

New Track and Facilities Transit Project Assessment Process

Final Environmental Project Report – Chapter 8

05-Mar-2021

Prepared by:



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REVISION HISTORY

Revision	Date	Purpose of Submittal	Comments
00	29-Dec-2020	Final submission to Metrolinx.	N/A
01	29-Jan-2021	Final submission to Metrolinx for Minister's Review.	N/A
02	05-Mar-2021	Final submission to Metrolinx for Statement of Completion.	N/A

This submission was completed and reviewed in accordance with the Quality Assurance Process for this project.

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8 Public and Stakeholder Consultation

In accordance with Section 8 of *Ontario. Reg. 231/08 Transit Projects and Metrolinx Undertakings* (the Regulation), this section summarizes how Metrolinx consulted with the public, property owners, review agencies, Indigenous communities and nations, and other stakeholders during the New Track and Facilities Transit Project Assessment Process (TPAP) (i.e., during the Pre-Planning Phase and the 120-day TPAP phase). A detailed summary of stakeholder feedback, comments received and how they were considered throughout the planning and design process has been provided. This further demonstrates how Metrolinx has met the requirements for consultation under the Regulation.

8.1 Consultation & Engagement Strategy

At the outset of the Pre-Planning Phase of the TPAP, a Stakeholder Engagement Plan was developed that outlined a strategy and approach for consulting with stakeholders throughout the course of the TPAP. The key elements of this plan and how they were executed are summarized below.

The main goals of the New Track and Facilities TPAP, as outlined in the Stakeholder Engagement Plan, were as follows:

- Maintain/build support for Metrolinx GO Rail expansion;
- Update stakeholders on the progress of GO Rail expansion since the completion of the Electrification TPAP, and subsequent TPAPs completed within the past 5 years;
- Understand and mitigate local impacts in a way that is fair, consistent, transparent and equitable across the network;
- Meet regulatory requirements for consultation and mitigate impacts (as required) to receive regulatory approval;
- Coordinate consultation system-wide;
- Make technically precise and often complicated information clear and digestible;
- Communicate regional and local benefits of expanded transit;
- Be transparent about how priorities are determined by Metrolinx and investments are made;
- Build understanding and trust; and,
- Engage Indigenous communities and nations.

In an effort to engage a diverse set of participants, provide information and updates on the project, and to allow opportunities for interested persons to provide comments and feedback throughout the process, the following methods of consultation were employed:

- Project website (<https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities>);

- Online via Metrolinx Engage (<https://www.metrolinxengage.com/en/content/get-engaged-new-track-facilities-0>)¹; and
- Project email address (*GOexpansionTPAP@metrolinx.com*) or the appropriate Metrolinx Regional Representative at the following emails:
 - TorontoEast@metrolinx.com (residents east of Don River)
 - TorontoWest@metrolinx.com (residents west of Don River)
 - HaltonRegion@metrolinx.com
 - DurhamRegion@metrolinx.com
 - YorkRegion@metrolinx.com
 - Peel@metrolinx.com
 - SimcoeCounty@metrolinx.com
- Public open houses and public review opportunities;
- Newspaper and radio advertisements;
- Notifications and email updates;
- Meetings with review agencies (provincial, municipal and conservation authorities);
- Meetings with elected officials;
- Meetings with Indigenous Communities and Nations;
- Meetings with other stakeholders (e.g., utilities), as required; and
- Meetings with property owners.

Metrolinx attempted to conduct consultation activities that were accessible, as defined by the *Accessibility for Ontarians with Disabilities Act* (AODA). This includes hosting events in AODA compliant facilities, providing multiple methods for providing feedback, and reviewing materials.

8.1.1 Integration with Other GO Expansion Consultation Activities

There are a number of other Metrolinx/GO Transit projects currently underway or planned along several GO rail corridors that are associated with GO Expansion and support Metrolinx's goal of transforming the GO system into a comprehensive regional rapid transit network. The following projects are currently ongoing within the broader GO expansion framework:

8.1.1.1 GO Rail Network Electrification TPAP Addendum Project

An Addendum to the 2017 GO Rail Network Electrification TPAP Addendum Project is being undertaken to assess additional electrification infrastructure required for new/upgraded tracks and layover facilities (which are being studied as part the New Track and Facilities TPAP) proposed across various portions of the GO Rail Network that were not previously examined as part of the 2017 GO Rail Network Electrification Project TPAP, with the exception of the partial electrification of the Richmond Hill corridor which is included in the New Track and Facilities TPAP scope. Changes to this Project was determined

¹ Metrolinx Engage is an online engagement tool which provides an additional online experience through social media, GIS resources, and live comment feeds. This website provides a comprehensive hub for interested stakeholders to learn more about a variety of Metrolinx initiatives and find out how they can participate and provide feedback while interacting with content.

to be inconsistent with the Project Description outlined in the 2017 GO Rail Network Electrification Project EPR. As described in Section 15(1) of *Ontario Regulation (O. Reg.) 231/08*, any change that is inconsistent with a previously approved EPR requires a reassessment of the effects associated with the project, the identification of new potential effects, a description of proposed avoidance/mitigation/compensation measures (if required), and monitoring/commitments in an Addendum to the previously approved EPR. Therefore, Metrolinx has prepared an EPR Addendum to address the effects associated with the proposed areas that fall outside of the previously approved/assessed OCS Impact/Vegetation Clearance Zone identified as part of the 2017 GO Rail Network Electrification TPAP.

The scope of the Addendum to the 2017 GO Rail Network Electrification TPAP also includes an updated assessment of noise and vibration, as well as air quality effects associated with increased service levels across the network.

8.1.1.2 Barrie Rail Corridor Expansion Project TPAP Addendum (Currently Underway)

Metrolinx will complete a significant addendum to the Barrie Rail Corridor Expansion TPAP (2017) for new road/rail grade separations located at McNaughton Road (City of Vaughan) and Wellington Street East (Town of Aurora) on the Barrie Corridor. The Statement of Completion for the TPAP was filed in October 2017.

8.1.1.3 Bowmanville Rail Service Extension Update (Currently Underway).

The Bowmanville extension was previously assessed through an IBC in 2015, that analyzed one alignment which trains would operate by travelling between Bowmanville and Union along Canadian Pacific Railway's Belleville subdivision. The Province of Ontario announced that Metrolinx would extend its Lakeshore East GO Rail services to Bowmanville in June 2016. Since the provincial announcement, new information have materialized necessitating an updated Initial Business Case to reflect development of GO Expansion, resulting in changes to GO rail capacity and operations on the Lakeshore East Corridor, and therefore, impacting the Bowmanville Extension.

The IBC updates for the Bowmanville Rail Service Extension have since been completed. This updated IBC reflects the new Metrolinx Business Case Guidance and GO Expansion Full Business Case and evaluates additional alignment options that make use of existing infrastructure, as shown in Figure 8-1.

In February 2020, Metrolinx's Chief Planning Office recommended that the Board of Directors advance Option 2 through the Business Case Development process and evaluate this alignment through a Preliminary Design Business Case. Option 2 was chosen as the preferred option as it utilizes existing rail infrastructure, thereby brining down the cost of the project, and can support a two-way all-day service pattern. Upon Board approval, Option 2 will be advanced for further analysis.

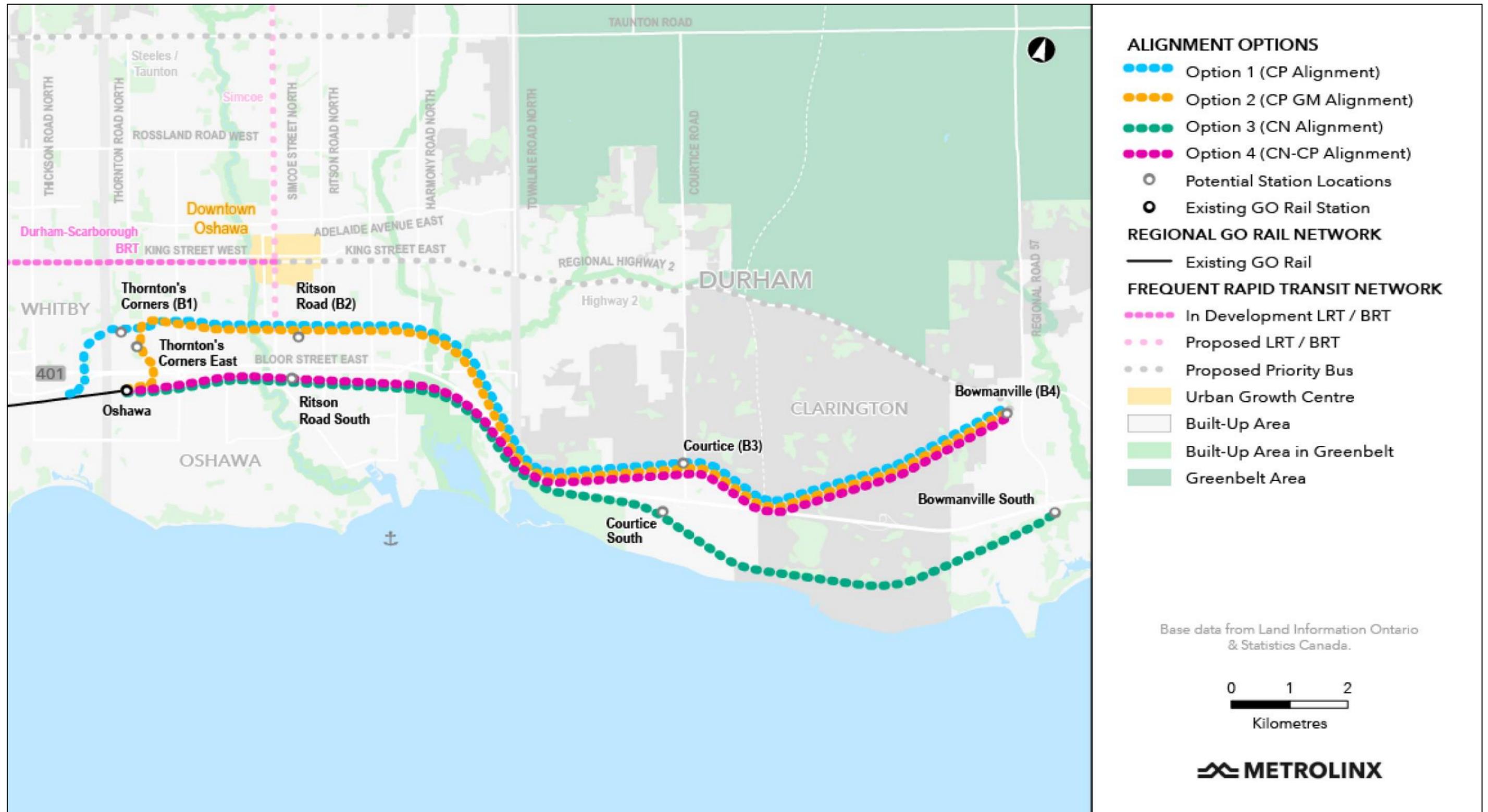


FIGURE 8-1 BOWMANVILLE EXTENSION ALIGNMENTS UNDER REVIEW

8.1.1.4 Scarborough Junction Rail-to-Rail Grade Separation TPAP

In order to eliminate potential conflicts with opposing and express trains, Metrolinx is proposing to construct a grade separation between the Stouffville Corridor and Lakeshore East Corridor at the Scarborough Junction. The Scarborough Junction Grade Separation Project will include the following key components:

- Rail-to-rail grade separation of the new Stouffville connection under the Lakeshore East tracks at Scarborough Junction
- Modifications to the Lakeshore East rail corridor:
 - New alignment of Lakeshore East tracks to Scarborough Junction
- Modifications to the Stouffville rail corridor:
 - Depressed rail corridor from Corvette Avenue to Danforth Road
 - Depressed rail grade separation at Danforth Road to maintain Danforth Road at the existing grade
 - Multi-use crossing, including the construction of an overpass bridge or tunnel option to replace the existing at-grade the pedestrian crossing at Corvette Avenue
 - New bridge structure over St. Clair Avenue to carry the Stouffville north track
- Construction of retaining walls in areas where there is a significant change of grade
- Construction of protective barriers in areas of electrification infrastructure
- Construction of a layover facility (accommodating five layover tracks) between Midland Avenue and Brimley Road
- Modification or relocation of the Scarborough GO Station building to accommodate additional track

8.1.1.5 Stouffville Corridor Grade Separations TPAP

The Project includes proposed modifications required to meet the service goals of GO Expansion and to reduce the number of road and at-grade rail crossings along the Stouffville rail corridor. With the exception of Havendale Road, either a road over rail or a road under rail grade separation was identified as the preferred option at each location; for Havendale Road, road closure is proposed, with a grade-separated multi-use crossing to maintain pedestrian and cycle traffic.

A summary of the preferred design for each of the grade separation locations is provided below:

TABLE 8-1 PREFERRED DESIGN FOR EACH OF THE GRADE SEPARATION LOCATIONS

Crossing Location	Proposed Design
Denison Street, Markham	Road Under Rail
Kennedy Road, Markham	Road Under Rail
Passmore Avenue, Toronto	Road Under Rail
McNicoll Avenue, Toronto	Road Under Rail
Huntingwood Drive, Toronto	Road Under Rail
Havendale Road, Toronto	Road Closure with Multi-Use Crossing
Progress Avenue, Toronto	Road Over Rail

8.1.1.6 Kitchener Corridor Expansion TPAP

Metrolinx is undertaking a TPAP under *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings* for various infrastructure along the Kitchener Rail Corridor.

The scope of the infrastructure proposed as part of the Guelph Subdivision TPAP comprises the following components:

- Electrification of approximately 54 kms of rail corridor
 - One Hydro One Tap location
 - Three Traction Power Facilities (TPF)
 - One Traction Power Substation (TPS)
 - One Paralleling Station (PS)
 - One Switching Station (SWS)
 - Overhead Contact System (OCS) infrastructure
 - Gtries, aerial/underground feeders
 - Grounding and bonding
 - Bridge modifications required to accommodate electrification
- Grade separations
- Bridge widenings
- Potential road closures in certain areas along/intersecting the corridor (to enhance safety measures due to the planned increase in service levels).

8.1.2 Stakeholder Engagement Methods/Activities

In light of Metrolinx's multiple concurrent TPAP studies as discussed above, opportunities were sought to combine public consultation activities for the New Track and Facilities TPAP with other Metrolinx TPAPs/EAs applicable to GO Expansion in order to more efficiently present information on multiple, interrelated aspects of the program, and so that interested persons could participate in one combined session (rather than several separate sessions).

Recognizing that stakeholder consultation is required to fulfill the regulatory requirements of O. Reg., 231/08, the New Track and Facilities TPAP consultation efforts were executed and coordinated within the broader GO Expansion Consultation Strategy developed by Metrolinx, which addressed:

- System-wide consultation that coordinates various Metrolinx projects and communication touchpoints by geography, wherever possible (i.e., by corridor, region, community, etc.);
- Consistency of public messaging in the context of GO Expansion; and
- Coordination of consultation events/activities related to multiple Environmental Assessment projects (i.e., new/in progress TPAPs and TPAP Addendums) currently underway.

The following subsections detail the specific stakeholder engagement tools and activities that were utilized during the New Track and Facilities TPAP.

8.1.2.1 Stakeholder Contact List

A Stakeholder Contact List was established at the outset of the Project based on previously completed Metrolinx TPAP/EA projects and the Ministry of Environment, Conservation and Parks (MECP) Government Review Team (GRT) List. The January 2020 version of the list was used and consisted of

the following stakeholder groups: members of the public, property owners, Indigenous communities and nations, review agencies (federal, provincial, municipal and conservation authorities), elected representatives, utility companies, transit authorities, community/interest groups, and other rail operators. The MECP Government Review Team List is maintained by the MECP and includes provincial and federal government agency contacts that may have a regulatory interest in reviewing EAs. The contact list contained the names, addresses, phone numbers and email addresses of each stakeholder to receive updates throughout the Project. The list was continually updated as the project progressed.

A copy of the Stakeholder Contact List can be found in **Appendix P1**.

8.1.2.2 Project Email Address

Metrolinx created the GOExpansionTPAP@metrolinx.com email address to notify stakeholders on the Stakeholder Contact List of the Public Meetings and to direct inquiries submitted through Metrolinx Engage website to the Project Teams.

Participants shared their comments by e-mailing the appropriate Metrolinx Regional Representative at the following e-mails:

- TorontoEast@metrolinx.com (residents east of Don River)
- TorontoWest@metrolinx.com (residents west of Don River)
- HaltonRegion@metrolinx.com
- DurhamRegion@metrolinx.com
- YorkRegion@metrolinx.com
- Peel@metrolinx.com
- SimcoeCounty@metrolinx.com

Elected Officials were notified and contacted by the Metrolinx Communications and Community Relations Team. Metrolinx Regional Representatives email accounts were used as a dedicated point of contact for all other consultation activities associated with the New Track and Facilities TPAP and GO Expansion.

The Metrolinx regional email addresses were published in:

- <https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities>;
- Newspaper advertisements;
- Project correspondence;
- Public meeting comment forms;
- Notice of Commencement; and,
- Notice of Completion.

8.1.2.3 Information Packages

Information packages were sent out at key points in the project to organizations that Metrolinx had engaged in past projects but were not directly impacted by the New Track & Facilities TPAP to provide stakeholders with updated information about the conceptual design process, environmental effects and mitigation, and other issues. Please refer to Section 8.2.3.3 for details on the organizations that received an information package.

All information packages can be found **Appendix P9 and Appendix P10**.

The information packages covered the following topics:

- OnCorr Program Objectives;
- Planned Service Enhancement with OnCorr;
- OnCorr P3 Procurement – DBFOM Model;
- Transit Project Assessment Process (TPAP) Overview;
- New Track and Facilities TPAP Overview;
- Anticipated TPAP Technical Studies;
- Scope of Vegetation Removal and Compensation Program;
- Public and Stakeholder Consultation Approach; and
- Anticipated TPAP Timeline.

8.1.2.4 Public Meetings & Correspondence

Metrolinx hosted a total of three (3) rounds of public meetings. The first round was spread over multiple dates, in dispersed locations throughout the Greater Toronto and Hamilton Area (GTHA), while the second and third rounds were held online (i.e., virtual open houses) due to the COVID-19 pandemic. Locations for round one (1) were chosen to ensure sufficient geographic coverage for the Project to enable fact-to-face interaction and satisfy the objectives of each round of consultation. The first two rounds of public meetings occurred prior to the issuance of Notice of Commencement (i.e., during the Pre-Planning Phase) and the third round of public meetings followed the publishing of the Notice of Commencement (i.e. during the TPAP Phase Consultation). Information on the Pre-Planning Phase public meetings and virtual open houses, including the issues presented and types of comments received, can be found in Section 8.2. Information on the TPAP Phase consultation can be found in Section 8.3.

8.1.2.5 Public Notices

Newspaper advertisements for all required notices and public meetings were published in newspapers and online publications (e.g. Toronto Star online), as well as online at the Project website in advance of and throughout the TPAP. Multiple media, such as website postings, mailouts to the stakeholder list, radio advertisements and newspaper advertisements were utilized as a means of ensuring information is accessible to interested stakeholders.

Table 8-2 summarizes all notices published as part of the Pre-Planning Phase and TPAP consultation process.

TABLE 8-2 SUMMARY OF PUBLISHED PUBLIC NOTICES

Phase	Notice Type	Date	Publication Location
Pre-Planning	Notice of Public Meeting – Round 1	January 30- February 8, 2020	Multiple Newspapers (See Section 8.1.2.5) E-mails to stakeholders and review agency contacts. (Appendices P2 – P3 and Appendices P8 - P12)
Pre-Planning	Notice of Virtual Open House – Round 2	August 18- August 24, 2020	E-mails to stakeholders, elected officials, and review agency contacts (See Section 8.2.1.3). (Appendices P2 – P3 and Appendices P8 - P12)
TPAP	Notice of Commencement	September 8, 2020	Multiple Newspapers (See Section 8.3.1) Emails to stakeholders, elected officials and review agency contacts.

Phase	Notice Type	Date	Publication Location
TPAP	Notice of Virtual Open House – Round 3	November 27-December 11, 2020	Emails to stakeholders, elected officials and review agency contacts. (Appendices P2 – P3 and Appendices P8 - P12)
TPAP	Notice of Completion	December 29, 2020	Multiple Newspapers (See Section 8.4) E-mails to stakeholders and review agency contacts.

8.1.2.6 French Translation

Metrolinx is committed to providing services in French in designated areas of the province under the principles of the *French Language Services Act* (FLSA); working to ensure the availability and accessibility of system-wide quality services in French. Following these principles, Metrolinx provided a French translation of all notices and newspaper ads for the Project.

8.1.3 Summary of Online Engagement

Digital engagement tools were employed as part of a comprehensive and accessible TPAP consultation Program and formed a significant aspect of the consultation approach; specifically, for the second and third round of public consultation due to the COVID-19 pandemic. This allowed interested and affected stakeholders to receive information and project updates, as well as submit comments and questions directly to the Project Team. Two websites (the existing Metrolinx Electrification webpage and Metrolinx Engage New Track and Facilities TPAP webpage) were used as part of online engagement in order to notify stakeholders and the public of updates and public meetings, provide key project information, and provide a mechanism for receiving stakeholder comments and feedback (available from February 18 to February 29, 2020 for round one, August 18 to September 1, 2020 for round two and November 27 to December 11, 2020 for round three), as described below:

- Brief overview of the New Track and Facilities TPAP scope;
- The combined advertisements for the Notice of Commencement, Notice of Completion, Public Consultation Round #1, Public Consultation Round #2, and Public Consultation Round #3;
- Complete sets of Public Open House Display Panels and online feedback forms. These were posted for viewing and download throughout the Public Meeting sessions as an alternative way for interested persons who were not able to attend the meetings in person to view the material and submit questions or feedback to Metrolinx;
- Roll Plans showing proposed infrastructure;
- All materials presented during the Round 1 Public Meetings, including:
 - Electrification EA Update;
 - Meeting presentation boards/panels;
 - Information sheets;
 - Roll plans;
 - Meeting feedback forms.
- All materials presented during the Round 2 Virtual Open House, including:
 - Project update;
 - Presentation boards/panels;
 - Information sheets; and

- Roll plans.
- All materials presented during the Round 3 Virtual Open House, including:
 - Project update;
 - Project summary presentation;
 - Presentation boards/panels;
 - Information sheets;
 - Environmental and technical studies;
 - The Metrolinx Vegetation Guideline; and
 - Roll plans/interactive map.
- The Public Consultation Round One Summary Report;
- The Virtual Public Consultation Round Two Summary Report;
- The Virtual Public Consultation Round Three Summary Report; and
- A direct link to the Metrolinx Engage New Track and Facilities TPAP feedback page. This was provided under the Events and Feedback section to give people the option to participate online.
- Each round of public meetings was open for a certain number of days (from February 18 to February 29, 2020 for Round One, August 18 to September 1, 2020 for Round Two and November 27 to December 11, 2020 for Round Three), but all meeting materials can still be found under their respective projects for the public to view at any time. Comments were accepted and responded to regardless of whether they were submitted during the formal public consultation periods or not.

8.2 Pre-Planning Phase Consultation

Public consultation in advance of the TPAP was commenced formally on February 1, 2020, with the publication of the Notice of Public Open House (see Section 8.2.1.1). Informal consultation has been ongoing since early 2019 with review agencies and other interested parties, as described in the following sections.

8.2.1 Public Consultation

8.2.1.1 Pre-Planning Phase Public Consultation Round One (February 2020)

E-Mail/Letter Correspondence

Metrolinx sent out invitations to Public Meeting #1 via e-mails and letters to individuals identified on the Project's Stakeholder Contact List. Each e-mail/letter provided an update and overview of the various TPAP studies and the GO Expansion proposed infrastructure key map. A list of upcoming public meetings was provided which detailed the location, date and time of each meeting. Instructions were provided on how the recipient could contact the Project Teams to receive further information and participate in the consultation process.

A sample copy of this e-mail/letter correspondence is included in **Appendix P2**.

Newspaper Advertisements

This Notice ran during the weeks of January 30 and February 8, 2020, in newspapers selected to cover a large extent of the project study area. Table 8-3 lists the newspapers where the notice was published and the respective dates that they were featured.

TABLE 8-3 SUMMARY OF PUBLIC MEETING ROUND ONE ADVERTISEMENTS

Publication	Dates Published
Toronto Star (includes online version)	February 1, 2020 February 8, 2020
Toronto/Mississauga Le Metropolitan	January 30, 2020 February 6, 2020
Toronto L'Express	January 31, 2020 February 7, 2020

In addition, a French and English version of this advertisement were made available, as per the requirements described in Section 8.1.2.6, on the Metrolinx Engage website. Copies of the English and French Newspaper Ads are included in **Appendix P2**.

Radio Advertisements

Beginning February 3, 2020, and ending on February 16, 2020, radio advertisements aired on CFTR 680 AM News and CHBM Boom 97.3 FM to inform the public public/stakeholders of the upcoming public meetings. The advertisements aired 3 times per day for a total of 15 seconds. Below is the radio ad script.

“GO Transit Expansion is happening across our Region. From February 18th to 29th Metrolinx is holding community open houses for new rail projects. To learn more and have your say, visit metrolinxengage.com. Metrolinx: It’s happening.”

8.2.1.2 Public Meeting Locations & Overview

The first round of public meetings was intended to:

- Provide an initial overview of the TPAP, project timelines, scope of the EA studies, and new track and facilities infrastructure requirements;
- Address any preliminary comments; and,
- Obtain feedback to improve the implementation of the project.

The Pre-Planning Phase public meetings were held in February 2020 to allow for more detailed design information to be confirmed and developed prior to Round Two of Pre-Planning Phase Virtual Open Houses.

Ten (10) public open houses were held at various locations throughout the network between February 18 and February 29, 2020. The 10 public meetings were held as a drop-in open house format from 6:30PM to 8:30PM on weeknights and 11:30AM-1:30PM on weekends. Locations for public meetings were chosen based on the proposed siting of GO Expansion improvements, including the proposed work under the New Track and Facilities TPAP. All 10 public meeting venues were accessible, and display boards were placed in areas that were also accessible. Public meeting venues were reviewed following Round One of consultation based on received stakeholder feedback. The public meetings were held with Project staff from Metrolinx, Gannett Fleming, Stantec, Wood, and Morison Hershfield to share information and answer participants questions.

Table 8-4 below provides a summary of dates and locations for each public meeting.

