a strong and respectful relationship with 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. Metrolinx wishes to share information regarding the Lakeshore East Joint Corridor and East Harbour Station early works. We invite Six Nations of the Grand River's feedback on the Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report, prepared for the Ontario Line Project.

Project Description

The Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable



service. More information on the Project can be found on our website:
www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports

In 2020, Metrolinx provided Six Nations of the Grand River with an outline of the Ontario Line environmental assessment process. 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*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

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

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared with Six Nations of the Grand River in July 2021 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour Station early works.



Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Previously completed early-works reports have been summarized below:

- Exhibition Station Early Works

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. GO Expansion plans call for more GO train services and, as a result, supporting infrastructure (e.g., electrification) and system upgrades at Exhibition Station. Therefore, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner. The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities. The Exhibition Station early works report was finalized on March 9, 2021.

- Lower Don Bridge & Don Yard Early Works

Lower Don Bridge early works have been documented in the Lower Don Bridge and Don Yard Early Works Report. This report also included early works in the Don Yard, early works component that was not included in the initial Early Works Report draft. Don Yard early works include shift of the GO tracks in the Don Yard area to accommodate future Ontario Line infrastructure located in this area. The Lower Don Bridge and Don Yard early works report was finalized on August 25, 2021.

- Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. Corktown Station early works includes



demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. Corktown Station Early Works Report was finalized on July 15, 2021.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover operation of the Ontario Line as well as construction of the Ontario Line components not assessed via the early works process. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Lakeshore East Joint Corridor Early Works

The Lakeshore East Joint Corridor early works are being advanced where the Project interfaces with GO Expansion and the East Harbour Station (East Harbour Station is situated immediately to the west of the Lakeshore East Joint Corridor early works). Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project, GO Expansion and the East Harbour Station and facilitates the timely implementation of these projects.

The Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue and will include:

- Reconfiguration of existing GO tracks to support future Ontario Line infrastructure;
- Replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue;
- Construction of new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks;
- Construction of the foundations for GO Overhead Catenary System (OCS) poles and supporting infrastructure to accommodate future fourth GO track;
- Construction of retaining walls; and
- Construction of noise barriers, including east of Pape Avenue.

East Harbour Station Early Works

East Harbour Station is a multi-modal transit hub that will provide seamless connectivity with GO service and the Ontario Line, as well as protect for connectivity with the planned extension of the Broadview Avenue streetcar. East Harbour Station was previously assessed through the SmartTrack program in 2018 and since the completion of that assessment, a number of changes have been made to the project to accommodate the Ontario Line, documented within this Report.

Advancing East Harbour Station early works and supporting environmental and technical studies in this area provides planning and design efficiencies for East Harbour Station, GO Expansion and the Ontario Line Lakeshore East Joint Corridor and Lower Don Bridge early works, and facilitates the timely implementation of these projects.

East Harbour Station early works will include:

- reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks;
- building station facilities such as platforms and entrances;
- replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and
- completing site preparation activities such as grading, demolition of existing structures where required, and relocating or protecting utilities.

Metrolinx is sharing the Draft Lakeshore East Joint Corridor Report and Draft East Harbour Early Works Report, via the Dropbox link enclosed in the email for Six Nations of the Grand River review. These Early Works Reports document the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. **Attachment 1** provides a summary and update of the Ontario Line Reports that have been shared, or will be shared with Six Nations of the Grand River.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.