TABLE 8-4 PUBLIC MEETING ROUND ONE VENUES

Meeting	Date	Time	Venue	Address	Relevant TPAP/EA Addenda Project
1	Tuesday, February 18, 2020	6:30 p.m. – 8:30 p.m.	Markham Village Community Centre	6041 Highway 7 Markham, ON L3P 3A7	<ul style="list-style-type: none"> Scarborough Junction Rail-to-Rail Grade Separation TPAP Stouffville Corridor Grade Separations TPAP New Track & Facilities TPAP
2	Wednesday, February 19, 2020	6:30 p.m. – 8:30 p.m.	Southshore Community Centre	205 Lakeshore Drive Barrie, ON L4N 7Y9	<ul style="list-style-type: none"> GO Rail Electrification Addendum Project Network Wide Structures Project
3	Monday, February 24, 2020	6:30 p.m. – 8:30 p.m.	Scarborough Civic Centre	150 Borough Drive Toronto, ON M1P 4N7	<ul style="list-style-type: none"> Scarborough Junction Rail-to-Rail Grade Separation TPAP Network-Wide Structures Project
4	Monday, February 24, 2020	6:30 p.m. – 8:30 p.m.	Aurora Community Centre	1 Community Centre Lane Aurora, ON L4G 7B1	<ul style="list-style-type: none"> Stouffville Corridor Grade Separations TPAP Scarborough Junction Rail-to-Rail Grade Separation TPAP
5	Tuesday, February 25, 2020	6:30 p.m. – 8:30 p.m.	Evergreen Brick Works	550 Bayview Avenue Toronto, ON M4W 3X8	<ul style="list-style-type: none"> New Track and Facilities TPAP
6	Wednesday, February 26, 2020	6:30 p.m. – 8:30 p.m.	Central Recreation Centre	519 Drury Lane Burlington, ON L7R 2X3	<ul style="list-style-type: none"> New Track and Facilities TPAP
7	Wednesday, February 26, 2020	6:30 p.m. – 8:30 p.m.	Metropolitan Centre	3840 Finch Avenue East Toronto, ON M1T 3T4	<ul style="list-style-type: none"> Stouffville Corridor Grade Separations TPAP Scarborough Junction Rail-to-Rail Grade Separation TPAP
8	Thursday, February 27, 2020	6:30 p.m. – 8:30 p.m.	Lucie & Thornton Blackburn Conference Centre at George Brown College	80 Cooperage Street Toronto, ON M5A 0J3	<ul style="list-style-type: none"> Scarborough Junction Rail-to-Rail Grade Separation TPAP New Track and Facilities TPAP
9	Saturday, February 29, 2020	11:30 a.m. – 1:30 p.m.	Vaughan City Hall	2141 Major Mackenzie Drive West, Vaughan, ON L6A 1T1	<ul style="list-style-type: none"> Stouffville Corridor Grade Separations TPAP Scarborough Junction Rail-to-Rail Grade Separation TPAP
10	Saturday, February 29, 2020	11:30 a.m. – 1:30 p.m.	Abilities Centre	55 Gordon Street Whitby, ON L1N 0J2	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track & Facilities TPAP Vegetation Removal and Compensation Program

Display Boards/Panels

Informational Display Boards/Panels presented project information. Some boards included a QR code that linked to the respective project webpage. 61 display boards were presented during Round One Public Meetings, including a land acknowledgement board. Depending on the meeting location, boards that contained locally significant information were displayed around the room, and the remainder of the boards was available to participants that were interested in learning about proposed infrastructure not within their municipality.

Comment sheets (see **Appendix P4**) were provided to all attendees as the primary mechanism for submitting comments and feedback on the project, and a summary report was prepared to document the sessions (see **Appendix P4**). This report outlined how stakeholders were engaged prior to and during meetings, how and what content was presented, meeting attendance, and the types of feedback that was received.

A total of 61 display boards were presented covering the following content:

- Overview of the OnCorr Program
- System Wide New Track and Facilities TPAP Projects Overview
- New Track and Facilities TPAP Process
- Proposed New/Upgraded Track Infrastructure at Lakeshore West, Lakeshore East, Kitchener, Barrie, Stouffville, and Richmond Hill Corridors
- Layover Facilities – Associated Infrastructure, Facilities and Access
- Scarborough Junction Grade Separations TPAP
- Stouffville Grade Separations TPAP
- Anticipated TPAP Timeline
- Network-Wide Structures Project
- Updates on Network Technical Studies:
 - Noise and Vibration
 - Air Quality
 - Vegetation Management Program
 - Heritage and Archaeology
 - Natural Environment

Printed copies of the display boards/panels were made available to meeting attendees upon request and were also available online at the Project website. A copy of all the display boards/panels are provided in **Appendix P4**.

Information Sheets

A series of Information Sheets were provided during Round One that included updates on system-wide studies and Metrolinx's approaches and policies for a number of topics including:

- Benefits of GO Expansion
- Heritage Conservation
- Vegetation Removal and Compensation Program
- Electromagnetic Fields (EMF) / Electromagnetic Interference (EMI) Effects and Mitigation
- Grade Separations
- New Approach to Construction Management

A copy of the information sheets are provided in **Appendix P4**.

Roll Plans

Roll plans were used to show the proposed infrastructure for the New Track and Facilities TPAP. A QR code was added on each roll plan to allow participants to access the maps digitally using their devices. In total, 7 roll plans were presented for the New Track and Facilities TPAP which were corridor specific and included information on proposed infrastructure along each of the Richmond Hill, Barrie, Kitchener, Lakeshore East, Lakeshore West, Stouffville and USRC corridors. A copy of the roll plans are provided in **Appendix P4**.

Summary of Public Meetings

Over the course of the 10 meetings hosted during Round One, a total of 450 participants signed-in at the welcome kiosk and 560 attended. Of those 560 participants, 301 indicated they would like to receive updates regarding the New Track and Facilities TPAP and GO Expansion (approximately 54% of all those who signed-in). A total of 134 comment forms, 12 e-mails, 3 letters were received, and 26 comments were submitted through the Metrolinx Engage 'Ask A Question' Page including questions regarding the display board content, general GO Expansion-related inquiries, and questions regarding other Metrolinx TPAPs. Comments related to the New Track and Facilities TPAP, and how they have been addressed, have been summarized in Table 8-5.

City of Markham Public Meeting – February 18, 2020

Approximately 80 individuals attended the Public Meeting, including 56 that signed-in at the door. The meeting took place at the Markham Village Community Centre, in Markham. There were 16 comment forms submitted at the Public Meeting and another 3 submitted following the meeting. Councillor Reid McAlpine (Markham Ward 3); MPP Billy Pang (Markham-Unionville); members of the Unionville Residents Association, Agincourt Village Association, and Markham Village Sherwood Conservation Area Residents Association; City of Markham and York Region Transit staff and local media were also in attendance.

Participants were interested in learning about GO Expansion and infrastructure proposed to be built in the City of Markham, York Region, and Scarborough. Common questions, comments, and concerns included: anticipated timelines for planned service increases; anticipated construction timelines for proposed infrastructure; electrified train service and operations; road congestion due to construction; lack of parking at GO stations; implementing whistle cessation across the GO rail network; perceived lack of safety measures at existing level crossings (particularly at Highway 7); potential noise and vibration impacts due to proposed infrastructure; potential property impacts due to the proposed infrastructure; details about the proposed air, noise, and vibration mitigation measures; Vegetation Removal and Compensation Program; and previous Metrolinx project on Snider Street.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Concerns about increased noise impacts for residents living near rail tracks;
- Potential property impacts; and
- Cost and timeline associated with the Project.

Many participants noted they were looking forward to reviewing the anticipated effects and mitigation measures in the next round of consultation. Several participants expressed support for the reduction of greenhouse gas emissions due to electrification.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-2 MEETING IN MARKHAM - FEBRUARY 18, 2020

City of Barrie Public Meeting – February 19, 2020

Approximately 40 individuals attended the Public Meeting, including 32 who signed-in at the door. The meeting took place at the Southshore Community Centre, in Barrie. Nine (9) comment forms were received at the Public Meeting. Staff from the City of Barrie and Town of Innisfil, and a representative from MPP Andrea Khanjin (Barrie-Innisfil)'s office were also in attendance.

Participants said the meeting was informative and staff were knowledgeable and helpful. Participants also expressed that they are looking forward to the next round of Public Meetings with more details about GO Expansion.

Overall, participants were supportive of and excited about planned service increases to and from Barrie. Common questions, comments, and concerns included: details on proposed infrastructure; potential property and natural heritage impacts, and anticipated timelines for completing GO Expansion and the proposed electrified rail service. Some participants also inquired about the potential for expanding existing parking lots at GO stations, whether there are plans for developing a new GO stations in Innisfil, and opportunities for transit-oriented development (TOD) at GO stations. Participants were also interested in the future of the GO bus service, and other Metrolinx projects across the region.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Project schedule including timeline for construction, service increases, construction for proposed infrastructure, double tracking, electrification, and tree removals;
- Timeline for double tracking on the Barrie corridor.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-3 PUBLIC MEETING IN BARRIE – FEBRUARY 19, 2020

Scarborough South Public Meeting – February 24, 2020

Approximately 80 individuals attended the Public Meeting, including 68 who signed-in at the door. The meeting took place at the Scarborough Civic Centre, in Scarborough. There were 32 comment forms received at the Public Meeting. Toronto Councillor Thompson (Ward 21, Scarborough Centre) and City of Toronto staff were also in attendance.

In general, participants said they found the meeting information and staff were knowledgeable. Some participants suggested having Metrolinx's Property Acquisition team present at the next round of Public Meetings.

Overall, participants were engaged and supportive of GO Expansion. Common questions, comments, and concerns included: planned service increases; P3 procurement model; anticipated project and construction timelines; integration with TTC services; and other Metrolinx projects; potential property acquisition and other property impacts. Several residents that received property owners' letters from Metrolinx were interested in learning about potential property impacts on Aylesworth Avenue. Participants provided a range of feedback on the proposed bridge and tunnel options for Havendale Road and Corvette Avenues.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Proposed procurement model for constructing and maintaining the newly proposed Don Valley and Unionville layover facilities;
- Concerns over potential conflict between the planned VIA Rail High Frequency Rail Project and the Don Valley Layover facility; and
- Multiple questions on anticipated timeline for construction and electrification of the Richmond Hill corridor.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-4 PUBLIC MEETING IN SCARBOROUGH - FEBRUARY 24, 2020

Town of Aurora Public Meeting – February 24, 2020

Approximately 80 individuals attended the Public Meeting, including 73 who signed-in at the door. The meeting took place at the Aurora Community Centre, in Aurora. There were 17 comment forms received at the Public Meeting. Councillors Wendy Gaertner, Sandra Humfryes and Rachel Gilliland; members of the Town Park Area Residents Ratepayers Association, and Aurora Village Co-op; York Region staff; and a reporter from local newspaper, The Auran, were also in attendance.

Overall, participants found staff knowledgeable and helpful, and were interested in seeing more details on the results of the environmental studies at the next round of Public Meetings. Some participants suggested having the meeting materials focus on infrastructure proposed in Aurora.

Participants were engaged and supportive of GO Expansion. Common questions, comments, and concerns included: anticipated timeline for planned service increases; anticipated GO Expansion construction and operation timelines; property acquisition process; construction impacts associated with the proposed Wellington Street grade separation; traffic impacts associated with proposed construction, increased noise and vibration impacts due to planned service increases; lack of commuter parking at GO stations; and tree removals and compensation.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Concerns about possible increase in noise and vibration levels as a result of the planned service increases;
- Questions about planned noise wall locations and potential impacts;
- Inquires about anticipated timeline for double tracking on the Barrie corridor; and
- General questions on the TPAP/EA process.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-5 PUBLIC MEETING IN AURORA - FEBRUARY 24, 2020

Don Valley Public Meeting – February 25, 2020

Approximately 35 individuals attended the Public Meeting, including 25 who signed-in at the door. The meeting took place at the Evergreen Brickworks, in Toronto. There were 7 comment forms received at the Public Meeting. Staff from the City of Toronto and Evergreen Brickworks also attended the meeting.

Overall, participants were engaged and supportive of GO Expansion. Common questions, comments, and concerns included: anticipated timeline for planned service increases; types of procurement proposed for each project; utilization of the Don Branch and the opportunities to improve access between the Union Station Rail Corridor (USRC) and other GO rail corridors; proposed plans for flood mitigation at the proposed Don Valley Layover site; involvement of non-profits in the Vegetation Removal and Compensation Program; process for tracking vegetation compensations; service integration with other transit service providers; and potential construction impacts due to the proposed Don Valley Layover facility.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- General questions on the Project's proposed procurement model;
- General questions on the TPAP/EA process;

- Support for utilizing the Don Branch for the planned Don Valley Layover;
- Inquires about opportunities for using shared facilities at the Don Valley layover;
- Concerns about potential construction impacts on the existing Don River trail; and
- Inquires about the proposed timeline for proposed bridges work at and around the proposed Don Valley Layover facility.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-6 PUBLIC MEETING IN TORONTO - FEBRUARY 25, 2020

City of Burlington Public Meeting – February 26, 2020

Approximately 30 individuals attended the Public Meeting, including 27 that signed-in at the door. The meeting took place at the Central Recreation Centre, in Burlington. There were 5 comment forms received at the Public Meeting. Staff from Sun Chemicals Plant and developers for the planned townhouses on Glendor Avenue; and City of Burlington and City of Mississauga staff were also in attendance.

Overall, participants were engaged and supportive of GO Expansion and planned service increases. Common questions, comments, and concerns included: anticipated timeline for electrification, potential impacts due to the proposed Beach Layover facility including impacts on surrounding properties due to planned service increases; concerns about potential noise, vibration, and visual impacts; potential employment and job creation opportunities. Some participants suggested increasing the number of mailed Public Meeting notifications in the City of Burlington and adding more information about the proposed Beach Layover facility on the project website.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Lack of public notices for round one public meetings;
- Participants found the Project website hard to navigate and information not clear;
- Concerns about Beach Layover included:
 - Potential visual impacts on future planned development near the proposed Beach Layover facility;
 - Anticipated construction timeline;
 - Potential noise impacts due to the proposed train wash facility at Beach Layover;
 - Potential construction impacts and mitigation measures for shunting noise from trains;
 - Various questions about anticipated project timelines including construction timeline for the planned track and signals work;
 - Potential impacts on existing employment in the area due to the proposed Beach Layover facility; and
 - Potential impacts on the City of Burlington's employment density targets set by the Province since the proposed site is currently zoned as employment.

It should be noted that the Beach Layover facility is no longer part of the scope of the New Track and Facilities TPAP. Two potential sites were previously under consideration and presented to the public during Round One and Round Two: The Beach and Walkers Line Layover sites, both of which are within the City of Burlington. It has since been determined that the Walkers Line site is the preferred location to host the proposed layover facility on the Lakeshore West Corridor. This decision was made after consulting with the public and other stakeholders throughout 2020, and after completing a number of studies to assess potential impacts to the environment.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-7 PUBLIC MEETING IN BURLINGTON - FEBRUARY 26, 2020

Agincourt Public Meeting – February 26, 2020

Approximately 25 individuals attended the Public Meeting, including 20 individuals who signed-in at the door. The meeting took place at the Metropolitan Centre, in Scarborough. There were 5 comment forms received at the Public Meeting. City of Toronto Councillor Jim Karygiannis (Ward 22), members of the Agincourt Village Community Association, and City of Toronto staff were in attendance.

Overall, participants were engaged and supportive of GO Expansion and planned service increases. Common questions, comments, and concerns included: potential impacts of proposed infrastructure; anticipated construction timelines and potential impacts; options for enhancing existing safety measures at level crossings; noise mitigation; and other suggestions for service improvements. Participants also shared a range of opinions proposed on the Havendale Road.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.



FIGURE 8-8 PUBLIC MEETING IN AGINCOURT - FEBRUARY 26, 2020

Downtown Toronto Public Meeting – February 27, 2020

Approximately 40 individuals attended the Public Meeting, including 30 individuals who signed-in at the door. The meeting took place at George Brown College, Downtown Campus, in Toronto. There were 7 comment forms received at the Public Meeting. MPP Suze Morrison (Toronto-Centre) and City Toronto staff were in attendance. Representatives of the Union Station Rail Corridor (USRC) East Community Advisory Committee (CAC) attended and expressed concerns about idling trains, neighbourhood impacts, and about vegetation removal. Members of the local media, specifically authors and transit bloggers were also in attendance.

Overall, participants were engaged and supportive of GO Expansion and planned service increases. Common questions, comments, and concerns included: anticipated timeline for electrification; Vegetation Removal and Compensation Program; flood protection on the Richmond Hill corridor and at the proposed Don Valley Layover site; potential EMF/EMI impacts associated with electrification; potential air quality impacts; potential conflicts between VIA Rail HFR plans and the proposed Don Valley Layover facility; potential new GO stations; and the Ontario Line. There were also a few suggestions to host Public Meetings to present all local planned and proposed transit projects within Downtown Toronto.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Coordination with Via Rail plans for High Frequency Rail (HFR) at the Don Branch and potential conflicts with the proposed Don Valley Layover;

- Concerns about flood mitigation on the Richmond Hill corridor;
- Concerns about potential disruptions to the Lower Don trail due to construction of the proposed access road;
- Concern about potential EMI/EMF impacts on commercial buildings and businesses located along tracks proposed for electrification especially data centres, trading floors, etc.; and
- Councillor Morrison expressed concern about diesel trains operating in Cabbagetown and Regent Park and reasons behind having only a portion of Richmond Hill corridor electrified.



FIGURE 8-9 PUBLIC MEETING IN DOWNTOWN TORONTO - FEBRUARY 27, 2020

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.

Town of Whitby Public Meeting – February 29, 2020

Approximately 120 individuals attended the Public Meeting, including 92 individuals who signed-in at the door. The meeting took place at the Abilities Centre, in Whitby. There were 24 comment forms received at the Public Meeting. Metrolinx’s Bowmanville Extension Project Team; Durham Region Chair and CEO John Henry; former Clarington Regional Councillor Willie Woo; members of the Whitby Active Transportation and Safe Roads Advisory Committee; Clarington staff; and, staff from the Snap’d and Toronto Star newspapers were also in attendance.

Overall, participants were interested in learning about GO Expansion but had attended the meeting primarily to learn about the proposed Bowmanville Extension Project. Common questions, comments, and concerns about the GO Expansion projects included: support for the planned service increases and infrastructure improvements; anticipated timeline for electrification and the type of future rail fleet; and other Metrolinx planned and proposed projects. Many participants thought the main purpose of the meeting was to provide information on the Bowmanville Extension Project, which was the subject of a major announcement in the days leading up to the meeting. No comments on studies or proposed infrastructure were received at this meeting. Participants inquired mostly about the Bowmanville Extension Project.

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.

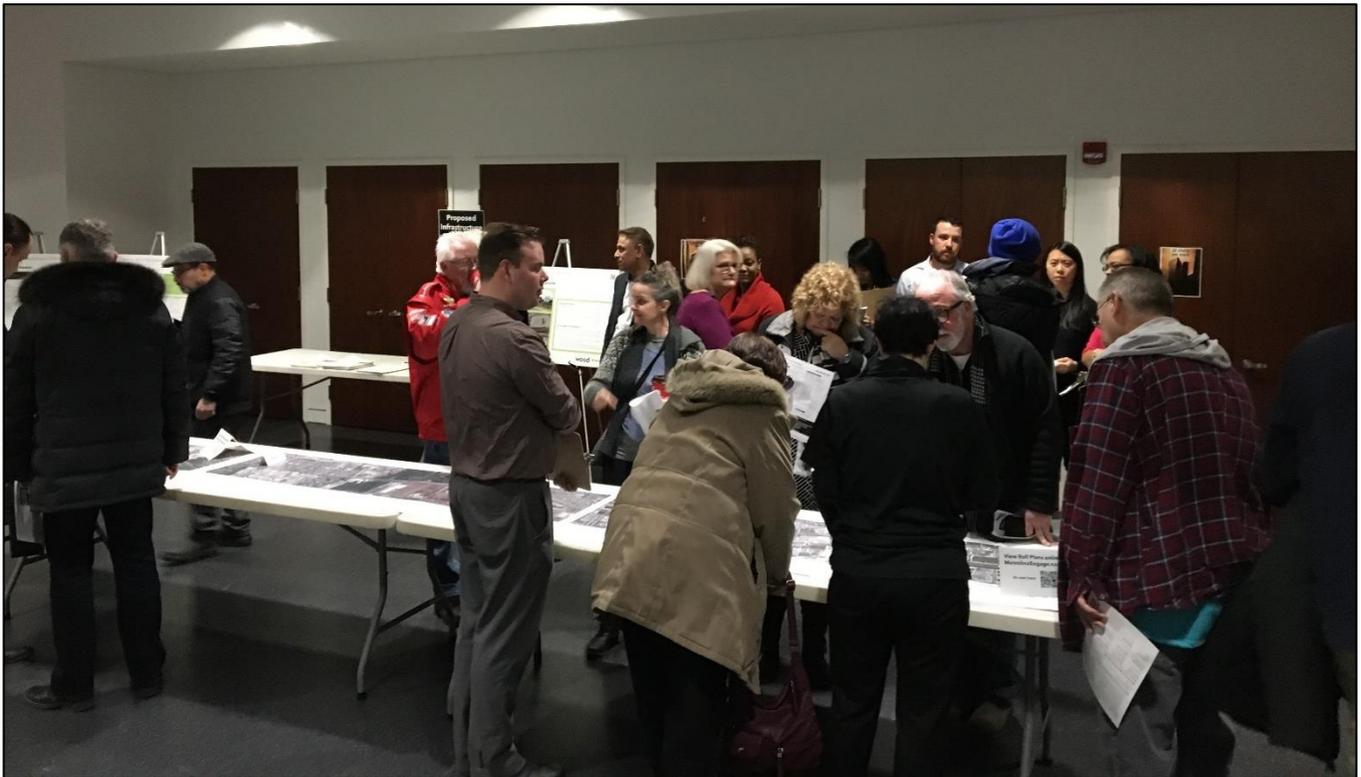


FIGURE 8-10 PUBLIC MEETING IN WHITBY - FEBRUARY 29, 2020

City of Vaughan Public Meeting – February 29, 2020

Approximately 30 individuals attended the Public Meeting, including 27 who signed-in at the door. The meeting took place at the Vaughan City Hall, in Vaughan. There were 8 comment forms received at the Public Meeting. Regional Councillor Gino Rosati; City of Vaughan Councillor Marilyn Iafate; representatives of the York Major Holdings Council and Canada-China Business Council were also in attendance.

Overall, participants were engaged and supportive of GO Expansion and the Electrification Program. Common questions, comments, and concerns included: proposed transit improvements to accommodate planned service increases; decreasing car dependency for station access; replacing old, noisy, diesel trains; anticipated construction timelines; potential impacts on businesses; vegetation removals; potential noise and vibration impacts; and proposed new GO stations.

Common questions, comments, and concerns relating to the New Track and Facilities TPAP included:

- Questions about the anticipated construction timeline and duration;
- Questions about the anticipated release date for the noise and vibration studies.



FIGURE 8-11 PUBLIC MEETING IN VAUGHAN - FEBRUARY 29, 2020

Appendix P4 provides detailed description of the feedback shared with Project staff at the meeting, as well as submitted comment forms.

Summary of Public Comments Received

Comments were received via a variety of communication channels prior to, and during, Round One Public Meetings. All comments were logged, and responses provided in the same format as the comment was received (i.e. a phone call was responded with a phone call, a mailed letter received a mailed written response, etc.).

The comment period for Round One Pre-Planning Phase public meetings was between February 18, 2020 and March 13, 2020. A total of 12 emails and 3 letters were received through the Project email account during the comment period.

Overall, 130 comment forms were submitted as part of the Round 1 Pre-Planning Phase Public Meetings. When a meeting attendee had a verbal comment, staff provided them with a comment form and encouraged them to write down their comments so that it could be formally addressed. Copies of the completed comment forms are included in **Appendix P4**.

Some of the feedback received was related to topics that were outside the scope of the New Track and Facilities TPAP or GO Expansion. The key themes of the comments/feedback received included but were not limited to the topics listed below. These have been categorized into “Related to New Track and Facilities TPAP Scope” and “Other Comments”.

Related to New Track and Facilities TPAP Scope:

- General support for the Project;
- Types of new facilities proposed under the TPAP (layovers and storage yard);
- Utilizing the Don Branch to service the proposed Don Valley Layover;
- Flood protection measures at the Don Valley Layover;
- Concerns related to potential conflicts with the proposed Don Valley Layover and VIA Rail’s proposal for High Frequency Rail (HFR);
- Noise and visual concerns related to the proposed Beach Layover;
- Potential impacts to local businesses and employment due to the proposed Beach Layover facility;
- Inquires related to anticipated construction timeline and duration;
- Inquires related to anticipated publish date for noise and vibration study; and
- Inquires related to EA process and timelines.

Other Comments

- General support for GO Expansion and planned service increases;
- Inquires about anticipated project and construction timelines;
- Comments about other ongoing Metrolinx projects (planned and in progress);
- Concerns about potential vibration levels associated with proposed service increases;
- Concerns related to noise from increased train service and whistling;
- When/where new GO stations will be implemented;
- Concerns about potential noise, vibration, parking, traffic, and construction impacts due to the proposed infrastructure;
- Concerns about potential project specific property impacts;
- Interest in seeing the results of environmental and technical studies at the next round of Public Meetings;
- Anticipated train technology for the future rail fleet;
- Potential property impacts and anticipated timelines for GO Expansion;
- Vegetation and tree removal and compensation;

- Inquires about the P3 (Public Private Partnerships) procurement model;
- Concerns about potential property acquisitions and evaluations; and
- Potential electromagnetic fields (EMF) and electromagnetic interference (EMI) impacts to local businesses and residents.

Overall, positive feedback for the New Track and Facilities TPAP was expressed by the public, with a consensus that most participants were interested in learning about the types of new facilities proposed under the TPAP (layovers and storage yard), the importance of the proposed facilities, and site selection process. Some participants were supportive of utilizing the Don Branch to service the proposed Don Valley Layover facility. Participants also inquired about whether Metrolinx is proposing any flood protection measures at the Don Valley Layover facility site; whether the proposed Layover will result in any conflicts with VIA Rail's proposal for High Frequency Rail (HFR); potential noise and visual effects that may result from the proposed Beach Layover facility; and potential impacts to local businesses and employment due to the proposed Beach Layover facility.

Table 8-5 summarizes the key issues/comments/questions related to the New Track and Facilities TPAP that were raised by the public as part of the Round One Pre-Planning public consultation, and how they were considered by Metrolinx. Copies of all public comments received can be found in **Appendix P7**.

TABLE 8-5 SUMMARY OF PRE-PLANNING PHASE - ROUND ONE PUBLIC COMMENTS RECEIVED (FEBRUARY 2020 – JUNE 2020)

ID	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
1	Via Email	Impact Assessment - Noise and Vibration	Various concerns about noise pollution resulting from train whistles at level crossings and lack of messaging/information on this matter. As well, lack of noise experts presents at Public Meetings to respond to these questions.	<ul style="list-style-type: none"> In 2017, Metrolinx completed the GO Rail Electrification TPAP that evaluated areas where noise mitigation would be needed for the planned 15-minute electrified service. Since 2017, there has been a lot of planning work done to determine the service levels and infrastructure needed to meet future passenger demand. Currently, Metrolinx is undergoing System Wide Noise Studies to reassess noise modeling. We recognize that train whistles are loud, but Metrolinx follows the Federal Canadian Railway Operating Rules to sound the whistles in the interest of public safety. Sounding whistles, their volume and frequency are federally regulated by Transport Canada Whistle cessation is a municipal led process. In the past, Metrolinx has successfully worked with municipalities to implement whistling cessation where requested. The City of Markham just completed this process for 13 level crossings, and you can read about it here - https://www.cbc.ca/news/canada/toronto/markham-mandatory-train-whistling-level-crossings-1.5474675. I encourage you to reach out to the Town of Newmarket Elected Officials to discuss whistle cessation.
2	Via Email	Impact Assessment – EM/EMF	Various concerns about potential EMI/EMF impacts on adjacent properties and proposed mitigation measures.	<ul style="list-style-type: none"> An Electromagnetic Interference/Electromagnetic Fields (EMI/EMF) Impact Assessment was conducted as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP), which was approved in 2017. It assessed the impacts of converting six GO-owned rail corridors from diesel to electric propulsion, including: Union Station Rail Corridor, Lakeshore West Rail Corridor, a portion of the Kitchener Corridor, Barrie Rail Corridor, Stouffville Rail Corridor, and Lakeshore East Rail Corridor. The Impact Assessment study determined that no adverse effects were anticipated due to the installation of the electrified system/facilities. Notwithstanding this, once the electric rolling stock has been determined during detailed design, additional EMI/EMF testing and verification will be completed to confirm the initial findings and establish any required mitigation measures. Additionally, no impacts are expected to adjacent properties with regards to power surges or impacts to other services such as telecommunications. Please note that the full Electrification TPAP Environmental Project Report is available online at http://www.metrolinx.com/en/electrification/electric.aspx Metrolinx is currently completing an additional EMI/EMF analysis for electrification of the Richmond Hill rail corridor, which was not assessed during 2017. This involved taking scans to establish baseline conditions prior to electrification. The study determined that, similar to the findings from 2017, no EMI/EMF impacts are anticipated; although these findings will be verified through additional study during detailed design. The complete EMI/EMF Impact Assessment Report for Electrification of the Richmond Hill corridor will be shared publicly once Metrolinx issues the Notice of Commencement for the New Track and Facilities TPAP.
3	Via Email	Construction and Facility Siting – Facility Locations	Various concerns about the proposed Don Valley Layover facility including: <ul style="list-style-type: none"> Flooding concerns at the Don Valley Proximity to Environmentally Sensitive Area Proximity to existing pedestrian trail Proposed location of access road Proposed layover location Future consultation opportunities 	We can confirm that this communication has been shared with the New Track and Facilities Transit Project Assessment Process (TPAP) project team. Per your request, please see below and attached for some information on several topics related to the proposed Don Valley Layover that can be shared in any future responses: <ul style="list-style-type: none"> Flooding concerns <ul style="list-style-type: none"> Metrolinx is undertaking a preliminary stormwater management assessment to identify potential impacts to the Lower Don River and future steps/mitigation measures. Metrolinx is also undertaking the Don Valley Flood Mitigation Study to assess impacts of flooding along the Richmond Hill Corridor within the Don Valley. It is anticipated that design of infrastructure within the Don Valley will consider flood mitigation measures; to be determined during detailed design by Project Co. Metrolinx is working with the City of Toronto through the TAC process to minimize impacts, including erosion, drainage, stormwater management and flooding. Environmentally Sensitive Area <ul style="list-style-type: none"> Although Metrolinx is not subject to municipal permits and approvals, Metrolinx's policy is to adhere to the intent of the relevant permits and approvals to the extent possible. Metrolinx is in discussions with the City of Toronto through our Technical Advisory Committee to try and minimize impacts to adjacent uses where possible. Existing pedestrian trail <ul style="list-style-type: none"> The designs presented thus far are preliminary and continue to be optimized to minimize impacts to surrounding uses as much as possible. Access road <ul style="list-style-type: none"> Metrolinx is looking to ensure access at all times during construction. Note there might be altered access in some areas for some portions of time during construction. Metrolinx is working with the City of Toronto through the Technical Advisory Committee process to minimize impacts, including erosion, drainage, stormwater management and flooding. Proposed layover location <ul style="list-style-type: none"> The proposed layover will need to be in proximity to Union Station in order to relieve congestion After hearing feedback from the URSC community, we are looking to avoid impacts to the USRC corridor Consultation Opportunities <ul style="list-style-type: none"> While public consultation is ongoing during the course of the project, there will be more opportunities for the public to review the proposed layover design at meetings planned later this year.

ID	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
4	Metrolinx Engage	Construction and Facility Siting – Facility Locations	At the top left of the map in the newsletter you can see Sun Chemical; this is a large plant that has been in this area for many years. Apart from the disruption of operations and re-location of staff, this is a chemical plant; what would happen to the chemicals during relocation and subsequent excavation? How safe is this? How close to sewage lines, underground springs, the water table, etc. would the demolition and excavations be? Also, we're curious as to whether or not soil samples would have been taken and analyzed prior to the proposal and proposed site excavation.	Environmental Site Assessments are underway at the proposed Beach Layover site to identify and characterize potential areas of contamination and their extent. Any excess soil would be tested to determine its appropriate waste classification prior to proper disposal. Utilities and Hydrogeological (groundwater) investigations are also underway to identify and mitigate potential impacts resulting from the construction and operation of the layover facility as it relates to potential utility conflicts and groundwater contamination. Metrolinx will ensure due diligence activities, including soil sampling, are conducted prior to any construction.
5	Metrolinx Engage	Impact Assessment - Noise and Vibration	The noise and lights and dirt/dust during leveling and preparation of the site would be horrendous. How many trucks and people would be involved? How would this impact residents/businesses and traffic in the whole of Burlington? During what times would the work take place? What noise level should we expect when all these trains go onto the 16 tracks? How would this noise impact area residents and area businesses (not forgetting the fire station on Fairview) Electric trains are very noisy - in quantity they could be heard many blocks away.	<p>Metrolinx has developed a new approach to construction management that requires contractors to develop a Construction Staging and Laydown Area Plan for areas where they are proposing to work. The Plan will be based on best practices and will help to:</p> <ul style="list-style-type: none"> Minimize pollution, including air, noise, vibration, and light; Minimize impact on trees, vegetation, and local ecosystems; Minimize traffic impacts for trains, cars, pedestrians, and cyclists; Minimize visual / aesthetic impacts; and <p>Stay on time and within budget.</p> <p>For more information on the new approach please refer to the information sheet found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_6_-_construction_mgmt_-_final2.pdf and a recent article on the Metrolinx blog, found here: https://blog.metrolinx.com/2020/03/25/getting-past-dirt-and-dust-during-critical-transit-development-how-metrolinx-will-tackle-future-go-expansion-projects-in-your-neighbourhood/</p> <p>For operational train noise, Metrolinx is undergoing system-wide noise studies to identify impact and explore ways of mitigating noise by:</p> <ul style="list-style-type: none"> Proposing to electrify 7 rail corridors (Lakeshore East, Lakeshore West, Kitchener, Stouffville, Richmond Hill, Barrie, and Union Station Rail Corridor) to the maximum extent possible: <ul style="list-style-type: none"> Electric trains are quieter than diesel trains currently used at speeds less than 100 km/hr. Implementing silencers/mufflers on all existing diesel locomotives over a 5-year period. This could reduce noise by 6 dB at the highest throttle setting. <p>Regarding the comment on potential traffic impacts, Metrolinx is currently in the process of conducting a traffic study to assess potential effects the proposed layover may have on existing roads and intersections within 100 meters of the study area. Results of this study and other studies will be available at upcoming public meetings.</p>
6	Metrolinx Engage	Impact Assessment – Land Use and Socioeconomic	The proposed layover would alter the City's projected employment area site and also the willingness of people to buy into new developments alongside. This area is ripe for development of upscale multiple residential units; Burlington would get many more benefits and more money accommodating property development and future residents than a large unsightly noisy Metrolinx layover.	<ul style="list-style-type: none"> The layover site is proposed in an employment/industrial area, surrounded by the rail corridor and various mixed-use buildings. It is not expected to conflict with City of Burlington zoning given existing land uses in the vicinity of the site. Metrolinx is currently in the process of conducting a socio-economic and land use study to understand current and future conditions and assess potential effects the Project may have on existing land uses within 100 meters of the study area. Results of this study and other studies will be available at upcoming public meetings.
7	Metrolinx Engage	Vegetation Removal and Compensation	Environmentally, the loss of green space and trees would affect air quality and these trees couldn't be replaced because of tracks. The smell and dust would be atrocious.	<ul style="list-style-type: none"> Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social, and economic services. Vegetation and tree removal will happen only where there is a GO Expansion requirement to ensure safe delivery and operation of the new infrastructure required to support electrification and increase service levels. The Metrolinx Vegetation Removal and Compensation Program ensures that all trees, including those at the proposed Beach layover site, are replaced on a 1-for-1 basis, at a minimum. For more information, please review the Vegetation Removal and Compensation Program information sheet found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_3_-_vegetation_-_final.pdf Metrolinx is currently in the process of conducting a system-wide air quality study to assess the local air quality impacts from the Project. This assessment involves detailed computer modelling of potential local air quality impacts under predictable worst-case conditions. Results of this study and other studies will be available at upcoming public meetings.
8	Metrolinx Engage	Construction and Facility Siting – Facility Operations	Would maintenance be undertaken when the trains are in layover? If so, how many people would be involved with this? When would maintenance be done? How much extra wear on Burlington roads is involved and who would cover the cost? How many bright lights would be required to illuminate the tracks and how would this impact area residents and area businesses? When would all these trains enter or leave the 16 tracks to meet the 'train every 15 minute' schedule? Early morning? Late night?	<ul style="list-style-type: none"> The proposed Beach layover facility is intended to be a Progressive Maintenance site. This includes activities such as washing locomotives and rolling stock, emptying waste tanks, and other minor activities that allow GO trains to operate daily. The operating hours have yet to be determined and the number of Metrolinx employees involved in this operation will depend on operational requirements. No heavy maintenance is proposed at this location. Site lighting will be designed in such a way as to reduce light trespass onto adjacent properties, to the extent possible. The exact timing of when trains may enter and leave the facility has yet to be determined and will be reflective of operational needs.

ID	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
9	Metrolinx Engage	Construction and Facility Siting – Facility Location	Is Metrolinx looking at any other sites? Wouldn't Hamilton, the steel city, be a better proposition?	<p>The proposed Beach Layover facility is intended to provide train storage and progressive maintenance, provide opportunities to reconfigure trains for off-peak service and serve as the terminus of electrification of the corridor, which ends at Burlington GO Station per the approved Electrification TPAP, 2017.</p> <ul style="list-style-type: none"> The proposed location for the Beach Layover facility was selected based on the following: <ul style="list-style-type: none"> The site is within close proximity to the Burlington GO Station. The location is currently serviced by existing utility connections. At approximately 40 acres, the site is large enough to accommodate all necessary infrastructure.
10	Metrolinx Engage	Construction and Facility Siting – Facility Location	<ul style="list-style-type: none"> Concerns about the recently released plans for the Richmond Hill corridor, which included the electrification of a portion of the corridor and a new layover facility at the Don Valley, and the impact of this proposed facility on VIA's plans to implement its High-Frequency Rail project, linking Toronto, Ottawa, Montreal, and Quebec City by restoring service to a previously abandoned corridor, separate from the current Lakeshore Line. VIA's project is expected to use the Don Subdivision to connect between Union Station and the current CP tracks, but the new GO plans show the Don Sub track being taken over for a layover siding, making no provision for through service by VIA. Removing this connection for the sake of a single-track layover facility is very shortsighted - HFR is a project of national importance, and every effort should be taken for GO and VIA to work together to support rail transit collectively in Ontario and Canada. 	<ul style="list-style-type: none"> The proposed Don Valley Layover Facility will be utilizing the Don Branch, which is currently owned by Metrolinx but has no service running on it. This Don Valley Layover site is essential for Metrolinx's operations as it will allow trains to quickly and efficiently drop passengers at Union Station and allow for improved movement and reduced congestion. The site is ideally located in proximity of Union Station to allow for off-peak train storage on Metrolinx's existing property. In addition to this the train services on the Don Branch are limited by the level of rehabilitation required to restore the historic Half Mile Bridge (over Bayview Ave, Bala Subdivision, Don River, and Don Valley Parkway). Subsequent to design funding by the Canada Infrastructure Bank, a Joint Project Office (JPO) is being established in 2020 to progress the design and cost estimates for VIA Rail's High Frequency Rail proposal. Metrolinx and VIA Rail are working together on this matter and will seek to maximize the public benefit of infrastructure investments. Metrolinx has shared its plans for the Don Valley Layover and the New Track and Facilities TPAP Project with all Federal Railway agencies, including VIA Rail, as part of the TPAP consultation efforts. We will continue to work with VIA Rail and the Canada Infrastructure Bank as they advance their planning and detailed design for High Frequency Rail. As a Provincial agency, Metrolinx strives to engage all its stakeholders to ensure projects are completed to the satisfaction of its customers and the residents of Ontario. We appreciate the feedback and commentary from the public and encourage this positive dialogue.
11	Metrolinx Engage	Construction and Facility Siting – Facility Location	<ul style="list-style-type: none"> While I appreciate the need for facilities to enable the planned GO expansions, we would be much better served as a community if these facilities would be in Hamilton. Hamilton wants/needs the service and we cannot afford to park all of the Hamilton commuters at our Burlington Stations or have all of that traffic on our already clogged commuter roads. I would really like to see a give back to the community of Burlington for the imposition of a rail shunting yard in the middle of our city if this really is the best possible solution. Burlington is a city dissected by railways and highways. Any further rail or road infrastructure in our city seems like it would not be an addition to the connectivity of our city for people who want to use active transportation to avoid the clogged roads. 	<ul style="list-style-type: none"> The proposed Beach Layover facility will allow us to be more flexible and where and when we store trains reducing congestion on the Lakeshore West corridor. There is a portion of the Lakeshore West Corridor beyond Burlington that is not owned by Metrolinx. The portion of corridor in Hamilton is an important one to our freight partners, and we will continue to work with them as we improve service across our network. Due to track ownership the facility will act as the terminus of electrification on the Lakeshore West corridor planned to end at Burlington GO Station. The proposed layover facility is required for Metrolinx to expand GO Rail service across the network. The new services will provide customers with more options that will allow them to travel where they need to when they need to. We are currently undergoing an Impact Assessment that will be available for public comment during future consultation that includes a land use study.
12	Metrolinx Engage	EA Process - Consultation	<ul style="list-style-type: none"> General inquiry about why they did not receive a copy of the Public Meetings notification in the mail. 	<ul style="list-style-type: none"> We do our best to ensure that residents are made aware of our meetings including delivering notice to residents within 100 meters of the rail corridor, newspaper advertisements and email distribution. If you are interested in staying up-to-date, we can add you to the regional newsletter and you will provide notice of any upcoming meetings. Please let me know and I will be sure you are included. The materials Metrolinx presented at the public meeting will remain available on Metrolinx Engage
13	Metrolinx Engage	EA Process – Public Meeting Materials	<ul style="list-style-type: none"> I found the roll plans confusing to read. In several places, new switches are shown, presumably connecting to new tangent track, but that track is nowhere to be seen, and in others, there are new switches drawn next to existing ones, and it's unclear if they are straight replacements or if they're additions meant to allow parallel crossover movements. Details like that are important, in the end, to understand how the track work is meant to handle planned service levels, and how much room there would be for expansion beyond those. I would much appreciate a plan of the proposed track work in a clearer format, such as a schematic drawing, or maybe a textual description of each new, changed or removed signal plant. 	<ul style="list-style-type: none"> In several cases our design shows switches connecting to track that is currently planned or under construction as part of early works and other Metrolinx projects. It is for this reason that some switches/track segments appear to abruptly end on the roll plans. The presented conceptual design represents only one way to achieve planned service levels. The placement of switches is subject to change during detail design and therefore caution is warranted when attempting to use the roll plans to understand how planned service levels will be accommodated.
14	Metrolinx Engage	General	<ul style="list-style-type: none"> When will construction begin? 	<ul style="list-style-type: none"> Construction is currently anticipated to begin in late 2022. Unfortunately, the anticipated date cannot be more specific than that at this time, as the procurement process is in progress. Metrolinx will provide more information to the public on construction timelines once the procurement process is complete and detailed design is underway.

ID	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
15	Metrolinx Engage	Construction and Facility Siting – Facility Location	<ul style="list-style-type: none"> The proposed Don Valley Layover Facility will use the Metrolinx-owned Don Branch. The Don Branch is also proposed to be used by VIA Rail Canada for its High Frequency Rail (HFR) project, which is currently in the planning phase. If the Metrolinx Layover facility is built, it seems like VIA will be blocked from using it to access CP Rail's Midtown corridor. My questions are: will the Don Valley Layover Facility prevent VIA HFR from using this corridor, and have VIA and Metrolinx discussed the impacts that this yard will have on the HFR project? 	<ul style="list-style-type: none"> Metrolinx has shared its plans for the proposed Don Valley Layover facility and the New Track and Facilities TPAP Project with VIA Rail as part of the TPAP consultation efforts. Metrolinx will continue to work with VIA Rail as they advance their planning for the High Frequency Rail Project. Metrolinx and VIA Rail are working together on this matter and will seek to maximize the public benefit of infrastructure investments.
16	Round 1 PICs (Beach Layover)	Construction and Facility Siting – Facility Location	<ul style="list-style-type: none"> I agree as to the need for the proposed layover and train storage yard near Burlington GO station. However, the City of Burlington faces a significant intensification challenge which does not appear to be helped due to the size of employment designated land to be consumed from either a jobs perspective or a number of residents' perspectives. Perhaps an understanding can be reached, that the density per hectare of the site can be removed from the City of Burlington's density target. How many jobs will the proposed development support? you should be able to determine by ratio of other facilities. 	<ul style="list-style-type: none"> The layover site is proposed in an employment/industrial area, surrounded by the rail corridor and various mixed-use buildings. It is not expected to conflict with City of Burlington zoning given existing land uses in the vicinity of the site. Metrolinx is currently in the process of conducting a socio-economic and land use study to understand current and future conditions and assess potential effects the Project may have on existing land uses within 100 meters of the study area. Results of this study and other studies will be available at upcoming public meetings.
17	Round 1 PICs (Beach Layover)	Construction and Facility Siting – Facility Locations	<ul style="list-style-type: none"> Concerns about late night noise pollution and hours of operations. Type of services vehicles can be used –creating noise. Air quality, dust and dirt being stirred up in the area. Suggestion to implement Sound walls, earth berm, trees, etc. to minimize noise to address these concerns. 	<p>Metrolinx has developed a new approach to construction management that requires contractors to develop a Construction Staging and Laydown Area Plan for areas where they are proposing to work. The Plan will be based on best practices and will help to:</p> <ul style="list-style-type: none"> Minimize pollution, including air, noise, vibration, and light; Minimize impact on trees, vegetation, and local ecosystems; Minimize traffic impacts for trains, cars, pedestrians, and cyclists; Minimize visual / aesthetic impacts; and Stay on time and within budget.
18	Round 1 PICs (Beach Layover)	Construction and Facility Siting – Facility Locations	<ul style="list-style-type: none"> Noise at night. Key time of moving trains will be when people are sleeping. Impact of noise on property value of the area. Also, the inconsistent presentation of noise (e.g., not consistent noise happens on and off can also be disruptive to sleep and mental health). Layovers should be in an area further away from residential homes (at least 5km). 	<p>Metrolinx continues to explore ways to minimize noise impacts by:</p> <ul style="list-style-type: none"> Proposing to electrify 7 rail corridors (Lakeshore East, Lakeshore West, Kitchener, Stouffville, Richmond Hill, Barrie, and Union Station rail corridor) to the maximum extent possible; Electric trains are quieter than diesel trains currently used at speeds less than 100 km/hr. Build noise barriers where they will reduce experienced sound levels by at least 5 dB (also subject to technical and cost considerations). Metrolinx is implementing silencers/mufflers on all existing diesel locomotives over a 5-year period. <p>This could reduce noise by 6 dB at the highest throttle setting.</p>
19	Round 1 PICs (Beach Layover)	Construction and Facility Siting – Facility Locations	<ul style="list-style-type: none"> Noise impact on approved residential development at 1335 Plains Road East, Burlington (townhouse development). Project is currently in the site plan approval stage. Would like to see noise barriers or other noise mitigation measures on Metrolinx property so residential uses will not be impacted. Also, wondering if the City will consider the residential area surrounding 1335 Plains Road East to be considered a Class 4 area under MOECC regulation. 	<p>Metrolinx continues to explore ways to minimize noise impacts by:</p> <ul style="list-style-type: none"> Proposing to electrify 7 rail corridors (Lakeshore East, Lakeshore West, Kitchener, Stouffville, Richmond Hill, Barrie, and Union Station rail corridor) to the maximum extent possible; Electric trains are quieter than diesel trains currently used at speeds less than 100 km/hr. Build noise barriers where they will reduce experienced sound levels by at least 5 dB (also subject to technical and cost considerations). Metrolinx is implementing silencers/mufflers on all existing diesel locomotives over a 5-year period. <p>This could reduce noise by 6 dB at the highest throttle setting.</p>
20	Round 1 PICs	Impact Assessment – EM/EMF	<ul style="list-style-type: none"> Request for information on proposed mitigation measures for EMI/EMF impacts for properties within proximity of proposed tracks. 	<ul style="list-style-type: none"> An Electromagnetic Interference/Electromagnetic Fields (EMI/EMF) Impact Assessment was conducted as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP), which was approved in 2017. It assessed the impacts of converting six GO-owned rail corridors from diesel to electric propulsion, including: Union Station Rail Corridor, Lakeshore West Rail Corridor, a portion of the Kitchener Corridor, Barrie Rail Corridor, Stouffville Rail Corridor, and Lakeshore East Rail Corridor. The Impact Assessment study determined that no adverse effects were anticipated due to the installation of the electrified system/facilities. Notwithstanding this, once the electric rolling stock has been determined during detailed design, additional EMI/EMF testing and verification will be completed to confirm the initial findings and establish any required mitigation measures. Additionally, no impacts are expected to adjacent properties with regards to power surges or impacts to other services such as telecommunications. Please note that the full Electrification TPAP Environmental Project Report is available online at http://www.metrolinx.com/en/electrification/electric.aspx Metrolinx is currently completing an additional EMI/EMF analysis for electrification of the Richmond Hill rail corridor, which was not assessed during 2017. This involved taking scans to establish baseline conditions prior to electrification. The study determined that, similar to the findings from 2017, no EMI/EMF impacts are anticipated; although these findings will be verified through additional study

ID	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
				during detailed design. The complete EMI/EMF Impact Assessment Report for Electrification of the Richmond Hill corridor will be shared publicly once Metrolinx issues the Notice of Commencement for the New Track and Facilities TPAP.
21	Round 1 PICs (Don Valley Layover)	Construction and Facility Siting – Facility Locations	<ul style="list-style-type: none"> Concerns about potential implications the proposed Don Valley Layover facility may have on the feasibility of VIA Rail's High Frequency Rail (HFR) Project. In its most recent published plans, VIA indicated use of the Don Branch to connect between Union Station and the CP mainline. The proposed layover plan appears to completely preclude the restoration of the Don Branch as a connecting track, as would be needed to support HFR. 	<ul style="list-style-type: none"> The proposed Don Valley Layover Facility will be utilizing the Don Branch, which is currently owned by Metrolinx but has no service running on it. This Don Valley Layover site is essential for Metrolinx's operations as it will allow trains to quickly and efficiently drop passengers at Union Station and allow for improved movement and reduced congestion. The site is ideally located in proximity of Union Station to allow for off-peak train storage on Metrolinx's existing property. In addition to this the train services on the Don Branch are limited by the level of rehabilitation required to restore the historic Half Mile Bridge (over Bayview Ave, Bala Subdivision, Don River, and Don Valley Parkway). Metrolinx has shared its plans for the Don Valley Layover and the New Track and Facilities TPAP Project with all Federal Railway agencies, including VIA Rail, as part of the TPAP consultation efforts. We will continue to work with VIA Rail and the Canada Infrastructure Bank as they advance their planning and detailed design for High Frequency Rail. As a Provincial agency, Metrolinx strives to engage all its stakeholders to ensure projects are completed to the satisfaction of its customers and the residents of Ontario. We appreciate the feedback and commentary from the public and encourage this positive dialogue.
22	Round 1 PICs (Don Valley Layover)	Construction and Facility Siting – Facility Locations	<ul style="list-style-type: none"> The access road to the staff facility will have significantly more traffic on it than the current maintenance roadway. It runs alongside the lower Don Trail with minimal separation about 300/400m north of the viaduct and the trail is close to the new facilities under viaduct itself. In both cases, the main concern would be including a clear separation feature between the trail and your new access and facility buildings. 	<ul style="list-style-type: none"> Access road <ul style="list-style-type: none"> Metrolinx is looking to ensure access at all times during construction. Note there might be altered access in some areas for some portions of time during construction. Metrolinx is working with the City of Toronto through the Technical Advisory Committee process to minimize impacts, including erosion, drainage, stormwater management and flooding. Proposed layover location <ul style="list-style-type: none"> The proposed layover will need to be in proximity to Union Station in order to relieve congestion After hearing feedback from the URSC community, we are looking to avoid impacts to the USRC corridor
23	Metrolinx Engage – 'Ask a Question' Page	Roll Plans	<ul style="list-style-type: none"> Thank you for posting roll plans for almost all of the corridors! To me that represents a big step forward compared to Metrolinx's past EA studies in terms of letting the public understand the scale of planned work. I found the plans confusing to read, however. In several places, new switches are shown, presumably connecting to new tangent track, but that track is nowhere to be seen, and in others, there are new switches drawn next to existing ones, and it's unclear if they are straight replacements or if they're additions meant to allow parallel crossover movements. And details like that are important, in the end, to understand how the track work is meant to handle planned service levels, and how much room there would be for expansion beyond those. I would much appreciate a plan of the proposed track work in a clearer format, such as a schematic drawing, or maybe a textual description of each new, changed or removed signal plant. 	<ul style="list-style-type: none"> In several cases our design shows switches connecting to track that is currently planned or under construction as part of early works and other Metrolinx projects. It is for this reason that some switches / track segments appear to abruptly end on the roll plans. Please be advised that the conceptual design we have presented represents only one way to achieve planned service levels. The placement of switches is subject to change during detail design and therefore caution is warranted when attempting to use the roll plans to understand how planned service levels will be accommodated."
24	Metrolinx Engage	Segment LSE-10 Mile 10.70 to Mile 11.20 Retaining Wall at Oshawa GO Station	<ul style="list-style-type: none"> We are the owners and managers of property located within proximity of the proposed retaining wall in Whitby. The Segment LSE-10 Mile 10.70 to Mile 11.20 Retaining Wall at Oshawa GO could have a negative effect on our property. Any expansion of the Oshawa station could also have a negative effect on this property as the existing parking lot and cars try to park on our site. Permission was not given for Metrolinx nor their consultant to access this site so any information that Metrolinx has gathered should not be relied upon. 	<ul style="list-style-type: none"> The retaining wall proposed at Oshawa GO Station will be constructed to avoid any disruptions or conflicts to existing land uses, wherever possible. Specific property impacts are currently being examined as part of finalizing the Environmental Project Report (EPR) and will need to be further reviewed and refined as part of the subsequent detailed design stage. We encourage you to participate in the public consultation process, and submit your concerns. Please visit metrolinxengage.com to stay informed about upcoming consultations. We can confirm that Metrolinx has not conducted any site visits or field work at your property. Information gathered to date to conduct the preliminary property impact assessment has been collected from publicly available data sources. Should there be a need for Metrolinx or its contractors to access your property, a request for a Permission to Enter (PTE) will be formally requested of the property owner. As a Provincial agency, Metrolinx strives to consult with all potentially affected property owners to ensure projects are completed to the satisfaction of its customers and the residents of Ontario.