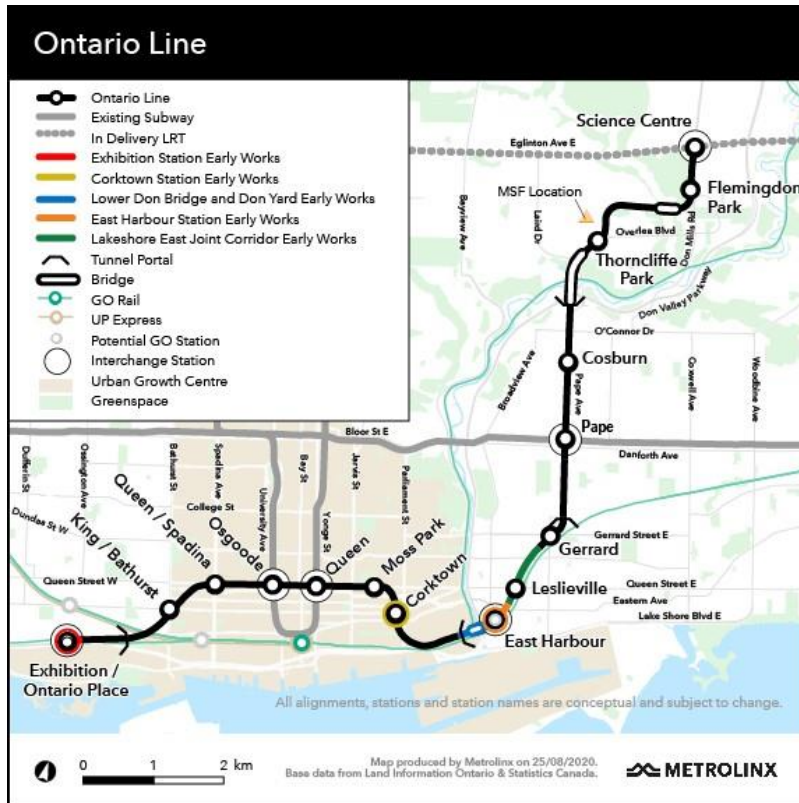


Figure 1: Map of Ontario Line Early Works

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft Early Works Reports that may be of interest to Six Nations of the Grand River. **Attachment 2** contains information in support of the Lakeshore East Joint Corridor early works, and **Attachment 3** in support of the East Harbour Station early works. If Six Nations of the Grand River has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Revisions to the draft Early Works Report

Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the original draft Early Works Report for the entirety of the Ontario Line project, shared with Six Nations of the Grand River in June 2020.



To aid in review for Six Nations of the Grand River, a summary of revisions to the draft Lakeshore East Joint Corridor and East Harbour Station early works as outlined in the initial Early Works Report draft since the circulation of the initial draft is as follows:

- Revisions to address grammatical and syntax errors and updates to reflect comments received from technical stakeholders
- Updates to the Lakeshore East Joint Corridor and East Harbour Station early works project description and project footprint to reflect early works planning progress and evolved construction approach understanding.

Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor and East Harbour Early Works Reports from Six Nations of the Grand River. Please provide these in writing no later than **October 24, 2021**. The Notices of Publication of Draft Lakeshore East Joint Corridor Early Works Report and Draft East Harbour Station Early Works Report are provided in **Attachment 4 and 5**, respectively. The Draft Early Works Reports will be updated following the review period, and the Final Early Works Reports will be published on the Project webpage (www.metrolinx.com/ontarioline) and shared with Six Nations of the Grand River.

Archaeology

The Ontario Line South Stage 1 Archaeological Assessment Addendum Report (AECOM, 2021) includes both the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprints and was entered into the Ontario Public Register of Archaeological Reports on July 5, 2021, in support of the Ontario Line Final Environmental Conditions Report.

As per the results of the Stage 1 archaeological assessment developed for the Project, the majority of the Lakeshore East Joint Corridor and East Harbour Station Early Works Project Footprint has been cleared of archaeological concerns by previous archaeological assessments completed by multiple consultants, including AECOM (2016; 2020) and ASI (2017). However, there are a few areas retaining high to moderate archaeological potential within the northwest portion of the East Harbour Station Early Works Project Footprint, and several areas retaining high to moderate archaeological potential within the Lakeshore East Joint Corridor Early Works Project Footprint for the recovery of Indigenous artifacts and 19th century sites related to the City of Toronto expansion. Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed prior to construction.