8.2.1.3 Pre-Planning Phase Public Consultation Round Two – Virtual Open House (August 18, 2020-September 1, 2020)

Metrolinx posted a Notice of Virtual Open Houses in order to inform stakeholders and the public of the Round Two of public consultation.

E-Mail Invitation

Metrolinx sent out invitations to participate in Round Two Virtual Open House via e-mail to individuals identified on the Project's Master Contact List and during Round One public meetings. Each e-mail provided an update, an overview and a key map of proposed infrastructure for each of three (3) TPAP projects: Scarborough Junction Rail-to-Rail Grade Separation TPAP, Stouffville Corridor Grade Separations TPAP, and New Track and Facilities TPAP. The invitation included the start date of the upcoming virtual open houses and details on how stakeholders and the public can participate. Instructions were provided on how the recipients could send their questions, comments and concerns on the projects.

A sample copy of the e-mail invitation is included in **Appendix P2**.

Virtual Open House Overview

Round Two of the virtual open house was intended to:

- Provide an overview of the TPAP, update project timelines, progress of the EA studies, and detailed new track and facilities infrastructure requirements;
- Address comments and concerns; and
- Obtain feedback to improve the implementation of the project.

All virtual open house materials were made available on the Metrolinx Engage website between August 18 and September 1, 2020 and will remain available for the public to view at any time.

Web Pages

Informational web pages and boards/panels presented project information. Some boards/panels included a "New Information Shared in Round 2" badge to identify new information being shared in this round of public consultation. 13 new panels were posted on the Metrolinx Engage website to present new information for the New Track and Facilities TPAP. Online comment forms (see **Appendix P5**) were the primary mechanism for submitting comments and feedback on the Project, and a summary report was prepared to document the feedback collected during the virtual open house (see **Appendix P5**). This report outlined how stakeholders and the public were engaged during the virtual open house, how and what content was presented, overall participation, and the types of feedback received.

The New Track & Facilities website is organized by the following pages: About, Proposed Infrastructure & Studies, Your Feedback, and Important Documents (see Figure 8-12).

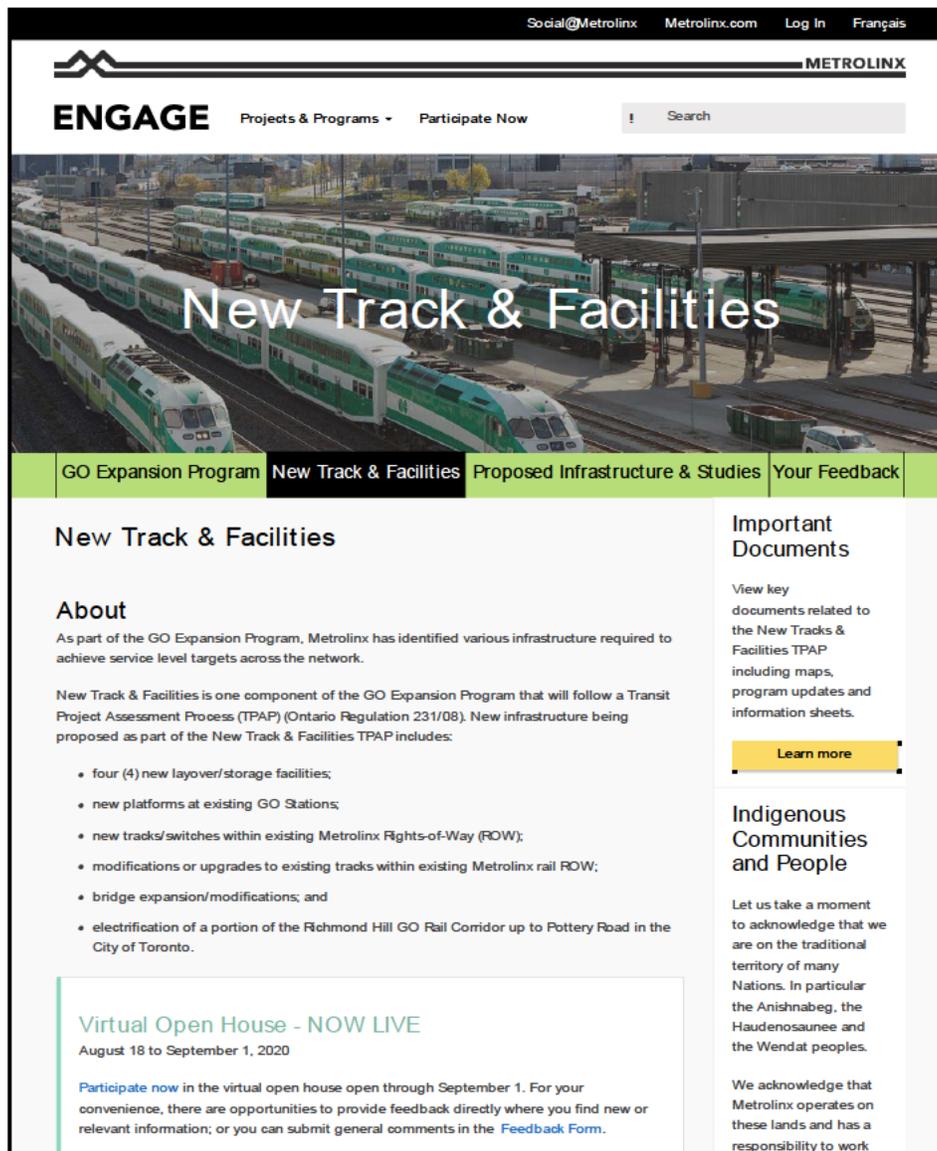


FIGURE 8-12 EXCERPT OF NEW TRACK & FACILITIES - WEB PAGE

The new information presented in Round Two includes:

- The proposed Walkers Line Layover Facility in the City of Burlington (along the Lakeshore West Corridor);
- A revised design of the Don Valley Layover in the City of Toronto; and
- Information about the associated impacts and proposed mitigation for each of the proposed layover/storage yard facilities.

Proposed Infrastructure & Studies Web Page

The content on this web page was organized by the following sections and included links to relevant project materials. Introduction text was provided to describe each type of infrastructure, why it is required, and where there is proposed infrastructure by location. The proposed infrastructure and studies web page included:

- Proposed Rail Layover and Train Storage Yard Facilities. Informational panels were provided for each of the four proposed layover and train storage facilities:
 - Beach Layover Facility - City of Burlington
 - Walkers Line Layover Facility - City of Burlington
 - Unionville Storage Yard Facility - City of Markham
 - Don Valley Layover Facility (revised design) - City of Toronto

Each facility was linked to a separate package which contained informational boards/panels that described why the facility is required, its design elements and surrounding characteristics, potential effects, and proposed mitigation measures. The boards/panel also included an aerial site plan, a rendering of the proposed concept design for each facility, and an image of the existing site.

- Proposed Track, Switch Locations and Platforms Across the Network. No new information was presented during Round Two. The content from the Round One informational boards/panels was included directly on the webpage, and a link was also provided to view the original Round One boards/panels.
- Proposed Thickson Road Bridge Expansion. No new information was presented during Round Two. The content from the Round One informational boards/panels was included directly on the webpage, and a link was also provided to view the original Round One boards/panels.
- Proposed Electrification of the Lower Richmond Hill Rail Corridor. No new information was presented during Round Two. The content from the Round One informational boards/panels were included directly on the webpage, and a link was also provided to view the original Round One boards/panels.
- Key Preliminary Design and Construction Commitments. This section contained a link to boards/panels that contained information about Metrolinx's key preliminary commitments to future works (following the TPAP) for New Track and Facilities Project.
- Studies, Impacts, and Mitigation. This section describes what environmental studies comprise the New Track and Facilities TPAP. Information about the preliminary impact assessments and proposed mitigation measures for the proposed rail layovers and train storage yard facilities were included in each of the four layover/storage yard facility boards/panels presented.

A copy of the web pages are provided in **Appendix P5**.

Summary of Virtual Open Houses

In general, participants shared a range of feedback, including support for GO Expansion and more train service; questions about future plans, final designs, and proposed mitigation; and concerns about local construction and environmental impacts.

Participants shared support for GO Expansion. Those that shared support for GO Expansion supported Metrolinx increasing service across the network and moving to cleaner (i.e., electric) train technology. Participants were interested to learn more about GO Expansion and the proposed infrastructure, schedule for service increases, and the timeline for the electric train service. Others commented that more service is good for students, for those who want to leave their car at home, and for distribution of benefits/employment opportunities along the corridors. Participants added that the proposed grade separations can improve safety in the neighbourhood.

Frequently asked questions included: timelines for any associated property impacts, vegetation removals along GO corridors, construction impact mitigation for the proposed infrastructure, future

operational noise impacts, proposed noise wall locations, and final designs for the proposed infrastructure. A few participants shared suggestions about construction plans; in particular, that there should be public consultation on construction plans, a 24/7 complaint number should be available, a supervisor on site to rectify issues promptly, and construction should occur during the daytime so that residents are not disturbed at night.

Commonly shared concerns include: construction noise impacts (especially at night), traffic impacts during construction phases, air pollution impacts from increased train service, and potential impacts to habitats along the corridor.

A few participants also shared feedback about the consultation process. There were a few comments that shared appreciation for public consultation. There was also some confusion about what is and is not included in GO Expansion. Some visitors said they did not see the project they wanted to talk about on the map or list of proposed infrastructure (most of those projects are not included in GO Expansion). There was also a question about the difference between ‘asking a question’ and ‘submitting a feedback’ form during the consultation.

Summary of Public Comments Received

Round Two of public consultation was well attended. Over 11,000 people visited the GO Expansion webpage to learn more about the program and its projects. From there, some members of the public went on to read about the individual projects in GO Expansion and provided feedback. A total of 72 questions and feedback forms were submitted to Metrolinx via Metrolinx Engage. The project with the most visitors was New Track and Facilities, followed by the GO Rail Network Electrification Addendum and Scarborough Junction Grade Separation. Across all of the projects, visitors spent the most time on the Important Documents page for each respective project.

Comments were received via a variety of communication channels prior to, and during, the Round 2 Virtual Open House. All comments were logged, and responses provided in the same format as the comment was received (i.e., a phone call was responded with a phone call, a mailed letter received a mailed written response, etc.).

The comment period for the Round 2 Pre-Planning Phase virtual open house was between August 18, 2020, and September 1, 2020. A total of 12 emails and one voicemail was received during the comment period.

Overall, 11 questions and 29 feedback forms were submitted as part of the Round 2 Pre-Planning Phase virtual open house for the New Track and Facilities TPAP. Copies of the comments are included in

Appendix P5.

Some of the feedback received was related to topics that were outside the scope of the New Track and Facilities TPAP or GO Expansion. The key themes of the comments/feedback received included but were not limited to the topics listed below. These have been categorized into “Related to New Track and Facilities TPAP Scope” and “Other Comments”.

Related to New Track and Facilities TPAP Scope

Concerns about potential noise and vibration impacts: Participants shared concerns about potential impacts to the natural environment and noise impacts from construction and operation of new layover and train storage facilities.

Walkers Line Layover Facility: Questions about the process and timeline for any required property expropriation for the proposed Walkers Line layover facility were received.

Don Valley Layover Facility: Participants wanted to know if the plans for the Don Valley layover facility would interfere with VIA Rail’s proposal for High Frequency Rail.

Switches: Participants suggested that Metrolinx consider weather-proof or heated switches to prevent freezing and impacts to train service, and to consider using swingnose crossing/movable point frogs to reduce noise and wear.

Overall, a range of feedback for the New Track and Facilities TPAP was expressed by the public, with a consensus that most participants were interested in learning about the types of new facilities proposed under the TPAP (layovers and storage yard), the importance of the proposed facilities, and site selection process. Some participants were supportive of utilizing the Don Branch to service the proposed Don Valley Layover facility. Participants also inquired about whether Metrolinx is proposing any flood protection measures at the proposed Don Valley Layover facility site; potential noise and visual effects that may result from the proposed Beach Layover facility; and potential impacts to local businesses and employment due to the proposed Beach Layover facility.

Other Comments

Participants also shared feedback about Metrolinx's other ongoing projects, future improvements, and policies. Other comments, advice, suggestions, and consideration include:

- Implementing whistle cessation;
- Providing more information about planned improvements in Milton, Kitchener, Niagara, Oshawa, and Bowmanville;
- Providing an update on the Scarborough Golf Club grade separation construction;
- Improving cycling connections to GO stations;
- Improving transfers from GO to TTC;
- Providing bikeshare opportunities at GO stations;
- Providing more parking at Oshawa GO Station;
- Reintroducing rush hour service at Rouge Hill GO Station;
- Cleaning the washrooms on trains more frequently; and
- Considering a new high-speed service between Kitchener, Hamilton, and Pearson airports to support economic and employment areas.
- Additionally, feedback received during GO Expansion (Virtual Public Consultation Round Two) has been summarized and posted on Metrolinx's News blog on September 15, 2020.

Table 8-6 summarizes the key issues/comments/questions related to the New Track and Facilities TPAP that were raised by the public as part of the Round Two Pre-Planning Virtual Open House, and how they were considered by Metrolinx. Copies of all public comments received can be found in **Appendix P7**.

TABLE 8-6 SUMMARY OF PRE-PLANNING PHASE - ROUND TWO PUBLIC COMMENTS RECEIVED (AUGUST 2020 - SEPTEMBER 2020)

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
1	Metrolinx Engage (Feedback Form)	Electrification Infrastructure	<p>What do you like about GO Expansion and the proposed infrastructure? Oshawa GO station -- as the first step to a north of the 401 route -- is absolutely necessary given that the governments haven't expanded the roadways fast enough Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Are there other comments or advice you'd like to share with us? Frozen switches affecting GO trains should never be a problem. Heard of heated sidewalks? Put the switches on heated concrete pads</p>	<p>Thank you for sharing your thoughts with us about the Oshawa GO Station, and your suggestion regarding switches. We agree that Oshawa GO Station will play a critical role in the growth and future development of the Region. The increased rail service made possible by GO Expansion will provide greater access to public transit and allow an increasing number of residents to leave their cars at home.</p> <p>Regarding switches, most if not all mainline powered switches have what is called a Switch Clearing device. The main purpose of these systems is to prevent snow and ice from gathering in a way that negatively affects the operation of the switch. Metrolinx consistently maintains these mechanisms to ensure switches remain safe and malleable during the winter season.</p> <p>Thank you again for contacting us. We look forward to your continued involvement with the Project.</p>
2	Metrolinx Engage (Ask a Question)	Impact Assessment - Noise and Vibration	<p>Expropriation & Noise Mitigation</p> <p>When will we find out if GO needs to expropriate land from our neighbourhood? The new tracks will be right behind our house.</p> <p>If our house isn't expropriated, will GO be constructing noise barriers to maintain an enjoyment of property? We are used to a few freight trains a day, but rush hour service is an entirely different animal</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation. We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
3	Metrolinx Engage (Feedback Form)	General	<p>What do you like about GO Expansion and the proposed infrastructure? Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? The city of Burlington should not be consider for such an industrial and harmful project to the local environment and habitats. Absolutely would be disappointed and angered by this.</p>	<p>Thank you for sharing your thoughts with us about the proposed GO Expansion infrastructure in the City of Burlington. The proposed layover facility within the City of Burlington is intended to provide train storage and progressive maintenance, provide opportunities to reconfigure trains for off-peak service, and serve as the terminus of electrification of the Lakeshore West Corridor, which ends at Burlington GO Station per the approved 2017 GO Rail Electrification TPAP. The sites were considered by Metrolinx based on the following:</p> <ul style="list-style-type: none"> • The close proximity of the Burlington GO Station • The close proximity to existing utility connections • Property is large enough to accommodate all necessary infrastructure <p>The proposed layover sites under consideration are in an industrial/employment area and are not expected to conflict with City of Burlington zoning given the existing land-uses in the vicinity. We value your concerns and assure you that Metrolinx is currently in the process of conducting a Land Use and Socio-Economic Impact Assessment study to understand current and future conditions and assess potential effects the Project may have on existing land uses within 100 meters of the study area. Results of all studies will be posted to https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities once available.</p> <p>Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a vegetation compensation plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-aen-7761-005_reduced_size.pdf</p> <p>A Natural Environment Impact Assessment Report is also being prepared and will be made available in the future. This report will outline potential impacts on terrestrial and aquatic habitats resulting from the Project as well as mitigation measures. Your participation and feedback is an important part of our work, thank you again for contacting us. We look forward to your continued involvement with the Project.</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
4	Metrolinx Engage (Ask a Question)	Impact Assessment - Property Impacts	<p>Don Valley Layover</p> <p>It appears the revised August 2020 layover design directly impacts the two Hydro One 115-kV transmission towers immediately south of Bloor Street Jct. However, the design does not indicate the proposed treatment of these two towers, which are critical for maintaining power flows in Toronto. Has Hydro One agreed to the proposed layover design? If so, please indicate on the design where the towers are to be relocated. (As this is a constrained, environmentally sensitive area, omitting key details such as the tower relocation likely presents an optimistic picture of the eventual layover impacts.)</p>	<p>Thank you for your comment related to the proposed Don Valley Layover. Metrolinx has been consulting with Hydro One to discuss the proposed site and necessary clearances for Hydro One's infrastructure.</p> <p>The proposed Don Valley Layover is not expected to require relocation of overhead transmission lines or towers. Please note that the conceptual design for this site will continue to be refined during the Transit Project Assessment Process (TPAP) and in future stages of design after considering feedback received from the public and other stakeholders. The final layover configuration will be presented to the public during future consultation events and will also be documented within the New Track and Facilities TPAP Environmental Project Report (EPR).</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
5	Metrolinx Engage (Ask a Question)	Construction and Facility Siting – Facility Locations	<p>What do you like about GO Expansion and the proposed infrastructure? It appears Metrolinx would like to take some of my land for a proposed site. Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? -Yes.</p> <p>Would you like to comment on a specific project? -New layover/storage facilities</p> <p>Comment on new layover/storage facilities. -WALKERS LINE PROPOSED SITE Why are you proposing that you build new facilities on this site?</p>	<p>Thank you for your feedback. Metrolinx is committed to working with all landowners affected by planned service and infrastructure improvements. Our dedicated property team has already been in touch with you to discuss next steps and come to an amicable solution.</p>
6	Metrolinx Engage (Feedback Form)	Impact Assessment - Noise and Vibration	<p>What do you like about GO Expansion and the proposed infrastructure? I like that you are sharing the assessments and asking for community feedback.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? -Noise from day to day operations is not mentioned, nor is how traffic will be affected after construction.</p> <p>Are there other comments or advice you'd like to share with us? Would you like to comment on a specific project? New layover/storage facilities Comment on new layover/storage facilities. Questions regarding the Walkers Line Layover Facility proposal: 1) You are assessing noise and vibration concerns during construction. How much noise will this location generate during normal operation? 2) Regarding the Walkers Line Layover Facility access point and road: Right now traffic is reduced due to Covid-19. Normally, Harvester Road is congested during rush hours. It is difficult to turn right and virtually impossible to turn left from any business on Harvester Road during busy times of day. Additionally, the traffic attempting to turn from Harvester Road onto Walkers Line or Guelph Line backs up traffic on those streets. The traffic volume exceeds capacity at peak hours. 2a) Will there be a traffic light at the new access road? 2b) How many employees will work in this location, adding to the traffic problems?</p>	<p>Thank you for sharing your feedback and inquiries with us. Studies are currently underway to assess anticipated operational noise, vibration and air quality impacts resulting from Metrolinx's planned service expansion, which will include the layover facilities proposed under the New Track and Facilities TPAP. The results of these studies will be presented to the public during future public consultation events and will be incorporated within the New Track and Facilities TPAP Environmental Project Report (EPR).</p> <p>The New Track and Facilities EPR will also include Traffic Impact Assessments for each proposed layover facility and storage yard. These Traffic Impact Assessments are being completed in coordination with the relevant local municipalities to ensure local conditions/concerns are appropriately identified and addressed. Approximately twenty-nine (29) parking spots are currently proposed at the Walkers Line Layover; however, the facility's 'peak' traffic hour, which corresponds to shift changes at the site, is not the same as that of the surrounding road network, lessening the impact of this facility.</p> <p>Although no traffic signals are currently proposed at the Walkers Line Layover, Metrolinx's plans do not preclude one from being installed in the future should conditions warrant it. Any future consideration of a traffic signal at this location will require the input and agreement from the City of Burlington.</p> <p>Thank you again for contacting us. Your participation and feedback is an important part of our work and we look forward to your continued involvement in the Project.</p>
7	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Facility Locations	<p>What do you like about GO Expansion and the proposed infrastructure? Facilitates increased service.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Are there other comments or advice you'd like to share with us? Would you like to comment on a specific project? New layover/storage facilities Comment on new layover/storage facilities. The location of the Unionville Layover facility is completely inappropriate. This is in the middle of a future high density residential area. It also sterilizes property along a major</p>	<p>Thank you for sharing your thoughts with us. The proposed Unionville storage yard facility is required for Metrolinx to expand GO Rail service across the network and is critical to achieve all day, 2-way GO train service between Unionville GO Station and Union Station. It is as an essential component of promoting transit as the preferred mode of daily travel. The new services will provide customers with more options that will allow them to travel where they need to when they need to. The proposed Unionville storage facility is anticipated to have no conflicts with other uses in the surrounding area. Given that Markham is considered a central mobility hub within York Region, the storage yard will allow for increased service, therefore providing improved connections cross jurisdictional boundaries.</p> <p>The proposed infrastructure for the Unionville storage yard facility is located within the Metrolinx right-of-way. This storage yard will not be heavily used as it consists of a single train storage. Considering that the peak hour</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
			<p>collector road (Enterprise) which is intended to be animated by residential, commercial and retail frontages. The local road network in the area north of Enterprise has not yet been finalized. The revision of the secondary plan for the area is underway now and Metrolinx MUST work with the City of Markham to find a more appropriate site for this facility. Please note however that the option of moving the facility north past the Village of Unionville is less than ideal in so far as it would increase rail traffic through the village. GO traffic through this Heritage Conservation District and tourism district is already disruptive enough</p>	<p>operation of the layover facility occurs before the regular community morning peak hour, the traffic impacts of this facility will be minimal. Metrolinx is also conducting a Visual Impact assessment and Visual screening measures will be undertaken as required.</p> <p>We are currently undergoing several Impact Assessment studies which include considerations for Land Use, Traffic, and Cultural Heritage. These will be made available for public comment during future consultation.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
8	Metrolinx Engage (Feedback Form)	Impact Assessment - Noise and Vibration	<p>What do you like about GO Expansion and the proposed infrastructure? moving to electrification for cleaner transportation.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?</p> <p>I have great concerns about the burden Metrolinx is putting upon the residents who are close to the lake shore east corridor in Toronto. By putting up sound barriers on one side only, the sound will reverberate and be louder on the other side. Toronto public health has stated the noise levels are harmful to human health, and because noise measurements are logarithmic a 5 dbA change is huge in terms of noise. We currently have to pause conversations when a train passes. Also, the fence lines in our neighbourhood are consistently breached, and full noise barriers on both sides would solve this safety issue. Lastly the increase in trains on the route before electrification will increase diesel pollutants such as pm2.5 and black carbon which are detrimental for human health. Metrolinx should re-consider increasing train frequency until electrification is complete.</p> <p>I am concerned about the overnight construction in residential areas. As was seen with the overnight construction on the Gardiner it is very disruptive to sleep, and health and well being. Studies have shown that impacts to children's sleep is detrimental to their learning and cognitive abilities. Metrolinx should only complete construction during day hours, if that means moving to buses for select routes or only running trains during limited rush hour time slots.</p> <p>Are there other comments or advice you'd like to share with us?</p> <p>Metrolinx should be a proactive agency that takes the health and wellbeing of transit users and the residents who's communities it's services pass through under consideration. By protecting the health of people in these communities at the initial phase of construction, Metrolinx would save money by not having to re-engineer things when there are 1000's of complaints later.</p> <p>Would you like to comment on a specific project?</p> <p>New layover/storage facilities Modifications or upgrades to existing tracks within existing Metrolinx rail ROW Bridge expansion/modifications Comment on new layover/storage facilities. If these are in a neighbourhood community, they should include stringent noise management measures as not to disturb residents. A complaint number should be manned 24/7, and a supervisor on site to rectify issues promptly.</p> <p>Comment on modifications or upgrades to existing tracks within existing Metrolinx rail ROW. This construction should be completed during day time hours at the inconvenience of go users not at the inconvenience of residents. Noise mitigation solutions should be present for all construction and for operations. Noise barriers should be created before construction begins.</p> <p>Comment on bridge expansion/modifications. Traffic flow modelling and consideration of other road works when closing off roads/access.</p>	<p>Thank you for sharing your thoughts with us. Studies are currently underway to assess anticipated operational noise, vibration and air quality impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration and Air Quality Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>The New Track and Facilities TPAP Environmental Project Report (EPR) will include Traffic Impact Assessments for each proposed layover/storage yard facility and storage yard. These Traffic Impact Assessments are being completed in coordination with relevant local municipalities to ensure local conditions/concerns are appropriately identified and addressed. The EPR will also include details on construction planning including best practices, potential effects, mitigation measures/commitments, and monitoring/future work commitments. The EPR and Impact Assessment studies will be made available for public comment during future consultation.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
9	Metrolinx Engage (Ask a Question)	Impact Assessment - Noise and Vibration	<p>Walkers and Harvester yard</p> <p>I live very close to this location and I am very concerned about the noise, and resale value</p>	<p>Thank you for sharing your thoughts with us. Studies are currently underway to assess anticipated operational noise and vibration impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
			of my home.	<p>wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation, will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
10	Metrolinx Engage (Ask a Question)	Construction and Facility Siting – Facility Locations	<p>Proposed Don Valley Layover Facility - City of Toronto</p> <p>I reviewed the design changes in the revised PDF: https://www.metrolinxengage.com/sites/default/files/ntf_13aug2020_don_va...</p> <p>Can additional renderings be provided? I'm particularly interested in seeing what it looks like from the perspective of a cyclist on the multiuse trail heading northbound, along the location of the fence/access road. Also, could the fence be labelled? Is it marked by x-x-x-x ?</p> <p>Google Streetview of the present condition here: https://www.google.com/maps/@43.6773029,-79.3634843,3a,75v,6.2h,93.2t/data=!3m8!1e1!3m6!1sAF1QipPtF1hTK_Af-wDJSERubk6Y6TeaOTAWzamvRA0!2e10!3e11!6shhttps:%2F%2Fih5.goodleusercontent.com%2Fp%2FAF1QipPtF1hTK_Af-wDJSERubk6Y6TeaOTAWzamvRA0%3Dw203-h100-k-no-pi-0.54813147-ya56.52304-ro-0.58759826-fo100!7i7680!8i3840</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
11	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Facility Locations	<p>Very interested in seeing what the Don Valley Layover looks like from the multiuse trail here: https://bit.ly/32y2uvW Can the fence be labelled on the PDF/roll plan?</p> <p>Would you like to comment on a specific project? New layover/storage facilities Modifications or upgrades to existing tracks within existing Metrolinx rail ROW Electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto Comment on new layover/storage facilities. It would be great if the fence could be labelled.</p> <p>Comment on modifications or upgrades to existing tracks within existing Metrolinx rail ROW. Comment on the electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto. It's a good idea.</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project</p>
12	Metrolinx Engage (Ask a Question)	Construction and Facility Siting – Facility Locations	<p>Don Valley Layover</p> <p>Sorry, please disregard the previous question where I asked if the fence can be labelled on the PDF. I now see that it is. Also, I now see that there's a difference between the construction fence and the permanent fence. I had also included a Google Streetview location of the area where the fence would go but I realize that's not the permanent fence</p>	<p>Thank you for sharing your thoughts with us. Updated renderings will be made available at the next round of public consultation.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
			location and it's actually here. So it'd be great to see a cross-section rendering of how the multiuse trail and the permanent fence.	
13	Metrolinx Engage (Feedback Form)	Impact Assessment - Noise and Vibration	<p>We are just being informed of this facility now (Aug. 27,2020). that give us only four days to respond before As we live on Catalina Crescent approx. 400 metres from the proposed Walkers Line Layover, I would like to request a noise or sound barrier be installed on the south side of the tracks. We are regularly disturbed by the train traffic on this line already. Not knowing the work schedules of these trains being shunted back and forth, this noise would be very disruptive to normal sleep patterns. If this facility is being proposed for extensive maintenance and service on trains 24 hours a day, we would be totally against this location. Thank you.</p>	<p>Thank you for sharing your thoughts with us. The proposed Walkers Line Layover is intended to store trains and reduce congestion along the Lakeshore West Corridor, allowing for Metrolinx to achieve increased service. The facility is proposed to store 9 GO trains, and contains storage/staff buildings and parking. Heavy maintenance activities are not currently proposed on site.</p> <p>Studies are currently underway to assess anticipated operational noise and vibration impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
14	Metrolinx Engage (Ask a Question)	Project Scope	<p>Tracks east of Union station</p> <p>Is Metrolinx planning to purpose the four tracks(in the future) from Union to Scarborough by express/local or Stouffville/Lakeshore East? I am asking this since the infrastructure optimal for each one of them is different.</p> <p>Common options left(track 1) to right(Track 4): E=express, L=Local L/E/E/L E/L/L/E E/E/L/L L/L/E/E</p> <p>S=Stouffville, L=Lakeshore East S/L/L/S L/S/S/L S/S/L/L L/L/S/S</p>	<p>We are using the tracks through an express operating model rather than by service location. It looks similar to your first option of L/E/E/L.</p>
15	Metrolinx Engage (Ask a Question)	Operation and Service	<p>Parking @ OSHAWA GO is full by 7:15AM</p> <p>Is there a near term and long term plan to add additional parking spots as the lot and the overflow are full by 7:15 AM most school term days?</p> <p>Perhaps differential parking to those that a commuting longer distances and don't have an Oshawa transit option could be made available.</p>	<p>Today, 62% of customers drive to their stations. Our teams are looking into approaches that improve customer experience, while ensuring customers have safe, convenient alternatives to get to GO stations and find parking if they need it. We are continuously evaluating the needs and opportunities for parking and station access at all of our stations. We are also is committed to deliver more rail service to communities beyond Oshawa as quickly as we can. Once the rail extension to Bowmanville is in service, Oshawa Station will no longer be the last stop and this will take pressure off of parking.</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
16	Metrolinx Engage (Feedback Form)	Operation and Service	<p>What do you like about GO Expansion and the proposed infrastructure? Get Bowmanville completed ASAP as OSHAWA parking is at capacity most school term mornings by 7:15AM.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? Add parking to Oshawa GO until you have Bowmanville operational.</p> <p>Are there other comments or advice you'd like to share with us? Would you like to comment on a specific project?</p>	<p>We are committed to deliver more rail service to communities beyond Oshawa as quickly as we can. To follow the Bowmanville Extension project, visit: http://www.metrolinx.com/en/greaterregion/projects/bowmanville-expansion.aspx and sign up for the Durham Region e-newsletter here. Today, 62% of customers drive to their stations. Many customers who live within 1 kilometer of a station also drive alone. Our teams are looking into approaches that improve customer experience, while ensuring customers have safe, convenient alternatives to get to GO stations and find parking if they need it. We are continuously evaluating the needs and opportunities for parking and station access at all of our stations.</p>
17	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Facility Locations	<p>What do you like about GO Expansion and the proposed infrastructure? The expansion is good if it can improve service. Locational considerations are important.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? I represent a landowner with an interest in developing an intensive residential project in close proximity to the new Beach Layover facility proposed in Burlington. This owner is opposed to the proposal since the layover facility would not be compatible with the proposed new residential development.</p>	<p>Thank you for sharing your thoughts with us.</p> <p>The proposed Beach Layover site is located in the City of Burlington in an employment/industrial area, surrounded by the rail corridor and various mixed-use buildings. The City is currently preparing a Burlington GO Mobility Hub Study which is centered around the Burlington GO Station to plan for the City's growth over the next 20 years. The proposed Beach Layover is not expected to be in conflict with existing policies outlined in the Burlington GO Mobility Hub Study. The intent of the layover is to provide storage and maintenance of trains in order to provide more frequent and reliable service along GO rail corridors. Therefore, the Beach Layover is a key element in supporting regional transit by improving access to GO rail services. Metrolinx is currently exploring additional sites further east along the Lakeshore West Corridor. Metrolinx will continue to consult with the relevant stakeholders as we further refine the selection of layover facilities along the Lakeshore West Corridor.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project</p>
18	Metrolinx Engage (Feedback Form)	Impact Assessment - Noise and Vibration	<p>What do you like about GO Expansion and the proposed infrastructure? Expansion and growth are good.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider? There is zero consideration for noise effects at the Walkers Line layover proposal and no detail as to the operating strategy. The residential areas to the south will be affronted with what is likely to be around the clock activity. The construction of sound barriers must be planned for and included prior to any consideration of infrastructure change. These absorptive devices should already be in place to reduce the existing offensive noise levels. The negative health effects of such exposure are well known in the road building community and must be adopted for rail as well.</p> <p>Are there other comments or advice you'd like to share with us? Consideration must be given to locating this type of infrastructure a reasonable distance from residential surroundings and where it will not negatively impact the protected conservation area and watersheds. Much too much at risk in this location.</p>	<p>Thank you for sharing your thoughts with us. Studies are currently underway to assess anticipated operational noise and vibration impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and will determine whether mitigation measures will required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>Lastly, the New Track and Facilities EPR will include a Natural Environment Impact Assessment for each proposed layover/storage yard facility and storage yard. These Natural Environment Impact Assessments have been completed with the assistance of local municipalities and conservation authorities to ensure local conditions/concerns are appropriately identified and addressed. This report will be made available for public information at a future date.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project.</p>
19	Metrolinx Engage (Feedback Form)		<p>What do you like about GO Expansion and the proposed infrastructure? Reducing deadhead trips by stabling trains at outposts is good. Also good to have more switches for operational flexibility.</p> <p>Are there any concerns or other impacts from the proposed infrastructure that you'd like us to consider?</p>	<p>Thank you for sharing your thoughts with us. Your comments have been noted by the project team. While Metrolinx can't assess the effects of increased service on property values, which are largely determined by the property market and economic factors, a Land Use and Socio-Economic Impact Assessment study is being undertaken ensure that any potential impacts on surrounding land uses are managed and mitigated as much as possible.</p> <p>The New Track and Facilities EPR will include Natural Environment and Visual Impact Assessments for the</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
			<p>Please don't assign undue weight to the people worried about their property value. Not only is access to frequent, reliable public transit a selling feature, but home ownership (like life) is temporary: electrified railways are forever.</p> <p>Are there other comments or advice you'd like to share with us? Please ensure detailed design documents are shared with the public as they were for the UPX electrification process. Sometimes the location of a single pole can have impacts on other infrastructure, sightlines, etc. Additionally, Metrolinx and its contractors needs to make preservation of biodiversity a top priority in their design and construction processes. All project should create a net increase of habitat.</p> <p>Would you like to comment on a specific project? New layover/storage facilities New tracks/switches within existing Metrolinx rail Rights-of-Way (ROW) Electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto Comment on new layover/storage facilities. Please ensure that the new Don Branch layover facility makes at least passive provision for future through running. This may be especially important for VIA HFR if it uses the Don Branch and North Toronto/Belleville Subs to access the Havelock Sub. It would be short-sighted to permanently preclude any future through use of that rail line.</p> <p>Comment on new tracks/switches within existing Metrolinx rail Rights-of-Way (ROW). Wherever a switch is planned to be used regularly in revenue service (e.g. the switches from T3 to T4 at Canpa and Dufferin on the Oakville Sub), Metrolinx should consider using swingnose crossings/movable point frogs to reduce noise and wear. When services are electrified, there won't be noise from the diesel locomotives to mask the ----- noise and impact noise from standard frogs.</p> <p>Comment on the electrification of a portion of the Richmond Hill GO Rail Corridor up to Pottery Road in the City of Toronto. Please ensure that the overhead electrification infrastructure makes at least passive provision for future through running. Though it may save some short-term cost to only electrify to yard/low-speed standards (i.e. installing a single contact wire instead of a catenary/messenger wire with a contact wire below), the option to run electric trains up the Don Branch should be preserved.</p>	<p>proposed infrastructure. These Impact Assessment Reports have been completed with the assistance of local municipalities and conservation authorities to ensure local conditions/concerns are appropriately identified and addressed. These reports will be made available in the future for public information.</p> <p>Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a vegetation compensation plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf</p> <p>Studies are also currently underway to assess anticipated operational noise and vibration impacts resulting from Metrolinx's planned service expansion, which will include the layover/storage yard facilities proposed under the New Track and Facilities TPAP. Additionally, Metrolinx is undertaking system-wide Noise and Vibration Studies associated with increased service levels. Further information, including results of these studies and proposed mitigation will be made available for public comment during future consultation.</p> <p>The Noise and Vibration Studies being completed as part of the GO Rail Network Electrification TPAP Addendum will assess how noise and vibration levels will change from existing operations to the proposed future operations, and to determine whether mitigation measures may be required. As per the Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment, noise impacts from the future GO Transit rail traffic will be expressed in terms of Adjusted Noise Impact, which is based on the difference between the pre-project and post-project noise levels.</p> <p>Noise increases above 5 dBA trigger the draft GO Transit/MECP Noise and Vibration Protocol to consider noise mitigation. Any proposed mitigation for both sound and vibration effects must meet administrative, operational, economic and technical feasibility criteria. Where all criteria are met, the mitigation solutions (i.e. noise barrier) will be recommended. Should you have questions or concerns after reviewing the study results and location of proposed mitigation, Metrolinx would be pleased to provide further clarification or discussion in an effort to address any remaining concerns.</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project</p>
20	Metrolinx Engage (Ask a Question)	General	<p>What frequency and stopping patterns will be possible for VIA trains on the corridors affected by this project, once construction is finished and the planned GO service is running?</p> <p>(Note the "possible" - I'm not asking GO to take a crystal ball and predict what VIA will run, just about what GO is designing its own infrastructure for.)</p>	<p>We continue to work with our partners, including VIA to find smarter and better ways to coexist, to operate our services in parallel and to accelerate the delivery of new service to all communities along the line.</p>
21	Metrolinx Engage (Ask a Question)	Operation and Services	<p>Is GO RER planned to operate with a symmetrical schedule? If not, why?</p> <p>I ask because with this week's schedule change, the schedule symmetry between the Lakeshore lines and UP Express, as well as between Kitchener and Stouffville is gone, making for uneven wait times for people transferring between trains at Union. Until now, transfers within these pairs of lines always took a comfortable 20-odd minutes, while with the new schedules, they can range from stressful to boring, as short as 5 or as long as 43 minutes.</p> <p>I understand that with the limited, piecemeal infrastructure that GO has today, it might make sense to break symmetry and penalize transfers in exchange for a more reliable schedule for those taking only a single train. With the total makeover that the network is planned to get with this project, though, it would be sad to design things without regard to a customer convenience that's taken for granted elsewhere in the world.</p>	<p>Thank you for your feedback. We are committed to bringing two-way all-day service across the Greater Golden Horseshoe, bringing more flexible options for our customers. Current service is reduced due to low ridership, but service levels are expected to return to normal once ridership increases. With future planned 15-minute, two-way all-day service, transfers wait times will be reduced for increased convenience and to get you where you need to go. You can sign up to be kept up to date with what's happening and what is planned for the future here.</p>

	Source	Issue Category	Question/Comment	How Comment was Considered by Metrolinx
22	Metrolinx Engage (Ask a Question)	Operation and Services	<p>Will GO bus service be expanded together with train service?</p> <p>In the past two years, expanded train service on the Lakeshore East and Kitchener lines was followed by cuts to connecting bus service, putting extra pressure on the already busy parking lots at Oshawa, Brampton and Malton stations and making it harder for any net new riders who might have found the new trains useful to start taking GO.</p> <p>I hope this blunder won't be repeated with the expansion planned here. GO buses aren't just an ugly looking line to cross out from the budget, they're a very real factor in the capacity of GO stations which in turn has an effect on train ridership.</p>	<p>Thank you for your feedback. Metrolinx is committed to bringing two-way all-day service across the Greater Golden Horseshoe. We have a dedicated customer support team. You can contact them online, or our Contact Centre is open: Monday to Friday: 8 a.m. to 7 p.m. Weekends and Holidays: 9 a.m. to 5 p.m. 416-869-3200 Toronto (local calling area) 1-888-GET-ON-GO (438-6646) toll-free 1-800-387-3652 TTY teletypewriters only You can also sign up to be kept up to date with what's happening and what is planned for the future here.</p>
23	Metrolinx Engage (Ask a Question)	Project Scope	<p>Dundas & Lansdowne</p> <p>This all looks good, but I don't see anything about a new station at Dundas and Lansdowne, outside the No Frills where the Barrie line passes through. When I think about the distance between Union and Exhibition on Lakeshore West, versus the distance between Union and York University on the Barrie line, it seems like a huge gap. I am biased as I am living at Dundas and Lansdowne and often take the Barrie line. I have to go across the city, south to Union (roughly 45-1 hour on transit), just go right back, and directly past my house. With the huge population of neighbourhoods surrounding the area, along with a massive lot of unused land, I always thought it was a natural location for a stop. Has this been considered?</p>	<p>As a transit agency, Metrolinx is doing our part by responding to the urban environment and areas that are growing with increasing demands of service. As part of our mandate to get people across the region, your area has been identified as a growth area and a new station has been identified here as part of the City's Official Plan. Together with our partners, we are working to deliver a modern, integrated rapid transit system across the Greater Golden Horseshoe region. Investing in new station infrastructures is a critical part of meeting this goal. A new station at Bloor St W., and St Helen's Ave. is currently in the planning and design stage. The Preliminary Design Business Case was published in March 2018. The Province, the City and Metrolinx will continue to work together on planning, design and procurement of this important project.</p>
24	Metrolinx Engage (Feedback Form)	TPAP Timeline	<p>Can someone please explain to me the don valley overlay plan. I do not understand the plan from the current maps provided. Which sections of the abandoned track are you proposing be re-activated? what is the timeline?</p>	<p>Thank you for sharing your thoughts with us. The proposed reactivation of the Don Branch is necessary to support the Don Valley Layover and includes areas along the bank of the Don River from approximately Riverdale Park East to the north of the Prince Edward Viaduct. These lands are currently owned by Metrolinx and the track storage area will be located on Metrolinx owned property</p> <p>This project is currently in the procurement process and as such, a specific timeline for construction is not available. However, the earliest anticipated start date for construction is 2022. Metrolinx will provide more information to the public on construction timelines once the procurement process is complete and detailed design is underway</p> <p>We appreciate your participation and feedback as it is an important part of our work. We look forward to your continued involvement with the Project</p>

8.2.2 Indigenous Communities and Nations Consultation

Consultation with Indigenous communities and nations was carried out in parallel with public and agency consultation activities. As part of identifying potentially interested and affected Indigenous communities and nations, Metrolinx submitted a request to the Ministry of the Environment, Conservation and Parks Environmental Assessment and Permissions Branch on September 18, 2019, to assist in identifying potentially interested and affected Indigenous communities as per the requirements of subsection 7(4) of the *O.Reg. 231/08* (see **Appendix P8** for a copy of this correspondence). In addition, Metrolinx conducted background research to create a draft list of potentially affected Indigenous communities based on the following:

- The Aboriginal and Treaty Rights Information System (ATRIS) was consulted to identify the location of all Aboriginal groups within Ontario. This was further filtered to Indigenous communities in the vicinity of the TPAP study area (http://sidaat-atris.aadnc-aandc.gc.ca/atris_online/home-accueil.aspx).
- Information was gathered from the Ontario Ministry of Indigenous Affairs to spatially identify any Indigenous communities in the vicinity of the TPAP study area. (<https://www.ontario.ca/page/ontario-first-nations-map>)
- The Indigenous Stakeholder list from Metrolinx's 2017 Electrification TPAP was referenced, as the New Track and Facilities TPAP includes electrification of the proposed infrastructure (i.e. to facilitate electric rolling stock) and covers much of the same study area as the 2017 study.

The following communities were identified as potentially affected or having interest in the Project and were subsequently added to the Stakeholder Contact List:

- Six Nations Grand River
- Anishinabek Nation Union of Ontario Indians
- Association of Iroquois and Allied Indians
- Mississaugas of Scugog Island First Nation
- Chippewas of Georgina Island
- Curve Lake First Nation
- Alderville First Nation
- Hiawatha First Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation
- Wahta Mohawks
- Métis Nation of Ontario
- Chippewas of Rama First Nation
- Beausoleil First Nation
- Moose Deer Point First Nation
- Huron-Wendat Nation
- Haudenosaunee Confederacy Chiefs Council

In 2018, Metrolinx made a commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers, in alignment with its strategic objectives. The Indigenous Relations Office (IRO), established in 2019, has a mandate to build and grow relationships with Indigenous Nations, organizations, businesses and customer-residents. In 2020, the IRO became the sole point of contact for Indigenous Nations and supports the Environmental Programs and Assessment department to coordinate engagement and communication related to all Metrolinx projects.

8.2.2.1 Notifications and Correspondence – Indigenous Communities and Nations

Correspondence with the identified communities began in February 2020. Each community or nation identified at that time was sent an e-mail and a couriered hard copy letter. This correspondence provided an introduction to the TPAP and the proposed scope of work, a list of all upcoming Round 1 Pre-Planning Phase public meetings (location, date, and time of each meeting) and details of how the community could reach out to Project staff should they have any questions or concerns, and/or wish to participate in the consultation process. All communities were sent an e-mail on August 14th 2020 notifying them of the upcoming Round Two Pre-Planning Phase virtual open house. This correspondence provided an update on the work completed to date, details of the upcoming virtual open houses, and contact information should they wish to reach out to the Project Teams.

TABLE 8-7 CORRESPONDENCE PROVIDED TO INDIGENOUS COMMUNITIES

Community Name	Notice of Round 1 Public Meetings	Notice of Round 2 Virtual Open House
Alderville First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Anishinabek Nation Union of Ontario Indians	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Association of Iroquois and Allied Indians	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 19, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Beausoleil First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Chippewas of Rama First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Chippewas of Georgina Island	<ul style="list-style-type: none"> Letter: February 7, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Curve Lake First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 19, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Haudenosaunee Confederacy Chiefs Council	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Hiawatha First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Huron-Wendat Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Kawartha Nishnawbe First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Métis Nation of Ontario	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Mississaugas of Scugog Island First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020

Community Name	Notice of Round 1 Public Meetings	Notice of Round 2 Virtual Open House
Mississaugas of the Credit First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Moose Deer Point First Nation	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Six Nations of the Grand River	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020
Wahta Mohawks	<ul style="list-style-type: none"> Email: February 6, 2020 Letter: February 6, 2020 	<ul style="list-style-type: none"> Email: August 14, 2020

A copy of all Indigenous Communities' correspondence is included in **Appendix P8**.

8.2.2.2 Summary of Indigenous Communities Comments Received

During the Pre-Planning Phase, Metrolinx received correspondence from Indigenous communities as follows:

- Curve Lake First Nation;
- Huron Wendat Nation;
- Six Nations of the Grand River; and
- Chippewas of the Rama First Nation.

Generally, the response from these Indigenous communities and nations indicated that they were interested in the Project and looked forward to being part of the consultation process. All the responding communities wished to play a proactive role in the consultation process by setting up meetings with Metrolinx to discuss the Project. Common concerns for all of the communities related to the potential impact the Project may have on culturally significant locations and the uncovering of burial sites. Summaries of the community comments related to the New Tracks and Facilities Project are provided below.

Huron-Wendat Nation

On February 6, 2020, Huron-Wendat Nation acknowledged the receipt of the project notification. Metrolinx shared the Stage 1 Archaeology Assessment Report with Huron-Wendat Nation on May 4, 2020. The Huron-Wendat Nation acknowledged receipt of the report and stated that the report was satisfactory for the purposes of the Stage 1 Assessment completed for the New Tracks and Facilities Project. The Huron-Wendat Nation further requested to be consulted regarding the future archaeological assessments.

Curve Lake First Nation

On February 10, 2020, Curve Lake First Nation acknowledged the receipt of the project notification. Curve Lake First Nation notified Metrolinx that they will not attend the scheduled round one public consultation meetings and requested that Metrolinx coordinate a meeting with Curve Lake First Nation to discuss the project as well as other projects included under the GO Expansion TPAP.

Copies of correspondence received from Indigenous communities can be found in **Appendix P8**.

8.2.2.3 Meetings with Indigenous Communities

Summaries of meeting discussions related to the New Tracks and Facilities Project are provided below.

Huron-Wendat Nation (HWN) Annual Meeting – November 13, 2019

In this meeting, Metrolinx provided an overview of ongoing and upcoming Metrolinx projects, including the New Track and Facilities TPAP. Metrolinx presented information on the proposed new infrastructure included in the Project scope; anticipated Project schedule; and archaeology assessments. Metrolinx noted that the Project Team will complete a gap analysis with previously completed projects/studies to determine if any Stage 2 Archeological Assessments are needed and if all impacted areas have a Stage 1 Archeological Assessment completed. Metrolinx also noted that HWN will receive the Archeological Assessment reports for the project in 2020, and likely just Stage 1 and 2 reports may need to be completed in spring 2020.

Curve Lake First Nation – April 8, 2020

The purpose of this meeting was to discuss GO Expansion. Metrolinx presented an overview of the program and the associated projects that are underway, including the New Track and Facilities TPAP. Metrolinx provided an overview for the approach to the vegetation removal and compensation, as well as the archaeological assessment and cultural heritage studies conducted for the New Track and Facilities TPAP. Curve Lake First Nation suggested that with regards to vegetation, communities should be consulted during the development of end-use plans to identify if those with harvesting rights to the territory could benefit from these resources. The meeting concluded with an overview of program timelines and anticipated submitting dates for draft reports.

Copies of meeting materials can be found in **Appendix P8**.

8.2.2.4 Property Owners Consultation

Metrolinx acquired contact information for properties located within 100 m of the Study Area through Teranet, which owns and operates the Ontario Electronic Land Registration System. Subsequently, those property owners identified through this process were provided with a notification on February 1, 2020, and all identified property owners later received the public notices listed in Table 8-2 (see **Appendix P2**) via Canada Post mail drops. These notices were also provided to condominium and apartment building managers within the Study Area for posting in common areas. At this time, Metrolinx also contacted owners of properties in proximity of proposed infrastructure. Notices for all rounds of public meetings as well as the Notice of Commencement and Notice of Completion were provided to all identified property owners as part of the Pre-Planning phase and the TPAP phase of the project.

In addition, Metrolinx also contacted owners of properties being considered as potential locations for locating the Unionville Storage Yard. Metrolinx attempted to follow up with those property owners whose lands were considered as preferred facility locations prior to the Pre-Planning Phase public meetings. This was done either through telephone calls or in-person meetings. The majority of these meetings were held after the Round One public open houses in order to explain the Project and any potential impact to the property owners' lands. Discussions with property owners continued throughout the TPAP as required.

8.2.2.5 Property Owner Meetings

In addition to the correspondence described above, Metrolinx attempted to follow up with those property owners whose lands were considered as preferred facility locations. This was done through conference calls. Discussions with property owners continued throughout the TPAP as required.

Metrolinx met with owners of the properties being considered as potential locations for the Walkers Line Layover Site during the pre-planning phase of the TPAP. The proposed layover facility will include tracks within Metrolinx ROW. The site is required for accommodating crewing facilities, access road, parking lot and ancillary buildings. Metrolinx concluded that they will continue to review nearby sites for the proposed layover facility and updates provided to the property owners as appropriate.

8.2.3 Review Agency Consultation

All review agencies on the Stakeholder Contact List were sent an email on January 30, 2020, notifying them of Round One of public meetings.

The Review Agencies that were contacted were:

Federal Agencies

- Impact Assessment Agency of Canada;
- Canadian Transportation Agency;
- Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC);
- Environment and Climate Change Canada (ECCC);
- Fisheries and Oceans Canada;
- Health Canada;
- National Trust for Canada;
- Parks Canada; and
- Transport Canada.

Provincial Agencies

- Architectural Conservancy Ontario;
- Central East Local Health Integration Network (LHIN);
- Central Local Health Integration Network (LHIN);
- Central West Local Health Integration Network (LHIN);
- Conservation Ontario;
- Infrastructure Ontario;
- Ministry of Agriculture, Food, and Rural Affairs (OMAFRA);
- Ministry of Children, Community and Social Services;
- Ministry of Community Safety and Correctional Services (MCSCS);
- Ministry of Economic Development, Job Creation and Trade;
- Ministry of Education;
- Ministry of Energy, Northern Development and Mines;
- Ministry of Environment, Conservation and Parks;
- Ministry of Heritage, Sport, Tourism, and Culture Industries;
- Ministry of Indigenous Affairs;
- Ministry of Municipal Affairs and Housing;
- Ministry of Natural Resources and Forestry;
- Ministry of Transportation (MTO);

- North Simcoe Muskoka Local Health Integration Network (LHIN);
- Ontario Growth Secretariat (OGS);
- Ontario Heritage Trust; and
- Ontario Provincial Police (OPP).