Metrolinx acknowledges that Six Nations of the Grand River should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Six Nations of the Grand River in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open and respectful relationship with Six Nations of the Grand River. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Six Nations of the Grand River. We are happy to assist in the review of these documents by meeting with Six Nations of the Grand River. Metrolinx is willing to address any questions that Six Nations of the Grand River may have about the early works in the Lakeshore East Joint Corridor and East Harbour Station or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Metrolinx welcomes any comments or feedback on the Draft Early Works Reports from Six Nations of the Grand River. Please provide these in writing no later than **October 24, 2021**. Comments and information regarding these draft reports will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Reporting Timelines
Attachment 2 - Draft Lakeshore East Joint Corridor Early Works
Report Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 3 - Draft East Harbour Station Early Works Report
Natural Environment and Archaeology Potential Effects,
Mitigation Measures and Monitoring
Attachment 4 - Notice of Publication of Draft Lakeshore East Joint
Corridor Early Works Report
Attachment 5 - Notice of Publication of Draft East Harbour Station
Early Works Report

Attachment 1: Ontario Line Reporting Timelines

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 2021*
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 2021*
Initial draft of Environmental Impact Assessment Report	August 18, 2021
Draft Environmental Impact Assessment Report	January 10, 2022*
Final Environmental Impact Assessment Report	March 15, 2022*

*Date is subject to change.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lakeshore East Joint Corridor early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the Lakeshore East Joint Corridor early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Natural Heritage System is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the City of Toronto Ravine and Natural Feature Protection area is outside of the Lakeshore East Joint Corridor Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Tree Removal under Vegetation Communities. Further consideration to minimize potential effects within regulated areas to the extent possible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
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 reduced and limited to within the Lakeshore East Joint Corridor early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Lakeshore East Joint Corridor early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</p> <ul style="list-style-type: none"> ■ Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016a) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. ■ Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). ■ Pruning of branches will be conducted through the implementation of proper arboricultural techniques. ■ Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<p>Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> ■ If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> ■ Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> ■ Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive ‘D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> ■ Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> ■ Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the Lakeshore East Joint Corridor early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. ■ Stockpiled materials or equipment will be stored within the Lakeshore East Joint Corridor early works construction areas. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
Vegetation Communities	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Wildlife and Wildlife Habitat – General	<ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> Prior to construction, investigation of the Lakeshore East Joint Corridor early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Significant Wildlife Habitat: Eastern Wood-pewee	<ul style="list-style-type: none"> Removal of up to 2.24 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Significant Wildlife Habitat: Monarch	<ul style="list-style-type: none"> Removal of up to 0.53 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
Significant Wildlife Habitat: Common Nighthawk	<ul style="list-style-type: none"> Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: <ul style="list-style-type: none"> The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	<ul style="list-style-type: none"> Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities (i.e. vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> During detailed design, opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent feasible. 	<ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
			<ul style="list-style-type: none"> Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. Where loss or disturbance cannot be avoided (e.g., due to work on bridges), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.
Aquatic Environment – <ul style="list-style-type: none"> Wetlands and Waterbodies Fish and Fish Habitat 	<ul style="list-style-type: none"> There are no wetlands or watercourses within the Lakeshore East Joint Corridor Natural Environment Study Area and therefore no potential effects on these features or fish and fish habitat are anticipated. 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-8 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the Lakeshore East Joint Corridor early works.

It should be noted that the Lakeshore East Joint Corridor Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the Lakeshore East Joint Corridor Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. The following mitigation measures will be applied for areas with archaeological potential: <ul style="list-style-type: none"> – Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. – Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

6. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this section describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the East Harbour Station early works.

6.1 Natural Environment

Table 6-1 outlines mitigation measures and monitoring activities to address the potential natural environment impacts that may result from the East Harbour Station early works.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	<ul style="list-style-type: none"> No potential impacts as there are no Designated Natural Areas within 120 metres of the East Harbour Station Early Works Project Footprint 	<ul style="list-style-type: none"> None Required 	<ul style="list-style-type: none"> None Required
Policy Area – City of Toronto Natural Heritage System	<ul style="list-style-type: none"> Vegetation removal within the City of Toronto Natural Heritage System 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities. Consultation with City of Toronto. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities.
Policy Area – City of Toronto Ravine and Natural Feature Protection	<ul style="list-style-type: none"> No potential impacts as the East Harbour Station Early Works Project Footprint is located outside of the City of Toronto Ravine and Natural Feature Protection By-Law Area. 	<ul style="list-style-type: none"> None Required. 	<ul style="list-style-type: none"> None Required.
Policy Area – Toronto and Region Conservation Authority Regulation Areas	<ul style="list-style-type: none"> Vegetation removal within Toronto and Region Conservation Authority Regulated Areas 	<ul style="list-style-type: none"> Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Migratory Breeding Birds and Nests, Significant Wildlife Habitat, Species at Risk and Aquatic Environment. Further consideration to reduce potential impacts within the Toronto and Region Conservation Authority Regulated Areas to the extent feasible will be undertaken during detailed design. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities. Recommendations for additional monitoring related to vegetation removal within regulated areas may be determined through consultation with Toronto and Region Conservation Authority.
Policy Area – Urban River Valley under the Greenbelt Plan	<ul style="list-style-type: none"> 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, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. Compensation for the removal of vegetation in accordance with Metrolinx’s Vegetation Guideline (2020) approach will consider maintaining or enhancing connectivity along the Lower Don River to the extent feasible. 	<ul style="list-style-type: none"> Refer below to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.
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 reduced and limited to within the East Harbour Station early works construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Compensation for the removal of vegetation will be provided 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 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Monitoring will include inspection of construction fencing/silt fencing to confirm appropriate installation, maintenance and rehabilitation to prevent accidental damage to vegetation or Ecological Land Classification communities outside of the work construction area. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed.</p> <ul style="list-style-type: none"> Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	
Vegetation Communities	<ul style="list-style-type: none"> City and private tree removal 	<ul style="list-style-type: none"> An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the East Harbour Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	<ul style="list-style-type: none"> Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	<ul style="list-style-type: none"> Potential for the spread of emerald ash borer, associated with removal, handling and transport of ash trees 	<ul style="list-style-type: none"> Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive 'D-03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the emerald ash borer. To comply with this Directive, all Ash trees requiring removal, including any wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Vegetation Communities	<ul style="list-style-type: none"> Increased soil erosion and sedimentation 	<ul style="list-style-type: none"> Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the East Harbour Station early works construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region 	<ul style="list-style-type: none"> On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		<p>Conservation Authority, 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities.</p>	<ul style="list-style-type: none"> ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.
<p>Vegetation Communities</p>	<ul style="list-style-type: none"> ■ Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use ■ Introduction or spread of invasive species 	<ul style="list-style-type: none"> ■ A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. ■ Refuelling of equipment will occur at least 30 metres away from any watercourse. ■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. ■ All machinery, construction equipment and vehicles arriving on-site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Wildlife and Wildlife Habitat – General</p>	<ul style="list-style-type: none"> ■ Disturbance, displacement or mortality of wildlife 	<ul style="list-style-type: none"> ■ Prior to construction, investigation of the East Harbour Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. ■ If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. 	<ul style="list-style-type: none"> ■ Regular on-site inspection by on-site environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area. ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
<p>Significant Wildlife Habitat - Eastern Wood-pewee</p>	<ul style="list-style-type: none"> ■ Removal of up to 1.5 hectares of candidate habitat for Eastern Wood-pewee 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.
<p>Significant Wildlife Habitat - Monarch</p>	<ul style="list-style-type: none"> ■ Removal of up to 0.32 hectares of candidate habitat for Monarchs 	<ul style="list-style-type: none"> ■ Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020). This may include planting or seeding native flowering plants in temporarily disturbed areas. 	<ul style="list-style-type: none"> ■ Regular monitoring (site inspections) will be undertaken during construction to prevent unauthorized impacts to habitat used by Monarch.
<p>Significant Wildlife Habitat - Common Nighthawk</p>	<ul style="list-style-type: none"> ■ Removal of candidate nesting habitat for Common Nighthawk 	<ul style="list-style-type: none"> ■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests. ■ Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ■ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting 	<ul style="list-style-type: none"> ■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest.	
Migratory Breeding Birds and Nests	<ul style="list-style-type: none"> ▪ Disturbance or destruction of migratory bird nests 	<ul style="list-style-type: none"> ▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). ▪ If activities (i.e., vegetation clearing and building demolition) are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. ▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	<ul style="list-style-type: none"> ▪ Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife Habitat Connectivity	<ul style="list-style-type: none"> ▪ Decrease of habitat connectivity for wildlife 	<ul style="list-style-type: none"> ▪ Refer to the mitigation measures described above for Urban River Valley under the Greenbelt Plan, Vegetation Communities, Wildlife and Wildlife Habitat, Significant Wildlife Habitats, Migratory Breeding Birds and Nests, Species at Risk and Aquatic Environment. ▪ During detailed design, considerations for maintaining or enhancing connectivity opportunities will be explored to the extent feasible. 	<ul style="list-style-type: none"> ▪ Refer to monitoring described for Vegetation Communities.
Species at Risk – General	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be implemented, as required, in consultation with Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. ▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Species at Risk – Barn Swallow	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Barn Swallow 	<ul style="list-style-type: none"> ▪ Field surveys will be undertaken prior to construction to confirm presence of any Barn Swallow nests on buildings that will be demolished ▪ Where loss or disturbance cannot be avoided (e.g., building demolition), all requirements under the Endangered Species Act will be met, including any registration, compensation, replacement structures and/or permitting requirements. ▪ If disturbance to structures confirmed to provide Barn Swallow habitat is scheduled during the nesting season for Barn Swallow (April 1 to August 31), a nest search will be undertaken to confirm that no Barn Swallow are nesting on structures that may be affected by construction activities on or near these areas. Exclusion measures will be implemented prior to nesting season to dissuade use of these areas for nesting. 	<ul style="list-style-type: none"> ▪ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed with the Ministry of the Environment, Conservation and Parks, if required.
Species at Risk – Bats	<ul style="list-style-type: none"> ▪ Habitat loss, disturbance and/or mortality to Species at Risk Bats 	<ul style="list-style-type: none"> ▪ All requirements of the Endangered Species Act will be met. Additional monitoring, mitigation and compensation for removal of suitable treed or anthropogenic roosting habitat may be required based on the results of additional surveys and consultation with the Ministry of the Environment, Conservation and Parks. 	<ul style="list-style-type: none"> ▪ If mitigation is required, on-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. Additional monitoring measures will be developed in consultation with Ministry of the Environment, Conservation and Parks, if required.