Municipal

- City of Barrie;
- City of Brampton;
- City of Burlington
- City of Markham;
- City of Mississauga;
- City of Oshawa;
- City of Pickering;
- City of Toronto;
- City of Vaughan;
- County of Simcoe;
- Durham Region;
- Halton Region;
- Peel Region;
- York Region;
- Town of Ajax;
- Town of Aurora;
- Town of Bradford/West Gwillimbury;
- Town of East Gwillimbury;
- Town of Innisfil;
- Town of Newmarket;
- Town of Oakville;
- Town of Whitby;
- Town of Whitchurch-Stouffville; and
- Township of King.

Conservation Authorities

- Halton Region Conservation Authority (CH);
- Lake Simcoe Region Conservation Authority (LSRCA);
- Central Lake Ontario Conservation Authority (CLOCA); and

- Toronto and Region Conservation Authority (TRCA).

Other Stakeholders

- Toronto Transit Commission (TTC);
- VIA Rail;
- Greater Toronto Airports Authority (GTAA);
- Canadian Pacific Railway (CP);
- Canadian National Railway (CN);
- Nav Canada;
- Canada Lands Company;
- TD Canada Trust; and
- Toronto Lands Corporation (TLC).

The following review agencies on the Stakeholder Contact List were sent an e-mail between August 18 and August 24, 2020, notifying them of Round Two of virtual open houses.

Federal Agencies

- Environment and Climate Change Canada;
- Fisheries and Oceans Canada;
- Greater Toronto Airports Authority;
- Health Canada;
- Impact Assessment Agency of Canada;
- National Trust for Canada;
- NavCanada;
- Parks Canada;
- Transport Canada; and
- Transport Canada - Ontario Region.

Provincial Agencies

- Infrastructure Ontario;
- Ministry of Agriculture, Food, and Rural Affairs;
- Ministry of Community Safety and Correctional Services;
- Ministry of Economic Development, Job Creation and Trade;
- Ministry of Education;
- Ministry of Energy, Northern Development and Mines;
- Ministry of Environment, Conservation and Parks;
- Ministry of Heritage, Sport, Tourism, and Culture Industries;

- Ministry of Indigenous Affairs;
- Ministry of Municipal Affairs and Housing;
- Ministry of Natural Resources and Forestry;
- Ministry of Transportation;
- Ontario Growth Secretariat;
- Ontario Heritage Trust; and
- Ontario Provincial Police.

Municipal

- Halton Region;
- City of Burlington;
- Town of Oakville;
- Peel Region;
- City of Brampton;
- City of Mississauga;
- City of Toronto;
- City of Barrie;
- Town of Aurora;
- Region of York;
- City of Markham;
- Durham Region;
- City of Oshawa;
- Town of Whitby;
- Town of Pickering; and
- County of Simcoe.

Conservation Authorities

- Central Lake Ontario Conservation Authority;
- Halton Region Conservation Authority;
- Credit Valley Conservation;
- Lake Simcoe Region Conservation Authority; and
- Toronto and Region Conservation Authority (TRCA).

Other Stakeholders

- Ontario Power Generation;
- Hydro One Networks Inc.;

- 407 ETR Concession Co. Ltd.;
- VIA Rail;
- Canadian Pacific (CP); and
- Canadian National (CN).

A list of review agencies contacted is included in **Appendix P1** and copies of notifications sent to review agencies are included in **Appendix P3**. Copies of review agency correspondence and meeting materials can be found in **Appendix P10**.

8.2.3.1 Federal

Metrolinx has worked to coordinate reviews of key items with Federal Agencies where possible. A number of Federal Agencies have been notified of major project milestones and will remain on the Stakeholder Contact List unless they ask to be removed. It should be noted that no Federal Agencies provided questions/comments or requested to meet with the Project Team to discuss the New Track and Facilities TPAP.

8.2.3.2 Provincial

Metrolinx has worked to coordinate reviews of key items with Provincial Agencies where possible. A number of Provincial Agencies have been notified of major project milestones and will remain on the Stakeholder Contact List unless they ask to be removed. A summary of consultation with provincial agencies is described in the following sections.

Ministry of Transportation (MTO) Meeting – September 16, 2019

The purpose of this meeting was to provide an introduction of the project to MTO staff and answer any preliminary questions. Metrolinx staff explained the scope of the project and how it fits into GO Expansion. An overview of New Track and Facilities infrastructure was provided followed by an overview of the timeline and next steps of the project.

Metrolinx provided detail on proposed work within or adjacent to MTO ROW on the Lakeshore East Corridor. MTO expressed concern with the proposed track to the north at Pickering GO station as it may impact an existing access road. MTO believes this access road is a Metrolinx feature. Metrolinx responded that the access road was built during construction of the Pickering GO station pedestrian bridge and confirmed that the access road is located within the MTO lands. Metrolinx also confirmed that teams are investigating internally the current use of the feature and will provide a confirmation once the investigation is concluded. Metrolinx followed up with MTO post meeting to confirm that the proposed track within the Pickering GO segment is no longer within the scope of this Project.

Ministry of Environment, Conservation and Parks Meeting #1 – August 21, 2020

Metrolinx held a meeting with MECP to discuss filing the Notice of Completion and the 35-day Minister review period. The outcome of the meeting is that Metrolinx will stagger the Notice of Completion dates for GO Expansion projects to allow MECP enough time to create their decision packages for Minister's signoff. Lastly, the 120-day TPAP phase for the New Track and Facilities project has been shortened to achieve project timelines.

Ministry of Environment, Conservation and Parks Meetings – Ongoing

Metrolinx and MECP meet on a bi-weekly basis to discuss project schedules for the three GO Expansion TPAPs (including the New track and Facilities TPAP) and GO Rail Network Electrification TPAP Addendum. Typically, these informal meetings provide an opportunity for Metrolinx to update the MECP on upcoming project activities.

8.2.3.3 Municipal

Initial Correspondence

As part of the Pre-Planning Phase consultation process, Metrolinx began engaging municipalities across the GTHA through sending Information Packages to municipalities that Metrolinx had engaged in past projects, but were not directly impacted by the Project in order to present project updates and to seek feedback early in the planning process on a number of project and design components (see Table 8-8 for the stakeholders that received an information package).

TABLE 8-8 SUMMARY OF ISSUED INFORMATION PACKAGES

Organization	Stakeholder	Title	Send Date
Central Lake Ontario Conservation Authority	Chris Jones	Director, Planning and Regulation	January 29, 2020
Town of Ajax	John Grieve	Supervisor of Transportation	January 29, 2020
City of Brampton	Rick Conrad	Acting Commissioner, Planning and Development Services	January 29, 2020
Town of East Gwillimbury	Nick Pileggi	Director of Planning	January 29, 2020
City of Mississauga	Andrew Whittemore	Commissioner of Planning & Building	January 29, 2020
Town of Innisfil	Timothy Cane	Manager of Planning	January 29, 2020
Town of Whitchurch-Stouffville	Brian Kavanagh	Director of Public works	January 29, 2020
City of Vaughan	Jason Schmidt-Shoukri	Deputy City Manager, Planning & Growth Management	January 29, 2020
Town of West Gwillimbury	Joe Colman	Manager of Transportation	January 31, 2020
Peel Region	Sabbir Saiyed	Manager of Transportation System Planning	January 31, 2020
Lake Simcoe Region Conservation Authority	Rob Baldwin	General Manager, Planning and Development	January 31, 2020

Although the general content was similar for all the municipal stakeholders, each information package was tailored to meet the specific concerns of each municipality. Municipalities were given an opportunity to provide feedback on the information packages. Metrolinx staff addressed the concerns listed below through discussion in meetings or e-mail correspondence. A copy of all information Packages, meeting minutes, and correspondence are included in **Appendix P9**.

City of Brampton – February 19, 2020

City of Brampton shared various questions and concerns on the materials provided in the Information Package with regard to the New Track and Facilities TPAP, specifically on the proposed work along the Kitchener corridor, Bramalea Road bridge modifications, and technical impact assessment studies. Metrolinx provided a response on April 8, 2020, that addressed all questions/comments received. A copy of the comments received from the City of Brampton and response provided by Metrolinx are included in **Appendix P9**.

Peel Region – February 20, 2020

Peel Region shared various questions and concerns on the materials provided in the Information Package with regard to the New Track and Facilities TPAP and proposed work for the Kitchener corridor. Metrolinx provided a response on April 7, 2020, that addressed all questions/comments received. A copy of the comments received from Peel Region and responses provided by Metrolinx are included in **Appendix P9**.

City of Markham – February 18, 2020

City of Markham Planning and Engineering department shared various questions and concerns on the materials provided in the Information Package with regard to the New Track and Facilities TPAP; specifically, the proposed Unionville Storage Yard. Metrolinx provided a response on March 31, 2020, and a response on the comments received on the information provided at the public meeting on May 13, 2020, that addressed all questions/comments received. A copy of the comments received from City of Markham and responses provided by Metrolinx are included in **Appendix P9**.

Technical advisory committee meetings were held with key stakeholders that are directly impacts by the New Track and Facilities TPAP (see Section 8.2.4).

8.2.3.4 Conservation Authorities

A list of Conservation Authorities contacted is included in Section 8.2.3 and **Appendix P1** and copies of notifications sent to review agencies are included in **Appendix P3**. Copies of review agency correspondence and meeting materials can be found in **Appendix P9**.

Toronto and Region Conservation Authority (TRCA)

On February 19, 2020, TRCA sent an initial response letter to the notification of Round One Public Consultation meetings stating that staff has demonstrated interest in the New Track and Facilities TPAP and requested Metrolinx to forward one copy of any handouts or display materials from Public Consultation Meetings for TRCA's record.

Toronto and Region Conservation Authority Meeting #1 – July 25, 2019

The purpose of this meeting was to discuss and coordinate proposed project works within TRCA jurisdiction, which include the Don Valley (formerly Riverdale) Layover and Unionville Storage Yard. The meeting concluded with an update on the Electrification TPAP addendums and timelines for public consultation.

Toronto and Region Conservation Meeting #2 – January 21, 2020

The purpose of this meeting was to update TRCA staff on revised configuration for the Don Valley Layover Facility and Unionville Storage Yard, proposed work on the Richmond Hill corridor, and results of preliminary impact assessment studies.

TRCA inquired whether excavation at the base of the Don River valley is required for the revised Don Valley Layover Facility. Metrolinx responded that the intent is to mimic existing elevations to the extent possible. TRCA expressed concern about potential impacts on stormwater management and had requested Metrolinx to identify areas close to the Don River where development should be avoided to reduce future flooding risks. TRCA also requested Cut/Fill Analysis and 2D hydraulic modelling to ensure floodproofing is accounted for at both the Don Valley Layover Facility Unionville Storage Yard sites.

TRCA expressed concern about the proposed site for the Unionville Storage Yard as it may conflict with proposed municipal plans. TRCA also expressed concerns that there may be a possibility for tow erosion at the proposed Unionville Storage Yard site, which could impact long-term stability. TRCA added that slope stability and toe erosion assessments are strongly recommended at the reference concept design

phase. TRCA requested the addition of project specific output specification (PSO) language that will ensure Metrolinx contractors follow current stormwater management guidelines when preparing the detailed designs.

Toronto and Region Conservation Authority Meeting #3 – May 4, 2020

The purpose of this meeting was to update TRCA staff on revised configuration for the Don Valley Layover facility; share results of preliminary impact assessment studies for the revised configuration; and discuss the process required for conducting a 2D Hydraulic Modelling at both the Don Valley Layover and Unionville Storage Yard sites.

Metrolinx presented an overview of potential impacts at the revised Don Valley Layover configuration, which included a detailed summary of stormwater management constraints/challenges, utility constraints/challenges, and wetland impact mitigation. TRCA staff expressed concerns about the proposed Don Valley Layover site as the design is within the 5-10 year storm range, which is considered a frequent flood area. Metrolinx then presented an update on the Unionville Storage Yard site. Metrolinx also noted that commitment language for Slope Stability Analysis will be included in the Final Environmental Project Report (EPR) to ensure that the Analysis is conducted during detailed design.

Metrolinx also provided an update on the outcomes of internal discussions with regard to conducting 2D Hydraulic Modelling at the proposed Don Valley Layover and Unionville Storage Yard sites. Metrolinx inquired about the requirements for conducting the 2D Hydraulic Modelling. TRCA responded that Metrolinx's consultant is to provide grading plans so that TRCA can incorporate these plans into the model and generate various results. This will provide for a preliminary screening of areas of concern, which will then be the responsibility of Metrolinx to interpret the results and modify the design as required.

The meeting concluded with a brief update on the Project timeline, including when the Draft EPR will be circulated to the Government Review Team; deadline for submitting comments; and anticipated timeline for issuing the Notice of Commencement.

Halton Region Conservation Authority Meeting – August 19, 2019

The purpose of this meeting was to discuss and coordinate proposed project works within CH jurisdiction, which include the Beach Layover. The meeting concluded with an overview of project implementation, TPAP and consultations timelines.

CH noted that the proposed site for the new Beach City layover is part of the upper Rambo Creek Watershed that discharges through the Hager Creek Diversion Channel. Floodplain modelling or a meander belt assessment may be required; CH suggested conducting a site visit to determine next steps. CH also suggested expanding the proposed stormwater management approach to also consider riparian storage (the amount of water stored in the channel, not including water stored in culverts and other man-made features).

8.2.4 Technical Advisory Committee Engagement

Metrolinx held meetings with seven (7) Technical Advisory Committees (TAC). Each committee included staff members from various municipalities in the associated TAC region. Overall 14 meetings were held with an average number of two (2) meetings held in each of the following regions:

- York Region – Aurora TAC
 - Including Town of Aurora, City of Vaughan, and Town of Newmarket.
- Simcoe County TAC
 - Including County of Simcoe and City of Barrie.

- Durham Region TAC
 - Including Durham Region, City of Pickering, City of Oshawa, and Town of Whitby, and Central Lake Ontario Conservation Authority (CLOCA).
- Halton Region TAC
 - Including Halton Region, Town of Oakville, City of Burlington, and Halton Region Conservation Authority (CH).
- York Region – King TAC
 - Including York Region and Township of King.
- York Region – Markham TAC
 - Including York Region and City of Markham.
- City of Toronto TAC
 - Including City of Toronto and Toronto and Region Conservation Authority (TRCA).

Copies of Technical Advisory Committee correspondence and meeting materials can be found in **Appendix P9**.

Full list of meetings dates and municipalities that attended each meeting is found in the following Table 8-9.

TABLE 8-9 PRE-PLANNING PHASE TECHNICAL ADVISORY COMMITTEE (TAC) MEETINGS

Title of TAC	Meeting #	Municipalities in Attendance	Date of Meeting
York - Aurora TAC	TAC #1	<ul style="list-style-type: none"> • Town of Aurora • City of Vaughan • Town of Newmarket 	May 22, 2019
York - Aurora TAC	TAC #2	<ul style="list-style-type: none"> • Town of Aurora 	December 11, 2019
Simcoe TAC	TAC #1	<ul style="list-style-type: none"> • City of Barrie • County of Simcoe 	October 18, 2019
Durham TAC	TAC #1	<ul style="list-style-type: none"> • Durham Region • City of Pickering • City of Oshawa • Town of Whitby 	July 4, 2019
Durham TAC	TAC #2	<ul style="list-style-type: none"> • Durham Region • City of Pickering • City of Oshawa • Town of Whitby 	November 1, 2019
Durham TAC	TAC #3	<ul style="list-style-type: none"> • Durham Region • City of Oshawa • Town of Whitby • Central Lake Ontario Conservation Authority (CLOCA) 	July 29, 2020
Halton TAC	TAC #1	<ul style="list-style-type: none"> • Halton Region • Town of Oakville • City of Burlington 	May 15, 2019

Title of TAC	Meeting #	Municipalities in Attendance	Date of Meeting
Halton TAC	TAC #2	<ul style="list-style-type: none"> Halton Region Town of Oakville City of Burlington Conservation Halton 	October 22, 2019
Halton TAC	TAC #3	<ul style="list-style-type: none"> Halton Region Town of Oakville City of Burlington Conservation Halton 	June 18, 2020
York - King TAC	TAC #1	<ul style="list-style-type: none"> York Region Township of King 	May 24, 2019
York - Markham TAC	TAC #1	<ul style="list-style-type: none"> York Region City of Markham 	May 13, 2019
York - Markham TAC	TAC #2	<ul style="list-style-type: none"> York Region City of Markham 	January 31, 2020
City of Toronto TAC	TAC #1	<ul style="list-style-type: none"> City of Toronto 	August 16, 2019
City of Toronto TAC	TAC #2	<ul style="list-style-type: none"> City of Toronto 	October 9, 2019
City of Toronto TAC	TAC #3	<ul style="list-style-type: none"> City of Toronto 	December 12, 2019
City of Toronto TAC	TAC #4	<ul style="list-style-type: none"> City of Toronto 	February 12, 2020
City of Toronto TAC	TAC #5	<ul style="list-style-type: none"> City of Toronto 	May 6, 2020
City of Toronto TAC	TAC #6	<ul style="list-style-type: none"> City of Toronto TRCA 	June 4, 2020
City of Toronto TAC	TAC #7	<ul style="list-style-type: none"> City of Toronto TRCA 	August 18, 2020

York – Aurora TAC Meeting #1 – May 22, 2019

During this meeting, Metrolinx provided a general overview of the Project, expected TPAP timeline, anticipated technical studies, consultation timeline, and introduced the Project Team.

Metrolinx also provided an overview of the Network-wide Structures EPR Addendum, Wellington Grade Separation, McNaughton Grade Separation and EPR Addendum process and anticipated timeline.

York – Aurora TAC Meeting #2 – December 11, 2019

In this meeting, Metrolinx provided an overview of the Project, where improvements at Aurora GO Station have EA coverage under the 2017 Barrie Rail Corridor Expansion Project (BRCE), which include new second track, new west island platform, and proposed pocket track. Metrolinx also provided an update on the revised Noise and Vibration and Air Quality technical studies.

Metrolinx presented Wellington Street East Grade Separation project rational and Draft background where the proposed works require a Significant Addendum to the Barrie Corridor Expansion (BRCE) EPR. The meeting concluded with a presentation on the Aurora GO Station Improvements Project and anticipated Project timeline.

Simcoe TAC Meeting #1 – October 18, 2019

During this meeting, Metrolinx introduced the Project, Early Works and Project scope, and TPAP timeline, an overview of the OnCorr Vegetation Removal and Compensation Program, and an update on technical studies and upcoming public consultation meetings to be completed part of the TPAP. Metrolinx also informed County of Simcoe and City of Barrie that the Metrolinx's Community Relations Team is in the process of scheduling meetings with elected officials before the end of December 2019. Simcoe County and the City of Barrie staff requested advance notice before elected official briefings occur, including the materials to be presented.

The meeting concluded with The City of Barrie and the Simcoe County staff requesting a one-page summary of Project. They requested that the focus be on the Barrie corridor, with details about the system-wide objectives.

The meeting concluded with an overview of the timeline of upcoming public consultation meetings, Project timelines and schedules.

Durham TAC Meeting #1 – July 4, 2019

During this meeting, Metrolinx provided an overview of GO Expansion, New Track and Facilities TPAP, anticipated timeline, anticipated technical studies, and expected timeline for public consultation. Metrolinx also presented a summary of proposed work within the Lakeshore East corridor.

A question was raised about the status of Metrolinx's proposed 3rd track near Guildwood GO Station; Metrolinx responded that it has been descoped and combined with a project further to the west. All previous elements east of the Rouge River and within the river itself have been descoped from the previous project.

Town of Whitby staff noted they are experiencing flooding issues near Lynde Creek at the rail tracks. The Town has an EA in progress to examine installing additional culverts; the EA study will be provided to Metrolinx.

Metrolinx presented an overview of the proposed work at the Thickson Road Underpass and anticipated construction footprint. Durham Region informed Metrolinx that there is a project underway to widen Thickson Road and add a multi-use path beneath the structure by cutting into the embankment and constructing retaining walls (approximately 90% design completion). Tendering is expected for 2020. Metrolinx requested a copy of the current design, so it can be considered and incorporated within the structure expansion RCD. Metrolinx clarified that while the TPAP Statement of Completion is anticipated in November 2020, Project Co will be responsible for implementing the improvements, and impacts to the Thickson Road structure may not occur for several years.

Finally, Town of Whitby and Durham Region staff inquired about who the public will contact for complaints and other issues given the DBFOM model; Metrolinx responded they will remain the Owner of the infrastructure.

The meeting concluded with an overview of the timeline of upcoming public consultation meetings, Project timeline and schedule.

Durham TAC Meeting #2 – November 1, 2019

During this meeting, Metrolinx provided an update on proposed infrastructure within Durham Region including Thicken Road Bridge expansion and Oshawa GO Station platform upgrades. Metrolinx was requested to confirm whether work at Oshawa GO will encroach on the bus platform to the north. The Region requested Metrolinx provide a site plan drawing that illustrates all planned Metrolinx projects within the vicinity of the Oshawa GO Station, so that the Region has a complete understanding of proposed/planned initiatives, including timing and delivery. Additionally, Durham Region requested an

options/cost analysis for the Bowmanville extension that examines different options, including those that go over Highway 401.

Metrolinx also provided an overview of proposed public and indigenous consultation meetings and timeline for holding briefings with elected officials. To which the Region suggested that Metrolinx present to Council instead of individual councillor briefings.

The meeting concluded with an update on the timeline of upcoming public consultation meetings, Project timelines and schedules.

Durham TAC Meeting #3 – July 29, 2020

The Region of Durham, City of Oshawa, Town of Whitby and CLOCA were invited to attend this meeting. During this meeting Metrolinx information on the proposed infrastructure within Durham Region which included a new third track from Whitby Maintenance facility to Oshawa GO (approximately 2.5 km of track work), the Thickson Road South Bridge Expansion, and new platform at Oshawa GO. Metrolinx provided the cross section of the Thickson Road Bridge to the attendees.

CLOCA raised concerns that no hydraulic assessment is underway to assess potential floodplain impacts resulting from the expansion of the Thickson Road bridge structure. Metrolinx clarified that hydraulic assessment will continue during the conceptual design phase. Works by Metrolinx at Oshawa GO might encroach on the bus loop to the north and the impacts will be addressed by a separate project team. CLOCA requested for further investigation of all proposed work within the regulatory floodplain and Metrolinx confirmed that this will be included during future project phases. Metrolinx noted that they are aware of the parking difficulties at Oshawa GO and will take this into consideration as designs progress.

The Region of Durham requested for a plan to show all project impacts in the area and roles of people who will undertake the projects, along with the impacts on the existing GO Station building and Bowmanville extension. Metrolinx clarified that the purpose of the New Track and Facilities TPAP is to examine conceptual impacts for new/upgraded tracks, new switches, layover/storage yard facilities, Thickson road bridge expansion, electrification of the RH Corridor (up to mile 4.4), and new GO Station platforms. The scope of the Bowmanville extension is being updated and consultation will resume in approximately 6 to 9 months. Metrolinx confirmed that they will provide meeting attendees with a 'big picture' depiction of what is proposed within Durham Region, recognizing that consultation has been with individual project teams to-date.

Thickson Road South Bridge Expansion

Metrolinx has retained Wood to complete the Reference Concept Design (RCD) for the structural expansion to accommodate the third track at Thickson Road Bridge. During this discussion, Metrolinx gave an update of the scope of the New Track and Facilities TPAP, which does not include culvert work; however, retaining walls are needed in the Corbett Creek Valley lands to support the additional third track. The temporary culvert at Corbett Creek has been removed which was previously installed during the East Rail Maintenance Facility Project. CLOCA inquired about the condition of the Corbett Creek culvert and whether a structural assessment would be appropriate. As the design advances, Metrolinx will further assess further utility impacts and mitigation measures, and maintain vertical clearance at Thickson Road Bridge by raising the tracks by approximately 0.4 m. Metrolinx shared that they have also identified potential property requirements on lands adjacent to the rail corridor that are zoned Greenbelt (G) to accommodate the retaining walls.

TPAP Technical Studies

Metrolinx informed attendees that all baseline conditions and impact assessments have been completed. Further to that, Metrolinx clarified that the electrification assessment was primarily completed in 2017 and the New Track and Facilities TPAP is a follow up assessment of new infrastructure that was not

assessed. Metrolinx confirmed that the OCS poles and substations plans are being managed by a separate team. The Region of Durham requested a road map of all proposed works; to which Metrolinx responded by confirming that a high-level explanation of the proposed works within Durham Region will be circulated.

Consultation

Metrolinx proposed a tentative Virtual Public Consultation for August 18 to September 1, 2020. At this time, the Metrolinx communications team was preparing for a virtual round of consultation. Metrolinx intends to present a system wide project overview/update, proposed infrastructure, proposed layover/storage yard sites, future commitments and mitigation, updates of the GO Rail Network Electrification TPAP Addendum and how stakeholders, and public can get involved. Lastly, Metrolinx concluded the meeting with discussion regarding the Final EPR and that the attendees will receive the Final EPR, which addresses all comments to the fullest extent possible given the current level of design.

Halton TAC Meeting #1 – May 15, 2019

This meeting provided an overview of the Project, Project scope and timeline, and early works projects that will be completed in advance of the GO Expansion improvements, which include the Burloak Drive road-rail grade separation in Oakville and Dury Lane pedestrian bridge replacement in Burlington.

The meeting also provided information on the proposed Beach Layover located near Plain Road and Brent Street. The City of Burlington inquired whether the proposed infrastructure will have impacts on existing structure on Plains Road, to which Metrolinx responded that no impacts to the structure are anticipated. It was also clarified that the proposed layover is for storage only, not maintenance.

The meeting concluded with an overview of the timeline of upcoming public consultation meetings, Project timeline and schedule.

Halton TAC Meeting #2 – October 22, 2019

This meeting provided an overview on the Project, Project scope and timeline, proposed infrastructure in Halton, Beach Layover, Baseline Conditions, upcoming public consultation, GO Expansion timelines and schedule, commitments, and data request update.

Halton Region staff inquired about possible impacts associated with the track upgrade planned in the vicinity of Oakville GO Station that transverses Chartwell Road. Metrolinx responded that there are no anticipated impacts to the creek or surface drainage, Overhead Catenary System (OCS) infrastructure will require foundations, and track upgrades are to be laid down in the existing disturbed Metrolinx right-of-way.

Conservation Halton (CH) and City of Burlington expressed the following concerns about the proposed Beach Layover site:

- Possibility of on-site effluent discharge into the creek or municipal sewers.
 - Metrolinx explained that effluent will be treated on-site and then discharged to municipal sewers along Gray's Lane.
- Traffic impacts at the proposed location.
 - Metrolinx noted that Traffic Impact Assessment will commence shortly as part of the TPAP. Traffic Impacts to be assessed only at proposed layover locations.
- CH requested completion of hydraulic modelling at the Layover location to ensure work will not impact adjacent lands.
- On February 10, 2020, CH confirmed that the Non-Commercial, Recreational or Aboriginal Fishery designation does not impact CH's assessment of features from a regulatory standpoint. The impact assessment and associated mitigation measures should consider the potential for hydrologic features to provide or contribute to any fish habitat.