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Aquatic Environment – <ul style="list-style-type: none"> • Wetlands and Waterbodies • Fish and Fish Habitat 	<ul style="list-style-type: none"> ■ The East Harbour Station Early Works Project Footprint is located 30 metres away from the Lower Don River and east of the Don Valley Parkway and no in-water works are proposed in the Lower Don River. Potential effects on fish and fish habitat are not anticipated, provided that best management practices are implemented. 	<ul style="list-style-type: none"> ■ Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to the Lower Don River. ■ An Erosion and Sediment Control Plan, in accordance with the Erosion and Sediment Control Guide for Urban Construction (Toronto and Region Conservation Authority, 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the waterbody. ■ A Spill Prevention and Response Plan will be developed before work commences to ensure procedures and policies are in place during construction to reduce impacts to watercourses. ■ Any temporary mitigation measures will be installed prior to the commencement of any site clearing, grubbing, excavation, filling or grading works and will be inspected and maintained on a regular basis. ■ To the extent feasible, schedule work to avoid wet, windy and rainy periods that may result in high flow volumes and/or increase erosion and sedimentation. ■ Stockpiled materials or equipment will be stored within the East Harbour Station early works construction areas but shall be kept at least 30 metres away from any watercourse to the extent possible. ■ All equipment fuelling and maintenance will be done at a safe distance from the water (i.e., 30 metres or more) to ensure that no deleterious substances enter the waterway. 	<ul style="list-style-type: none"> ■ On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. ■ All erosion and sediment control measures should be inspected weekly, after every rainfall and significant snow melt event, and daily during periods of extended rain or snow melt. ■ All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

6.8 Archaeological Resources

Early works are anticipated to result in a combination of surface/above grade and below grade impacts. Areas with determined impacts requiring further archaeological assessment will dictate the type of archaeological assessment strategy that should be employed. Further archaeological assessment that could be required for early works include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact could also remove the requirement for certain types of archaeological assessment.