Metrolinx informed attendees that they are currently in the process of completing final draft baseline conditions reporting for Archaeology, Cultural Heritage, Land Use and Socio-Economic, Visual, Natural Environment and Hydrogeology. Metrolinx added that reports will be shared with municipal staff to receive the reports for comment. Metrolinx added that impact assessment reporting will commence after the completion of the Baseline Conditions reporting. Conservation Halton noted that a preliminary checklist for environmental assessment requirements will be provided to Metrolinx staff.

The meeting concluded with an update on the timeline of upcoming public consultation meetings, GO Expansion timeline and Project schedule.

Halton TAC Meeting #3 – June 18, 2020

This meeting provided an overview of the Beach Layover Facility RCD; introduced a new potential layover site (i.e., Walkers Line); the status of the Draft EPR that was circulated on April 27, 2020; status of the Final Impact Assessment Reports; and upcoming Round Two of virtual public consultation.

Metrolinx presented an overview of the final configuration for the Beach Layover facility, which addressed concerns the municipalities had previously shared such as possibility of on-site effluent discharge into the creek or municipal sewers; traffic impacts at the proposed location, etc. Metrolinx also emphasized that there are no anticipated utilities impacts due to the proposed layover; stormwater effluent generated within the layover site will be separated from flows generated elsewhere to allow treatment before discharge to the municipal storm sewer; and vehicle access to the site will be provided at both ends of the layover using existing roadways.

Metrolinx then provided an overview of anticipated impacts due to the proposed Walkers Line Layover facility; including visual, hydrogeology, utilities, land use, archaeology, etc. Halton Region inquired whether both the Beach and Walkers Line Layover sites will be shown at the upcoming Round Two of public consultation. Metrolinx confirmed that both layovers will be presented to the public. Halton Region also inquired about the timing for the upcoming public consultation. Metrolinx responded that the virtual public open houses are to be 'live' on Metrolinx's Engage Website in Summer 2020, however the timeline is subject to change based on the provincial state of emergency.

York – King TAC Meeting #1 – May 24, 2019

This meeting provided an overview of the Project, Early Works projects, and proposed infrastructure as part of the TPAP; which include new King City layover, Unionville Storage Yard, Mount Joy GO Station new track and platform; TPAP timeline and technical studies to be completed. York Region expressed concern with the proposed timeline for initial build (2028) as it does not align with Metrolinx's timeline for all-day service (2025), to which Metrolinx responded that all-day service level can be achieved on several corridors by 2025.

The meeting concluded with an overview of the timeline of upcoming public consultation meetings, Project timelines and schedules.

York – Markham TAC Meeting #1 – May 13, 2019

This meeting introduced GO Expansion and the New Track and Facilities TPAP, project scope, and the new proposed Unionville Equipment Storage Yard, and Mount Joy GO station upgrades. The City of Markham expressed concerns that the new proposed storage facility does not align with the City's vision for the community. City inquired whether it is possible to complete this work in the nearby Hydro One / Highway 407 Corridor or on other lands set aside for Metrolinx use. Metrolinx responded that the modelling has determined additional storage is needed throughout the corridor. In this case, Metrolinx requires additional storage to the north of Unionville GO station, and the preference is to have it as close to the station as possible. The City added that it is preparing a secondary plan update for the Markham-Centre area, where the proposed site for the storage facility lies in, and so the City inquired whether the

storage facility preclude an east-west overpass or underpass. Metrolinx responded that the facility will be electrified, and vertical clearance is an issue for either an overpass or underpass.

The meeting concluded with an overview of the timeline of upcoming public consultation meetings, Project timeline and schedule.

York – Markham TAC Meeting #2 – January 31, 2020

During this meeting, Metrolinx provided an update of activities completed since the last TAC meeting, which included: baseline conditions reporting, Reference Concept Design (RCD) development, preparations for public meetings, beginning of impact assessment phase of the TPAP, updates to the TPAP scope, and stakeholder meetings. Metrolinx also provided an update on activities completed regarding the City's concerns on the proposed Unionville Storage Yard.

City of Markham and York Region staff expressed the following concerns with regard to the proposed Unionville Storage Yard: potential for slope issues at the far north end of the storage yard and the proposed site is located within proximity of an existing watercourse feature; and the City of Markham is currently developing the City of Markham Secondary Plan and has previously opposed placing a storage yard within what is proposed to become part of the designed Markham City Centre. Metrolinx clarified that the majority of the proposed Unionville Storage Yard is within Metrolinx's right-of-way (ROW), and a strip of privately-owned land extends the length of the storage yard. The City of Markham expressed concern with regard to the proposed access road as the proposed site and surrounding area are planned to be intensified under the Markham Secondary Plan. The City also inquired about the anticipated timeline for construction of the proposed Storage Yard. Metrolinx responded that GO Expansion RFP is expected to be released in Spring 2020, so construction is expected to take place in 2022. City of Markham inquired about the possibility to postpone the New Track and Facilities TPAP timeline so that the Secondary Plan can be advanced. Metrolinx explained that the project is on a tight timeline so postponing this work can be problematic.

Metrolinx also presented the outcomes of the preliminary impact assessment studies for the Unionville Storage Yard, including anticipated property, stormwater management, utilities, and vegetation removal impacts. City of Markham staff inquired whether Metrolinx has approached the property owner that is anticipated to be affected due to the proposed Unionville Storage Yard. Metrolinx responded that initial discussion with the property owner have not yet commenced. York Region staff suggested examining whether the existing access road, which was built for the PanAm games, can be utilized for the Unionville Storage Yard to minimize potential property impacts. Metrolinx responded that this suggestion will be investigated by the project team. City of Markham staff inquired whether the proposed storage yard will be electrified by the time it is built, or will it transition from diesel to electric by the time of its opening. Metrolinx responded that the storage yard will be electrified from inception to allow for flexibility in daytime train movement and to accommodate increased service on the Stouffville corridor.

The meeting concluded with an overview of anticipated EA timeline for 2020 with a recap of main tasks completed in 2019; lookahead schedule with anticipated next meeting (TAC #3) to occur in Spring 2020; and an overview of next steps, including preparation of draft EPR and commitment and mitigation measures.

City of Toronto TAC Meeting #1 – August 16, 2019

This meeting presented information on proposed infrastructure that is expected to take place within the City of Toronto. This included:

- Riverdale Layover, now referred to as Don Valley Layover;
- Resources Road Layover (not included within the New Track and Facilities TPAP scope);

- Keating Lands Potential Layover, which is no longer being explored under this Project; and
- HONI Conflict Areas.

The meeting also provided an overview of GO Rail Expansion Electrification TPAP Addendums and the OnCorr Vegetation and Compensation Program.

The City expressed concerns regarding the proposed Don Valley (formerly Riverdale) Layover site which included: existence of floods along the proposed Don Valley Layover site, to which Metrolinx responded that teams are aware of the issue and will be receiving comments from TRCA regarding this matter. Existence of at least three pipelines which require specific setbacks, to which Metrolinx confirmed that consultation with Oil and Gas companies will take place. The City also noted some concerns with the access road. There is a point where the access road is parallel to a very narrow trail, which is extremely close to the Don River. The City added that there are gas pipes that run down the middle of the trail. Metrolinx noted this and stated that they would coordinate further with the City on this matter.

The City also expressed concerns regarding the Keating Lands potential layover and suggested that Metrolinx use the risks/constraints provided in the meeting's presentation as a basis to first determine if there are any resolutions. Additionally, the City requested additional detail on the following: list of components needed at the proposed site, constraints, conceptual layout, setbacks, and list of tracks to be electrified. Metrolinx also clarified that the Keating Lands potential layover is no longer being explored at this time.

The meeting concluded with an update on the timeline of upcoming public consultation meetings, Project timelines and schedules.

City of Toronto TAC Meeting #2 – October 9, 2019

During this meeting, Metrolinx provided an update of activities completed since the last TAC meeting that included: baseline conditions reporting, RCD development, preparations for public meetings, beginning of impact assessment phase of the TPAP, and stakeholder meetings. Metrolinx also provided an update on activities completed regarding the City's concerns on the Don Valley Layover and the Resources Road Layover (not included within the New Track and Facilities TPAP scope).

City of Toronto staff expressed various concerns regarding the Don Valley Layover, which included that Metrolinx will be required to finance and build the access road needed to provide HONI access; the existing gravel path to the HONI substation is not an access road (i.e. lacks sufficient base) and agreements with the City will be needed to use it. Therefore, everything south of the HONI substation would be considered a new road which will require Metrolinx to acquire more property. The City added that access to the Prince Edward Viaduct must be maintained and therefore there are concerns that this layover facility will cut off access to one or more piers. Additionally, the City mentioned that it was not sure about the ownership of the area beneath the viaduct and there are concerns with adding more impervious areas to the Lower Don Environmentally Sensitive Area (ESA). Overview of impacts from the viaduct must be considered. The layover site is in a very visible area so there must be aesthetic considerations for the proposed buildings. The City advised care planning is required in this area.

The City also expressed concern with the Resources Road Layover regarding effluent from the staff/storage building discharge to the municipal sanitary system; waste from trains being emptied into a holding tank. City of Toronto asked whether this is a change from the previous proposal assessed during the UP Express project; Metrolinx responded that the previous proposal did not go into this much detail and plans to treat effluent from vehicles and facilities will be presented to the City.

The meeting concluded with an update on the timeline of upcoming public consultation meetings, Project timeline and schedule.

City of Toronto TAC Meeting #3 – December 12, 2019

During this meeting, Metrolinx provided an update of activities completed since the last TAC meeting that included: summary of proposed work on the Richmond Hill Corridor, Resources Road Layover update, revised and original Don Valley layover configuration and preliminary Impact Assessment for revised layover configuration, Vegetation Removal and Compensation Program, and commitments. The City of Toronto expressed various concerns with the revised Don Valley configuration, specifically:

- Emergency vehicles turnaround;
- Impacts on existing multipurpose trail; and
- proposed Don Valley Layover location.

Emergency Vehicle Turnaround Concerns

The City expressed concerns with the egress point that was added at the south end of the layover for emergency egress of the track area (not occupied buildings), which connects to the Lower Don Trail. The City requested Metrolinx verify whether a retaining wall is required to accommodate the 3-4m difference in elevation between the trail/access road and the proposed track area. Additionally, the City noted that turnaround with adequate radii is required to allow emergency vehicles to exit via the north entrance and emergency vehicle access needs to be cleared with Toronto Fire before the City can sign-off on the RCD. Metrolinx responded that further analysis will be needed to verify whether the revised configuration can accommodate a turnaround on the current property parcel. The City inquired whether the southern emergency egress is redundant, as it connects to the same trail/access road as the northern access. Metrolinx responded that the southern entrance is solely intended for personnel working at track level.

Concerns on the Impacts on Existing Multipurpose Trail

The City expressed various concerns with anticipated impacts on the existing access road at the identified Don Valley Layover site. The City inquired about measures to separate the access road from adjacent trail during construction. Metrolinx clarified that a mesh wire fence is proposed as a temporary condition for construction; bollards are proposed as a permanent condition to separate the access road from the adjacent trail. To which the City requested that all separation measures be permeable to allow for drainage and suggested that a curb be incorporated into the access road design. The City also expressed concerns with accommodating the fencing (temporary and permanent) at pinch points on the trail that are experiencing existing erosion. The City also noted that physical separation between vehicles and Lower Don Valley Trail users is required; that separation for pedestrians and cyclists must be equal. Metrolinx inquired whether the City would consider a joint use of the access road. The City replied that it can not be accommodated if Metrolinx employees are making daily to the layover site.

Concerns on the Proposed Don Valley Layover Location

The City expressed disagreement with Metrolinx regarding the identified site for the proposed Don Valley site location. Amongst the reasons behind the City's stance are the City's Official Plan does not permit this type of infrastructure on the identified site; the new configuration has moved several facilities been onto the City of Toronto and TRCA lands and thus will have impacts on their properties; the City sees the proposed facility as more than train storage; concerns that Metrolinx has not assessed other site options for the Don Valley layover location; and the identified site is within an Environmentally Sensitive Area (ESA). Furthermore, the City requested the following from Metrolinx: identify properties affected by project plans due to encroachment temporary measures to facilitate productive discussions with applicable stakeholders; further examine possible mitigation measures to reduce impacts to non-Metrolinx property; and further examine other site options that do not involve placing the Don Valley layover within an ESA.

The meeting concluded with an update of the timeline of upcoming public consultation meetings, Project timeline and schedule.

City of Toronto TAC Meeting #4 – February 12, 2020

During this meeting, Metrolinx provided an update of activities completed since the last TAC meeting, which included: recap of Don Valley Layover configuration and impact assessment; revised Don Valley Layover designs; Resources Road Layover Preliminary Stormwater Management Assessment; commitments; and Round #1 of public consultation.

Metrolinx clarified that north of Bloor Street is not within an Environmentally Sensitive Area (ESA). Shifting the facility to these lands would benefit the site plan approval process. City of Toronto responded that the area still parkland, so complications are not eliminated completely. City of Toronto inquired if there is a possibility for rehabbed tracks to the south to be used for the proposed Don Valley Layover. Metrolinx responded that this option was studied early in the RCD process, but it did not meet desired service levels. Gannett Fleming provided an overview of Options 1 and 2 for Don Valley Layover and noted that only the linear storage option will be shown to the public at upcoming public meetings. City of Toronto inquired about what will happen if a pipeline breaches during construction. Metrolinx responded that there's a depth of cover requirement and monitoring will be required. The City then noted that City staff will need to complete a utility review and requested drawings that show utilities more clearly. The City also inquired whether emergency vehicles would be able to make all required turning movements using the revised configuration. Metrolinx noted that emergency vehicle turning movements are to be confirmed. The City expressed concern with regard to proposed retaining wall in the Don Valley Layover location as clear sight lines were key design consideration for the Belleville Underpass. Metrolinx responded that visual impacts will be further examined once the final design is confirmed. Finally, the City requested Metrolinx to provide information on the feasibility of using rehabilitated tracks between Riverdale and Queen St as the layover. Metrolinx noted that project team will conduct options analysis using the City's recommendation.

The meeting concluded with an update of the timeline of upcoming public consultation meetings, Project timeline and next steps.

City of Toronto TAC Meeting #5 – May 6, 2020

During this meeting, Metrolinx provided an update of project activities completed since the last TAC meeting, which included: completion of the options analysis for the Don Valley Layover; circulation of the Draft EPR and Impact Assessment reports for GRT review and comments; and completion of the Round One Public Consultation Summary Report.

Metrolinx presented a brief summary of the Don Valley layover configuration and explained how the City's comments were considered and incorporated into the revised configuration given that the facility has been shifted outside the Environmentally Sensitive Area (ESA) in response to the City's feedback. Metrolinx will bring both the City and TRCA to a future meeting, recognizing that there will be certain elements that still need to be developed.

Metrolinx presented an overview of the changes made in the revised configuration as a follow up to previous discussions with City of Toronto. Key new features of the revised configuration include: the facility is now located north of the Prince Edward Viaduct; reduction in parking spaces resulting in an overall decreased footprint; need for additional retaining walls (approximately 70 m) as a result of natural site topography; a relative increase in vegetation removals compared to the previous configuration, as the current proposal does not make use of pre-disturbed areas under the Viaduct; and the site now accommodates emergency turnaround capabilities (as per City of Toronto standards).

City staff expressed various concerns about the revised configuration, including: the southern end of the proposed configuration appears to significantly overlap with the recently constructed Belleville

underpass; proximity of the proposed staff building to the existing Lower Don Trail; potential visual impacts of the proposed facility on the surrounding natural area; and potential conflicts with existing utilities. Metrolinx responded to each concern respectively as follows: the new configuration is based on the latest available aerial imagery from 2018 and that the proposed turnaround was moved 20 meters to the north so that there is a 15-meter separation from the end point of the turnaround to ensure no impacts to the Bellville underpass; considerations will be made with regard to moving the staff building further away from the trail; the design is still in a preliminary stage and so no visual function assessment was carried out and therefore this comment will be taken into consideration once the assessment has begun; and Metrolinx will coordinate with utility owners as necessary and conflicts will be avoided where possible.

The meeting concluded with an update of the timeline of upcoming public consultation meetings, Project timeline and next steps.

City of Toronto and TRCA TAC Workshop #6 – June 4, 2020

During this meeting, Metrolinx provided an overview of the modifications completed to address the City of Toronto's comments on the Don Valley Layover final Site Concept Plan. The modifications address the City's concerns about turnaround areas; support facilities and building complex; and Prince Edward Viaduct pier clearance. As such, the discussion is summarized below:

Turnaround Areas Modifications

Metrolinx provided an overview of the modifications completed to meet the City's standards and to accommodate turnaround for emergency vehicles, and avoid any underground or overhead utilities. TRCA inquired whether this location is in a floodplain. Metrolinx stated that the building complex site is mostly within the regulatory floodplain, but only a portion is within the 100-Year Floodplain according to the spot elevations analysis.

Support Facilities and Building Complex Modifications

Modifications to facility structures included: moving the staff building further away from the Lower Don Trail; relocating and redistributing parking spaces to reduce the visual impact from the Lower Don Trail; adding a maintenance gate within the layover yard to allow for maintenance access to the Prince Edward Viaduct; and collecting train waste via a "honey wagon" that will deposit the waste into a holding tank for future removal.

TRCA stated that they have two (2) requirements to ensure the proposed site to meet flood regulations: floodproof buildings and minimize addition of fill within the floodplain. TRCA requested to see all buildings outside of the 100-year floodplain elevation so that it can be 'floodproofed'. Metrolinx responded that a hydraulic survey will be performed, which may provide further information for potential site modifications. Metrolinx stated that the design tables will be available for City's and TRCA's review once completed.

Prince Edward Viaduct Clearance

Metrolinx presented a cross section that shows no impacts anticipated to the pier; and noted that the access road width could be reduced in this area to accommodate the City's required 5-meter clearance, but would be a difficult to fit for an emergency vehicle. The City stated that if a retaining wall is required to support the road, the structural component of the retaining wall must be 5 meters away from the pier.

The meeting concluded with an update on the Draft EPR circulation and that Metrolinx is currently reviewing comments received from the GRT.

City of Toronto and TRCA TAC Meeting #7 – August 18, 2020

During this meeting, Metrolinx provided an update of Project activities completed since the last TAC meeting, which included preparation of the Notice of Commencement and public consultation. Information about the Round 2 Virtual Open House was shared along with proposed dates. Metrolinx confirmed that no formal in-person meetings will be held, and Metrolinx will receive comments via website during this round of public consultation due to COVID-19. Metrolinx confirmed that all attendees from PIC Round One were contacted which also included local councillors inside and outside of Toronto. Round 2 was completely advertised virtually via blog posts, email blasts and social media.

Don Valley Layover RCD Updates

Metrolinx shared the latest RCD Site Plan for Don Valley Layover at this TAC. Updates to the Site Plan that were discussed included: how utilities information was obtained, and that a detailed survey was completed. An autoTURN exercise was completed for the southern emergency turnaround and Metrolinx confirmed that the radius accommodated fire services. Lastly, it was shared that the retaining wall was moved away 5 m from the existing underground watermain.

Metrolinx confirmed that one cross section at the south end of the site and one to two cross sections along the access roads will be provided as requested by the City of Toronto. Changes to the site plan were discussed extensively, with concerns raised during previous TAC meetings being addressed. The elevation of the finished floors was confirmed to be at a 100-year storm elevation of 80.8 m by Metrolinx. TRCA had requested for the flood proofing to be done to the floodplain elevation of 84.23 m. Metrolinx had a follow-up meeting/discussion with the TRCA and revised the RCD by relocating the buildings in a linear configuration to a higher elevation (i.e., located above the regulatory floodplain elevation of 83.9 m), adjacent to the maintenance access road that parallels the track.

The City requested reduced fencing, to which Metrolinx clarified that fencing along the east side of the access road is a temporary fence and bollards are to run across the west side, which is the boundary between the trail and the access road.

Metrolinx confirmed that leasing agreement would have to be finalised prior to commercial close.

The City inquired about the location of the parking lot and whether it needs to be outside the regulatory floodplain, to which TRCA confirmed that parking lots can be located at the existing ground elevation. Gannett Fleming confirmed that the existing elevations of both the access roads and proposed parking lots are at an elevation of approximately 79.5 m, which is slightly within the 25-year storm elevation of 80 m.

Metrolinx provided a single cross section of the Prince Edward Viaduct, however the City raised additional concerns regarding how the grades will work. The City also raised concerns over the impacts to the trail and whether erosion protection for the trail has been taken into consideration. They acknowledged that the current RCD showed the Helliwell wetland limits.

The meeting concluded with Metrolinx confirming that the Design Tables were shared with both the City and TRCA and further conversations will be scheduled to discuss them. Comments from previous TAC Meetings #5 and #6 were provided by TRCA. The City requested Metrolinx consider the requirements that have been outlined by both the City and TRCA before next steps can be determined. The City is committed to finding solutions and strongly feels their concerns should be addressed with Metrolinx.

All questions/comments received from attendees following each TAC meeting are included in Table 8-10 below, along with how Metrolinx considered and responded to each comment.

TABLE 8-10 SUMMARY OF PRE-PLANNING PHASE MUNICIPAL TAC COMMENTS RECEIVED (JUNE 2019 TO APRIL 2020)

ID	Source	Municipality	Topic /Issue Raised	Question/Comment	How Comment was Considered by Metrolinx																					
1	Via Email	Town of Newmarket	Information Request	<ol style="list-style-type: none"> 1. Please identify the limit and anticipated design and construction timeline of the double tracking in the Town of Newmarket 2. Please provide us with available information with respect to Barrie Rail Corridor Expansion program (new tracks, rail facilities, bridge impacts, crossing improvements) within the Town of Newmarket 3. Please provide us with the available information with respect to two new switches adjacent to Davis Drive in the Town of Newmarket; what are the proposed infrastructure, property requirements and impact, anticipated design and construction timeline, etc. 	<p>1. The Barrie Corridor Expansion (BRCE) TPAP is currently funded for double tracking from Toronto to Aurora only. The TPAP protects for future double tracking all the way to Barrie, but the section between Aurora GO Station and Allandale Waterfront GO Station is currently not funded.</p> <p>The BRCE Project will be implemented in different phases. The first phase of the BRCE Project includes the corridor infrastructure components to support GO Expansion over the next 10 years. As such, Phase One includes:</p> <ul style="list-style-type: none"> • Detailed design and construction of a second track from Tecumseth Street in the City of Toronto (Mile 1.35) to Aurora GO Station (Mile 29.90); • Upgrades to the Rutherford, Maple, King City, and Aurora GO Stations; and • Detailed design and construction of a new layover facility within the Town of Bradford West Gwillimbury for overnight train storage. <p>As additional funding becomes available from the Province, the next phase(s) of the Project will include the second track between Aurora GO Station and Allandale Waterfront GO Station and associated station upgrades.</p> <p>2. For detailed information about the BRCE Project, please refer to the following link http://www.metrolinx.com/en/greaterregion/projects/barrie-go-expansion.aspx.</p> <p>The BRCE project in general includes the following infrastructure components:</p> <ul style="list-style-type: none"> • A second track between Lansdowne Avenue in the City of Toronto (Mile 3.00) to Allandale Waterfront GO Station in the City of Barrie (Mile 63.00); • Upgrades at existing GO Stations along the corridor: Rutherford, Maple, King City, Aurora, Newmarket, East Gwillimbury, Bradford, Barrie South and Allandale Waterfront; • Upgrades to existing structures within the Barrie rail corridor including bridges and culverts; and • A new layover facility within the Town of Bradford West Gwillimbury for overnight storage of trains. <p>The bridge and culvert impacts identified in the BRCE TPAP are outlined in Table 1, below. Impacts to these structures have been assessed and EA approval received as part of the BRCE TPAP. No other bridges in Newmarket are currently anticipated to be affected. Detailed design and construction for these structures will be carried out by OnCorr Project Co.</p> <p>Table 1. List of existing bridges affected by the project, 2-track design – Town of Newmarket (Source: Barrie Corridor Expansion Transit Project Assessment Process Environmental Project Report 2017).</p> <table border="1"> <thead> <tr> <th>Mile</th> <th>Structure</th> <th>2-Track Design</th> </tr> </thead> <tbody> <tr> <td>31.50</td> <td>Tannery Creek</td> <td>Insert CSP culvert in existing to extend and add new CSP overflow culverts and retaining wall</td> </tr> <tr> <td>32.00</td> <td>Clubinis Creek</td> <td>New independent structure required</td> </tr> <tr> <td>32.20</td> <td>Wesley Creek</td> <td>New box culvert required</td> </tr> <tr> <td>33.70</td> <td>Holland River Bridge</td> <td>New span and extended abutments required</td> </tr> <tr> <td>33.95</td> <td>Queen Street Overhead</td> <td>Reinforce existing foundations for train impact</td> </tr> <tr> <td>34.30</td> <td>Westerton Culvert</td> <td>Replace existing structure supporting track and platform</td> </tr> </tbody> </table> <p>3. Two new crossovers/switches are proposed south of Davis Drive, between Timothy and Queen Streets, per the planned Reference Concept Design (RCD) and as shown in the attached image. Additional proposed infrastructure includes a new track in the vicinity of Aurora GO station/Davis Drive from Mile 29.54 to 34.62.</p> <p>These proposed improvements are located within the Metrolinx right-of-way and the need for additional property is not anticipated.</p> <p>It is anticipated that the RCD for this work will be complete by September 2019, and it is our intent to present this in-person at a future TAC meeting with the Town of Newmarket. The construction timeline will be developed in the future by the Project Co. selected to implement the network-wide OnCorr program, of which this is a part.</p>	Mile	Structure	2-Track Design	31.50	Tannery Creek	Insert CSP culvert in existing to extend and add new CSP overflow culverts and retaining wall	32.00	Clubinis Creek	New independent structure required	32.20	Wesley Creek	New box culvert required	33.70	Holland River Bridge	New span and extended abutments required	33.95	Queen Street Overhead	Reinforce existing foundations for train impact	34.30	Westerton Culvert	Replace existing structure supporting track and platform
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2	Via Email	City of Oshawa	Information Request	<p>Our current understanding is that this project has nothing to do with the Lakeshore GO East extensions which is currently being reviewed with 4 Options. In that regard, Oshawa supports only Option 1 which is to cross the 401 and come to an area in proximity with of our Urban Growth Centre.</p>	<p>We can confirm that the Lakeshore East GO Expansion you describe is a separate undertaking from the New Track and Facilities TPAP. Metrolinx will be reaching out shortly to schedule a meeting with the City of Oshawa and Durham Region to introduce our new (and separate) TPAP.</p>																					