Table 6-7 outlines mitigation measures and monitoring activities to address the potential impacts to archaeological resources that may result from the East Harbour Station early works.

It should be noted that the East Harbour Station Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas will require further archaeological assessment.

Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	<ul style="list-style-type: none"> ■ Potential for the disturbance of unassessed or documented archaeological resources. 	<ul style="list-style-type: none"> ■ Areas identified as retaining archaeological potential in the East Harbour Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 20204), are shown on Figure 5-19. Should ground disturbing activities be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. ■ Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. ■ Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> ■ None identified.
Archaeological Resources	<ul style="list-style-type: none"> ■ Potential recovery of archaeological resources during construction. 	<ul style="list-style-type: none"> ■ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered. 	<ul style="list-style-type: none"> ■ None identified.

Notice of Publication of Draft Lakeshore East Joint Corridor Early Works Report Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor early works are planned along the Lakeshore East rail corridor between approximately Eastern Avenue and Pape Avenue. Advancing early works in this area will facilitate the timely implementation of the Ontario Line and provide planning, design and implementation efficiencies for GO Expansion. Lakeshore East Joint Corridor early works will include modifications to the existing Lakeshore East rail corridor, including: reconfiguration of existing GO tracks to support future Ontario Line infrastructure; replacement of the existing rail bridges at Queen Street East, Dundas Street East and Logan Avenue; construction of two new bridges at Dundas Street East and Logan Avenue to support future Ontario Line tracks; construction of the foundations for GO Overhead Catenary System poles and supporting infrastructure to accommodate future fourth GO track; construction of retaining walls; and construction of noise barriers, including east of Pape Avenue.



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

The Draft Lakeshore East Joint Corridor Early Works Report documents the assessment of Lakeshore East Joint Corridor early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **September 23, 2021**, the Draft Lakeshore East Joint Corridor Early Works Report will be available for review on the project webpage (www.metrolinx.com/ontarioline).

You can view and comment on the report from **September 23 to October 24, 2021** via the online form provided.

Those who wish to provide comments on the Draft Lakeshore East Joint Corridor Early Works Report must do so by **October 24, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

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

To obtain a copy of the Draft Lakeshore East Joint Corridor Early Works Report, please contact the project email listed above.

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

**Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5**

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

This Notice was first published on **September 23, 2021**.

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

Notice of Publication of Draft East Harbour Station Early Works Report Ontario Line Project

The Project

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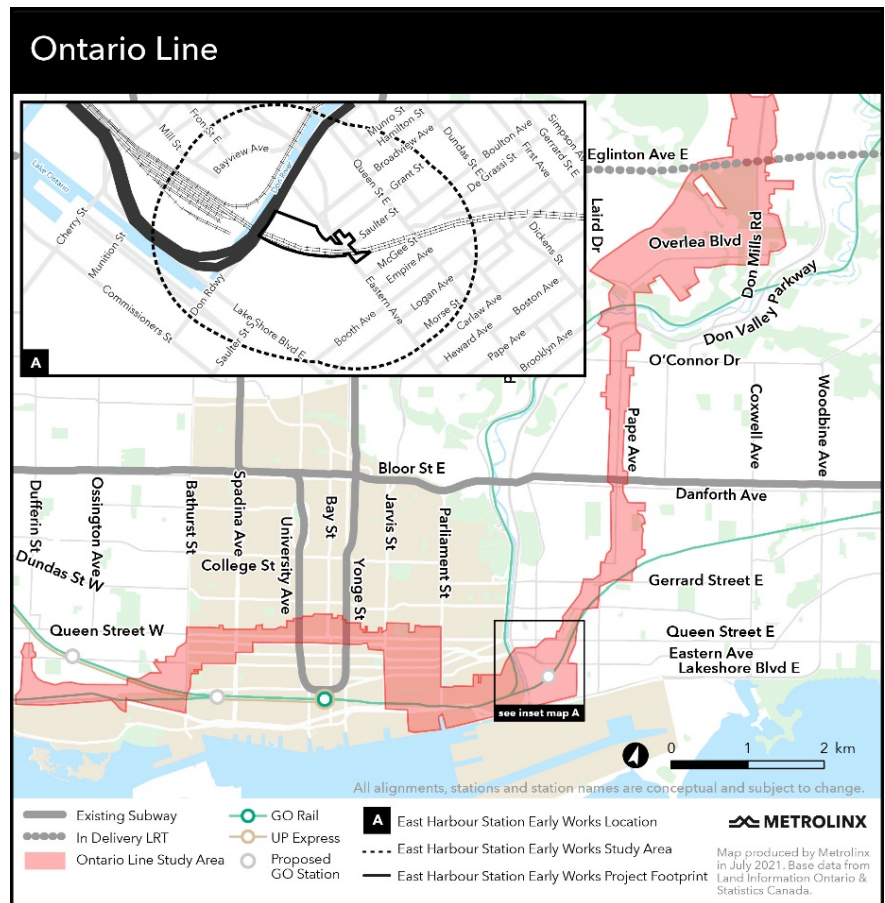
East Harbour Station Early Works

East Harbour Station early works are planned where the Ontario Line will run alongside GO train operations. Completing early works before major construction contracts begin will help streamline the delivery of the Ontario Line and GO Expansion projects and ensure they both stay on schedule. East Harbour Station early works will include reconfiguring the existing Lakeshore East GO tracks to accommodate station facilities and future Ontario Line tracks; building station facilities such as platforms and entrances; replacing and expanding the existing Eastern Avenue rail bridge to accommodate four Lakeshore East GO tracks and two Ontario Line tracks; and completing site preparation activities such as grading, demolishing existing structures where required, and relocating or protecting utilities.

The environmental impacts of East Harbour Station early works are being assessed in accordance with Ontario Regulation 341/20:

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

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



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

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

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This Notice was first published on **September 23, 2021**.

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

From: [Indigenous Relations](#)
To: [Lonny Bomberly](#)
Cc: [Robin Vanstone](#); [Dawn LaForme](#); [Dawn Russell](#); [Tanya Hill-Montour](#); [Mark B. Hill](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)
Subject: Ontario Line: Project Update & Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report for Review - Please share feedback by August 24, 2021
Date: Wednesday, July 28, 2021 5:12:58 PM
Attachments: [REDACTED]

Dear Lonny and Team,

Metrolinx wishes to provide an update for the Ontario Line project. The attached letter provides an outline of the scope of Early Works Reports that have been prepared and shared with your Nation. The letter includes an update on the Lakeshore East Joint Corridor and East Harbour Early Works Reports. Additionally we are providing a copy of the draft Lakeshore East Joint Corridor Noise and Vibration Operations Report which is available for review at the following link:

[REDACTED]

We ask that any comments or feedback you may have on this report be shared with us no later than **August 24, 2021**.

We would welcome an opportunity to meet with your Nation and discuss these reports, or the Ontario Line project as a whole. If you have any questions or concerns, please do not hesitate to contact our office.

Thank you,

Jaimi O'Hara

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

[REDACTED]



July 28, 2021

Chief Mark Hill
c/o Lonny Bomberry, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0

Delivered by Email

Dear Mr. Bomberry,

RE: Ontario Line Project - Lakeshore East Joint Corridor Early Works Report, East Harbour Station Early Works Report and Draft Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong and meaningful 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 share with Six Nations of the Grand River information regarding the forthcoming Lakeshore East Joint Corridor Early Works Report and East Harbour Early Works Report and invite feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report.

Project Description

The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service. More information on the Project can be found on our website: www.metrolinx.com/ontarioline.

Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report

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

10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com



Early works are components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. The reports will document the assessment of Lakeshore East Joint Corridor and East Harbour Station early works and outline the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

A draft Early Works Report and a letter outlining the Ontario Line Project were shared with *Six Nations of the Grand River* in June 2020. The draft Early Works Report included Lower Don Bridges, Exhibition Station, East Harbour Station and Lakeshore East Joint Corridor. The different early works locations presented in the draft Early Works Report sent in June 2020 have now been reorganized into separate reports. Below is a summary of the Early Works Reports that have been shared, or will be shared with Six Nations of the Grand River:

Report	Date Sent to/to be Sent to Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour)	July 30, 2020
Draft Exhibition Station EWR	November 30, 2020
Final Exhibition Station EWR	February 1, 2021
Initial draft of Corktown Station EWR	March 22, 2021
Draft Corktown Station EWR	May 12, 2021
Final Corktown Station EWR	July 15, 2021
Draft Lower Don Bridge and Don Yard EWR	June 22, 2021
Final Lower Don Bridge and Don Yard EWR	August 25, 2021*
Draft Lakeshore East Joint Corridor EWR	September 8, 2021*
Final Lakeshore East Joint Corridor EWR	November 12, 2021*
Draft East Harbour Station EWR	September 8, 2021*
Final East Harbour Station EWR	November 12, 2021*

*Date is subject to change.

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Metrolinx is currently preparing the Draft Lakeshore East Joint Corridor and the Draft East Harbour Station Early Works Reports, anticipated to be published and shared with Six Nations of the Grand River in September 2021 for review. This letter provides information on the Lakeshore East Joint Corridor Early Works Report and East Harbour Station Early Works Report for your information.

The Lakeshore East Joint Corridor and East Harbour Station early works locations are shown in **Figure 1** below.



Figure 1: Map of Ontario Line Early Works



Summary of Lakeshore East Joint Corridor Early Works

Lakeshore East Joint Corridor Early Works will include rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including:

- grading;
- installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate;
- relocation or protection of utilities;
- new bridges at Dundas and Logan to support future Ontario Line tracks and
- bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Summary of East Harbour Station Early Works

East Harbour Station early works will include construction of the East Harbour transit hub. This will be an important transfer point, serving GO operations, protection for a planned extension of the Broadview streetcar, and Ontario Line service. The Transit Hub is located in a corner of the city that is poised for growth. The future East Harbour transit hub will be a vital connection for customers transferring between the Ontario Line and GO train services, connecting with local transit via Broadview, and ultimately helping to reduce crowding at Union Station. With a proposed shared concourse providing easy access to all the rail and local transit that will serve East Harbour, more customers will be able to transfer from the GO train to the City's subway and local network and travel to more places.

Lakeshore East Joint Corridor Noise and Vibration Operations Report

Metrolinx is sharing the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report, via the Dropbox link enclosed in the email for Six Nations of the Grand River's review. The draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report has been completed in accordance with Section 15 of O. Reg. 341/20 and will support the East Harbour and Lakeshore East Joint Corridor Early Works Reports, as well as the Ontario Line Environmental Impact Assessment Report planned to be published in early 2022. The report documents the assessment of noise and vibration associated with the operation of the Ontario Line and Lakeshore East rail corridor where Ontario Line runs in parallel to GO tracks.

The Study Area assessed in the report encompasses segments of the Lakeshore East and Union Station rail corridor and surrounding noise and vibration sensitive areas. The west boundary of the Study Area is approximately at the Ontario Line tunnel portal in the Union Station rail corridor and near the Don Yard, west of the Don River, east of Tannery Road. The east boundary of the Study Area is at Pape Avenue, east of the Ontario Line tunnel portal located north-east of Gerrard Street East and Carlaw Avenue. Assessment of other segments of the Ontario Line will be documented under a separate cover.



Metrolinx welcomes any comments or feedback on the draft of the Lakeshore East Joint Corridor Noise and Vibration Operations Report from Six Nations of the Grand River. Please provide these in writing no later than **August 24, 2021**.

Engagement

Metrolinx is committed to an open and respectful relationship 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 early works in the Lakeshore East Joint Corridor and East Harbour Station, the noise and vibration operations report, or the Ontario Line Project as a whole. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager in Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & 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
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Bren Daner Lapuz, Summer Student, 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**

[REDACTED]

- [REDACTED]
- [REDACTED]

[REDACTED]

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

[REDACTED]

[REDACTED]

[REDACTED]

- 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]

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