ID	Source	Municipality	Topic /Issue Raised	Question/Comment	How Comment was Considered by Metrolinx
3	Via Email	City of Mississauga	Cultural Heritage	<ol style="list-style-type: none"> There are two properties adjacent to the north side of the rail corridor; 1776 Balsam Avenue and 1130-1140 Clarkson Road North, which have heritage considerations. 1776 Balsam Avenue is listed on our municipal heritage register and 1130-1140 Clarkson Road North is the Clarkson House and General Store which are Designated under Part IV of the OHA. Please find the designation by-law attached. A Heritage Impact Assessment will need to be completed as part of this project in order to determine the projects impacts on these properties. Our only other heritage concern related to this project is that the interchange of the rail line and Clarkson Road is the centre of the historic settlement of Clarkson, hence the proximity of the General Store. The City would expect that the archaeological assessments carried out as part of this project pay specific attention to this area in the detailed archaeological potential determinations required as part of the Stage 1 archaeological assessment. 	<p>Where an identified cultural heritage resource is anticipated to be directly impacted [by the Project], a Cultural Heritage Evaluation Report will be completed, and a subsequent Heritage Impact Assessment will be developed, as required. Preparation of the resource specific HIAs will be completed based on review of the following:</p> <ul style="list-style-type: none"> Standards and Guidelines for Conservation for Conservation of Provincial Heritage Properties (MTCS, July 2010); Metrolinx Interim Cultural Heritage Management Process (2013); MTCS Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (2017); Municipal Terms of Reference for Heritage Impact Assessments; and, MTCS Required Reporting for Cultural Heritage Resources in Environmental Project Report (EPR) under Transit Project Assessment Process (TPAP) Ministry of Tourism, Culture and Sport (December 2018). <p>Our approach to assessing archaeology resources is similar to cultural heritage, in that it will first begin with a gap analysis that examines a 30 m radius around all proposed infrastructure. Based on the findings of the Stage 1 assessment work, which will be completed per MTCS Standards and Guidelines, recommendations will be made for further Stage 2 Archaeological Assessment, where required. We note your comments regarding the interchange of the rail line and Clarkson Road and will be sure to incorporate them into our Stage 1 methodology and future reporting.</p>
4	Via Email	City of Burlington	Information Request / Cultural Heritage	<p>I'm wondering if you could provide some clarity regarding the study area boundaries for the project components relevant to Burlington.</p> <p>This information would be helpful in order to provide more complete information on the number and types of cultural heritage resources that may potentially be impacted by the proposed project.</p>	<p>Please see the attached maps for a closer look at the proposed New Track and Facilities TPAP infrastructure within the City of Burlington, per the current draft reference concept design. Hopefully these maps provide better context regarding the location of our study area boundaries.</p>
5	Via Email	City of Barrie	Cultural Heritage	<p>The City of Barrie has received an information request from Metrolinx regarding cultural heritage resources which may be affected by proposed upgrades to the Barrie Corridor track (specifically between Essa Road and Innisfil Street).</p> <p>For your information I've attached a screenshot identifying all the mapped cultural heritage resources in the area. I've also identified the tracks to proposed to be upgraded with a blue line – please confirm this is the correct portion of the track under consideration.</p> <p>If that is indeed the correct portion of the track, I can confirm there are no Designated properties adjacent to the track. The closest Designated building is the Barrie Train station (which is 200+ metres away). The closest listed (non-designated, but on the municipal heritage register) is 140+ metres away. I am also not aware of any properties along that stretch of the track that would be of cultural heritage interest. The only thing I would note is that this portion of the track is on the western edge of the Allandale historic neighbourhood. While this neighbourhood does not have any recognition under the Ontario Heritage Act, there are development control by-laws in place to ensure the area maintains its historic look and feel. This likely won't impact the propose track improvements, but I am sure the neighbourhood residents would be very happy to see historical rail design features and elements used. For example, rather than use standard light housing, perhaps older looking light housings (example attached) could be used. Same would apply to signage or any other equipment that would be visible from the street.</p>	<p>Thank you for providing a screenshot identifying all the mapped cultural heritage resources located around Allendale Waterfront GO Station. Please see the attached maps for a closer look at the proposed New Track and Facilities TPAP infrastructure within the City of Barrie, per the current draft reference concept design. Hopefully these maps provide better context regarding the location of our study area boundaries.</p>
6	Via Email	Halton Region	Incoming Information	<ol style="list-style-type: none"> Chartwell is a local road under the Town of Oakville's jurisdiction. Brant Street should be noted as a Regional Road under Halton Region's jurisdiction. We understand that Metrolinx is planning to schedule meetings with the elected officials. Please also advise of this project at the upcoming Municipal Planning Leaders Forum (MPLF) and the Regional Roundtable (RR) so that the Region's Senior Management is aware of the upcoming consultation. Road to Change – 2031 Transportation Master Plan (2011): The Transportation Master Plan (TMP) provides the strategies, policies and tools required to meet the Region's transportation needs safely, effectively and cost efficiently. The TMP has identified Regional road capacity requirement to accommodate growth to 2031 and a Road Capital Program to 2031. The TMP can be found at the following link: https://www.halton.ca/For-Residents/Roads-Construction/Infrastructure-Master-Plans/Transportation-Master-Plan-to-2031-The-Road-to-C/Final-Transportation-Master-Plan-Transportation 	<p>Meeting Minutes</p> <ol style="list-style-type: none"> Noted Noted We ask that Halton Region provide dates for upcoming Municipal Planning Leaders Forum and Regional Roundtable meetings to ensure the Region's Senior Management is aware of the Project before meetings with elected officials occur. Please also indicate what, if any, participation or support from Metrolinx will be required at these events. Metrolinx will advise the Region of Halton with a meeting date to present this project and upcoming public consultation plans to elect officials. Metrolinx will provide Regional staff with meeting materials one week prior to the meeting. Thank you for providing this information. Metrolinx acknowledges the receipt of all studies provided by the Region of Halton. We will consider/review these studies as part of baseline conditions and impact assessment reporting. Thank you for providing the Access Management Guideline document. Metrolinx is conducting a Traffic Impact Study at the location of this layover site to determine traffic impacts along Brant Street and surrounding road networks. Metrolinx will review these guidelines and consider them as part of the Traffic Impact Study.

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				<p>5. Access Management Guideline (2015): The Access Management Guideline document provides the context for access approval for Halton Regional Roads. We understand that access to the layover facility is being considered from Brant Street. Please note that where access must be provided from a Regional Roads (e.g. Brant Street), it should be proven to be safe without affecting the capacity of the roadway and balance the needs of all road users using criteria established within this Guideline. The Guideline provides the Region's intersection spacing requirements. The Guidelines can be found at the following link https://www.halton.ca/Repository/Access-Management-Guideline</p> <p>6. Regional Official Plan, 2009: The subject lands are located within the Urban Area and within the Employment Area – overlay in the 2009 ROP. As previously noted, the proposed layover facility would result in the demolition of existing industrial buildings and would result in the loss of employment lands for redevelopment purposes. Additional analysis on the loss of Urban Area/Employment area lands, the ability to meet the ROP growth targets needs to be provided, and whether employment area conversion policies may apply should be considered.</p> <p>7. Other Technical Matters:</p> <p>8. Could you please confirm that this study will be addressing?</p> <p>9. Noise and/or vibration impact and land use compatibility on existing and proposed residential development to the north of the proposed layover facility; and</p> <p>10. Impact(s) to existing regional infrastructure including Regional roads, the location of existing water & wastewater mains and service laterals, any required service disconnects, and servicing capacity requirements for new use(s).</p>	<p>7. Metrolinx will consider land use impacts in the Land Use and Socio-Economic Impact Assessment Report that will be prepared as part of the New Track and Facilities Transit Project Assessment Process. This report will be provided to the Region to provide comments prior to issuance of the Notice of Commencement for the TPAP.</p> <p>8. Metrolinx is currently completing a study encompassing the prediction of noise and vibration impacts associated with the planned GO expansion and recommendation of the mitigation necessary to meet regulatory requirements and Metrolinx enhanced mitigation criteria. Potential impacts on land use, including residential development, will be considered within the Land Use and Socio-Economic Impact Assessment Report. This exercise will also examine potential impacts on sensitive receptor facilities, such as schools and hospitals that are in close proximity to the rail corridor.</p> <p>9. Metrolinx is currently preparing impact assessment reporting for both Stormwater Management and Traffic disciplines as part of the TPAP. These Impact Assessment Reports will consider impacts on municipal infrastructure, such as regional roads and any required connections to municipal services. The Region of Halton will be provided the opportunity to review and comment on this reporting.</p>
7	Via Email	City of Markham	Information Sharing	<p>1. Please consult the Environmental Services department regarding any proposed Conflicts with the proposed works and existing City watermain and sewers</p> <p>2. Please note that the City of Markham is undergoing the Markham Road - Mount Joy Secondary Plan Background Study. Please find attached, the RFP (extract) that lays out the City's objectives to Land use, transportation, and servicing needs. Also attached are Maps illustrating:</p> <p>a. environmental constraints and considerations;</p> <p>b. land use designations.</p> <p>3. The City is currently undergoing an update to the Markham Centre Secondary Plan Area and currently undergoing Public Engagement. The outcome of the Secondary Plan update will be policies for the area including detailed direction for land use, built form, densities, infrastructure, transportation, community services, environment, open space etc. The Plan will provide detailed policies to direct and guide development that will help create complete communities.</p> <p>4. The proposed location of the Storage tracks (pg. 15) are located within the centre of the Secondary Plan Area adjacent to approved major developments as well as sensitive land uses (Valley Lands, Bill Crothers High School).</p> <p>5. The City suggests that Storage tracks be considered south of the Station within the boundaries of the Hydro Corridor south of Highway 407.</p> <p>6. The City has initiated the Markham Centre Trails EA that will run along the Rouge River Corridor within Markham Centre from Woodbine Avenue to Kennedy Road.</p> <p>7. The City requests that once the project scope is defined, that the City's Development Engineering department be consulted to obtain the latest development applications that may be impacted by the proposed works.</p>	<p>1. Noted, Metrolinx will be in contact with Environmental Services</p> <p>2. Thank you for providing this information. It will be reviewed and considered as part of our examination of baseline conditions and assessment of impacts.</p> <p>3. Thank you. This information will be of great help in developing our Socio-economic and Land Use Reporting. The City of Markham will be provided the opportunity to review these documents prior to issuing the TPAP Notice of Study Commencement.</p> <p>4. Please see the response for Item #5.</p> <p>5. Metrolinx's modelling has determined that additional storage is needed throughout the corridor. In this case, Metrolinx requires additional storage to the north of Unionville GO Station, as the proposed service levels are expected to run every 30 minutes to Unionville GO. It is essential to have trains stored as close to Unionville GO Station as possible to accommodate the increased service levels running north to Unionville and south back to Union. In addition, the location of the proposed layover site has been chosen because the lands are currently owned by Metrolinx, whereas the lands to the south of Highway 407 are not owned by Metrolinx.</p> <p>6. Thank you. This information will be of great help in developing our Socio-economic and Land Use Reporting. The City of Markham will be provided the opportunity to review these documents prior to issuing the TPAP Notice of Study Commencement.</p> <p>7. Thank you. Our team will be submitting a request for information from Acting Director - Planning, Biju Karumanchery, that inquiries about development applications and active developments in the City of Markham. Since we are also requesting information on current Official Plan designations, Secondary Land Use Designations, trails and cycling routes, etc., it was felt the Planning department would be an appropriate one-window approach to requesting information. Please advise if others within the City of Markham should be included on our data requests.</p>
8	Via Email	Town of Oakville	Information Request	<p>1. Please confirm that the Burlington PIC will cover work in Oakville.</p> <p>2. The Oakville Beaver newspaper will be included.</p> <p>3. Property Owners adjacent to the Oakville portion of the project will be notified of the Burlington PIC.</p>	<p>Our intention is to present all proposed improvements to the Lakeshore West corridor at the Burlington event, including the proposed work within the Town of Oakville. The event will be advertised in the Toronto Star and through mailings to residents within 100m of the rail corridor. We will be developing a new advertisement to reflect the revised meeting dates and can share it with the Town of Oakville for use on your website, once available.</p>
9	Via-Email	Town of Whitby	Information Sharing	<p>1. Connectivity of the Active Transportation network across the Metrolinx Tracks: There is an existing and ongoing challenge with connecting Whitby's active transportation network across the rail lines in the south of town. Legacy rail bridges have substandard sidewalks and clearances to allow safe travel across them (Henry Street, Brock Street,</p>	<p>At this time, Metrolinx's current focus in this area is the track work associated with the New Track and Facilities TPAP and the OnCorr program, more generally. Our approach is to ensure that communities remain whole by providing an equivalent condition as to what exists prior to our work. We are open to discussing provision of active transportation facilities at Henry</p>

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				<p>Thickson Road). Because the Whitby GO station is on the opposite side of the rail line from our town, the tracks and bridges form a barrier for all foot traffic to them, creating a very auto-centric mode split. We would encourage Metrolinx to consider pedestrian connectivity opportunities through this project and include the Town as a partner in delivery. Specific opportunities could include:</p> <ul style="list-style-type: none"> i. Provision of Active Transportation facilities in the Henry Street Corridor ii. Provision of Active Transportation Facilities in the Brock Street Corridor iii. Provision of a pedestrian underpass in the vicinity of Lynde Marsh (see item 3 below) iv. Acceleration of the construction of the Multi-use path in the Thickson Road Corridor (see item 2 below) <p>2. Timeline of Thickson Road MUP Construction:</p> <ul style="list-style-type: none"> a. The proposed timelines of Regional and Metrolinx projects have completion in 2028. A 10 year wait for the first Active Transportation connection across the rail lines in South Whitby is not reasonable, nor is it safe for commuter and touring traffic attempting to travel to the Waterfront Trail and industrial properties in South Whitby. It is our preference that the MUP connectivity be accelerated in the project schedule to allow users on the trail in 5 years or less. This timeline allows for the Region to complete their work and to complete initial grading and path construction in the Metrolinx project. b. Throughout active construction, the Town requests that Metrolinx maintain Accessible and Active Transportation connectivity under the bridge. <p>3. Whitby Stormwater Management:</p> <ul style="list-style-type: none"> a. Anthony Manoharan (copied) is overseeing an update to the Whitby Stormwater management report. In it, there is an identified need to provide additional relief along the Lynde Creek channel by boring additional stormwater relief culverts under the rail lines. A number of options have been presented for consideration by our consultant, however this project is still in draft stages. It is suggested that your team reach back to Anthony to better understand how the rail lines are constricting stormwater flows, what relief is required, and what impacts the work you are proposing would have on the relief work. b. There may be an opportunity to provide active transportation connectivity in the Lynde Creek area by boring an underpass which would function as a storm relief in extreme weather, and as a pedestrian/cycling connection when there is no need for additional drainage. 	<p>Street and Brock Street if/when these corridors are impacted by future Metrolinx work; however, these discussions are outside the scope of the current TPAP.</p> <p>Under the current delivery model for the OnCorr Project, the future Project Co. has flexibility to schedule their work. With that said, the Region has the option to complete its MUP prior to Project Co. accessing the site. Another potential solution would be for Metrolinx to specify in the PSOS that construction at the Thickson Road South structure must occur at a specific and accelerated date to allow the Region to complete their Project in a reasonable timeframe afterwards. Because the construction of the MUP is a Regional project, Metrolinx will initiate these conversations with Durham Region and include the Town of Whitby in the discussions.</p> <p>Thank you for bringing Whitby's Stormwater Management Report and the drainage concerns at the Lynde Creek channel to our attention. As noted in our most recent TAC meeting, Metrolinx is no longer proposing track work as part of the scope for this TPAP in the vicinity of Lynde Creek as part of the New Track and Facilities TPAP or the OnCorr program in general. Hence, there should be no impacts to the Town's relief work currently under development. However, Metrolinx, through its Third-Party Capital Projects Group would be pleased to review and comment on the Town's Stormwater Management Report and its recommendations for further consideration, once available. We recommend that you contact the Metrolinx Third Party Projects Officer in this regard.</p>
10	Via-Email	Halton Region	Request for Information	<p>Water and Wastewater Planning:</p> <p>Metrolinx is proposing a Beach Layover facility in the vicinity of the Burlington GO station. As we understand, the Beach Layover will be used to store/service the trains and includes two maintenance/wash/discharge facilities, crew station, parking, sanitary storage and typical municipal infrastructure. In order to serve the facility, there will be connections to the Region's existing water and sanitary sewer system. Please note that the Region is requesting that the following be addressed through the TPAP study:</p> <ul style="list-style-type: none"> a. Provide an overview in the TPAP report of the high-level water and wastewater servicing requirements for the proposed facility (with approximate daily usage rates, if known at this time). b. Identify any potential significant challenges or constraints in servicing the proposed facility via Regional water and wastewater networks. Examples could include physical barriers to connecting to existing water and/or wastewater mains, sanitary sewer bylaw compliance issues, etc. c. Include commitments to address the following items in later project stages: <ul style="list-style-type: none"> i. Consultation with the Region with respect to specific water and wastewater servicing requirements ii. Completion of an Area Servicing Plan/ Functional Servicing Report (ASP/FSR) outlining how the facility is proposed to be serviced and demonstrating that adequate servicing capacity is available from Halton Region's water and 	<p>Thanks for the comments below and apologies for the late response on this. We did provide some additional information that relates to your comments below through the materials that we provided with our last TAC meeting minutes sent to the Municipalities on November 20th 2019 via the email attached (i.e. Meeting Minutes, Base Case Table, Schematic drawing of at-grade crossing with an electric rail, Baseline Conditions Report and TAC Meeting Presentation with associated Engineering drawings). However, we recognize that some of the items below were not addressed, as such we would like to send the following responses to formally address your comments.</p> <p>Please see the responses in below and if you have any further questions please contact me.</p> <ul style="list-style-type: none"> a. The information is not currently available at the 10% level of design (10%). This will be addressed in further designs completed by future Project Co. b. With consideration to the level of information available at this moment, Metrolinx does not anticipate any major constraints considering that the property provides all the required services. Potential utility relocation or removal are not currently anticipated based on information currently available. A utility impact assessment is currently underway as part of the TPAP. The Region will be provided the draft reports for review once available. c. <ul style="list-style-type: none"> i. Metrolinx will include base case commitments to future Project Co. to continue consultation efforts with Municipal staff to address water and wastewater servicing requirements. (Please refer to the Base Case Table provided on November 20th) ii. Currently the design is not sufficiently mature to complete the Area Servicing Plan / Functional Servicing Report, this requirement will be included as a commitment for future Project Co. to carry forward as the design progresses. <p>Transportation Planning:</p>

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				<p>wastewater servicing networks. The ASP/FSR is to be submitted to the Region for review.</p> <p>Transportation Planning:</p> <ol style="list-style-type: none"> 1. Metrolinx advised that a Transportation Impact Study (TIS) will be completed to in order to assess the impacts of the proposed Beach Layover on the Regional and Municipal road networks. The Region will review the draft TIS when it is available. 2. In addition, we understand that Metrolinx is drafting the TAC #2 meeting minutes, as well as the Baseline Condition Report and the Impact Assessment Report for this study. We would be pleased to review these documents and provide additional comments in the near future. 	<ol style="list-style-type: none"> a. A Traffic Impact Assessment is currently underway, once complete a draft will be circulated to the Region for review. b. Copies of the Draft Baseline Conditions Reports were circulated to the Region and Municipalities for review on November 20th, 2019, https://gfnet.sharefile.com/d-s251116ef0c7479ab; Metrolinx is currently drafting the Impact Assessment reports. Draft impact Assessment reports will be circulated to the Region and Municipalities in April.
11	Via Email	Halton Region	Request for Information	TAC advised Metrolinx that we would like more information regarding Metrolinx's proposed consultation with Councilors, as well as a schematic or typical section showing how an at-grade crossing would work with an electrified rail.	<p>The last two elected official briefing materials for the ward 3 Oakville Councilors (i.e. Councilor Gittings and Councillor Haslett-Theall) were sent out on, January 23rd, 2020.</p> <p>We will keep you updated should the Councilors request a briefing from Metrolinx.</p>
12	Via Email	City of Toronto	Rail Operations	The proposed design includes a single rail access point for the layover facility, posing a risk for a single point of failure. Has this risk been assessed? What measures are proposed to reduce the risk of a potential single point of failure?	A risk assessment for a single rail access point has not yet been completed at this stage of the design process. Metrolinx is working to determine the feasibility of the layover facility at this location from various perspectives (civil requirements, environmental constraints, etc.). Since the Don Valley layover is located in the end of the corridor, no rail access is required at the 'end of the tracks'. However, this should be further evaluated in future design stages by future Project Co.
13	Via Email	City of Toronto	Floodplain Impacts	The project area is within a floodplain. What specific provisions are being made to address this risk?	Ongoing consultation efforts have been made with respect to the TRCA. A preliminary Stormwater Management report will be completed with hydrological analysis to provide mitigation recommendations. This includes updating the drainage areas, flows, and volume/quantity using the rational method (IDF curves).
14	Via Email	City of Toronto	Rail Operations	During the TAC#2 meeting, Metrolinx advised that layover facility is intended for Daytime storage only but could expand to Overnight use in future. What would be the consequences, e.g. lighting, noise, etc.? What measures have been considered to address these impacts?	Although only daytime storage is anticipated at this time, the impact assessment component of the TPAP will assume nighttime storage to present and consider "worst-case" impacts.
15	Via Email	City of Toronto	Spill Prevention & Response	Three "MP40PH-3C" Locomotives, each containing 1.850 US gal. of diesel is equivalent to 120+ drum tank farm. Therefore, there is a risk of contamination within the floodplain of an Environmentally Sensitive Area (ESA). What specific provisions will be implemented to address contamination (e.g. dikes and underlayment)?	There are several potential mitigation measures that could be suggested to address this situation. However, Metrolinx is only carrying out a 10% design of the layover facility. Efforts will be made to implement specific standards/mitigation measures to be carried out by Project Co.
16	Via Email	City of Toronto	Floodplain Impacts	The project will result in an electrical substation located in a flood plain. Please detail what measures are being designed/implemented to protect the site from potential flooding.	There are several potential mitigation measures that could be suggested to address this situation. However, Metrolinx is only carrying out a 10% design of the layover facility. Efforts will be made to implement specific standards/mitigation measures to be carried out by Project Co.
17	Via Email	City of Toronto	Site Access	The access road to the facility would be considered a dead-end road by the CoT, therefore, requires an emergency vehicle turnaround to be included in the road design (e.g. bulb). This is currently not shown in any of the plans. Please detail how an emergency vehicle turn around will be provided.	An emergency turnaround will be provided within the roadway network adjacent to the facility buildings. This specific detail will be included as a commitment for future Project Co, to carry forward as the design progresses.
18	Via Email	City of Toronto	Facility Maintenance	Salt spray from the Prince Edward Viaduct above the proposed facility has the potential to impact the overhead equipment and buildings. Has this been considered? What provisions have been included to address this impact?	Comment received. This will be address in future design stages by future Project Co, and included as a commitment to be addressed.
19	Via Email	City of Toronto	Spill Prevention & Response	Emergency generators on site would contain diesel in their day tank. What spill containment strategies will be implemented (e.g. dikes, underlayment) given that the site is within the floodplain of an ESA?	There are several potential mitigation measures that could be suggested to address this situation. However, Metrolinx is only carrying out a 10% design of the layover facility. Efforts will be made to implement specific standards/mitigation measures to be carried out by Project Co.
20	Via Email	City of Toronto	Site Access	The existing gravel road to the HONI substation is approx. 6m wide from the Cloverleaf (at DVP-Bayview ramps) south to the substation. This road is in poor condition and lacks a sufficient base, therefore Metrolinx would be required to construct a new road that provides both access to the HONI substation and the layover facility. The new access road needs to comply with CoT standards. Please provide a cross section of the access road, detailing shoulders, pavement, and ROW dimensions.	The detail design of the access road will be completed by Project Co. A commitment will be included within the PSOS to have their design reviewed by the City, once available.
21	Via Email	City of Toronto	Facility Maintenance	On-site diesel generators will presumably need to be tested monthly. This will generate a smoke plume that may be visible to traffic on the Prince Edward viaduct, which could be a	Further consideration is needed on the possible extent of any plume resulting from diesel generator testing. If plumes are expected based on the equipment to be used, mitigation measures will be included within the EPR to address impacts. This may include commitments for Project Co, such is performing testing only under certain weather conditions or only after the City

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				distraction to users and create air quality issues (i.e. reduced visibility, pollution, etc.). Has this been considered? What measures will be implemented to address this?	has been provided advance notice. We welcome the City's input on suggestions for mitigation to address this issue, should plumbing be found to be a concern.
22	Via Email	City of Toronto	Site Access	Please confirm if the access road perimeter fence is a temporary measure during construction or a permanent feature. If only temporary for construction, what form of separation will there be between the public trail and the access road post construction? If permanent, please advise if property acquisitions are required. Furthermore, if permanent, what consideration has been given to snow plowing deposit margin?	The fence proposed in the current design is a temporary measure; however, other forms of separation are anticipated post-construction (e.g. bollards). This will have to be evaluated in future design stage by. We will provide specific commitments to Project Co if the City wishes to have a permanent fence separating the trail and access road.
23	Via Email	City of Toronto	Site Access	What consideration has been given to the traffic alignment around the DVP/Bayview ramps? There is a potential risk of mistaken access road entry by non-authorized vehicles. How will this be addressed?	This will be addressed in future design stages to be completed by future Project Co. In addition, a traffic impact assessment will document potential traffic impacts at this site.
24	Via Email	City of Toronto	Site Access	Access connections not properly shown in general arrangement plans. Plan only shows one access, but text describes two access points. Please update plan to clearly show both East and West access points.	As per your request, a label for a secondary entrance will be incorporated into the design.
25	Via Email	City of Toronto	Site Access	There is minimal turn in length to the facility which could result in negative traffic impacts. What specific measures will be considered to address the distance between the road and the entry gate to facilitate a non-obstructive entry to the facility.	Comment received. This will be address in future design stages by future Project Co. through specific base case commitments.
26	Via Email	City of Toronto	Site Access	What specific measures will be included for lay-by emergency parking and turn around for mistaken entry by non-authorized vehicles?	The parking area provided for this facility (70 parking spaces) provides sufficient area for future Project Co to further evaluate/develop the lay-by emergency parking and emergency turn around. Further commitments will be included to direct Project Co. to take this into consideration when finalizing the design.
27	Via Email	City of Toronto	Site Access	Please indicate on a plan how emergency vehicle turn-around will be accommodated at the site.	An emergency turn-around will be provided within the roadway network adjacent to the facility buildings. This specific detail will be included as a commitment for future Project Co, to carry forward as the design progresses.
28	Via Email	City of Toronto	Information Request	Metrolinx has indicated that a number of baseline condition reports are available for review (i.e. heritage, land use, natural environment, Stage 1 archeological, utilities, visual baseline conditions). Please provide reports for City of Toronto review.	Metrolinx is to provide the Draft Baseline Conditions reports for City review. Please review those segments of the Report only related to the City of Toronto.
29	Via Email	City of Toronto	Site Servicing	Please show the location of the gas and oil mains in the area on plans. What consideration has been given to the impact of burying these utilities beneath 5 m of fill?	We will incorporate the gas and oil mains in a future revision of the Don Valley layover Site Plan.
30	Via Email	City of Toronto	Site Servicing	Please identify HONI tower locations on plans. Will relocation be required? If so, please provide details. Has this been coordinated with HONI?	HONI towers will be identified on future site plans. No relocation of the towers is anticipated at this point in time. Metrolinx is working with Hydro One to determine potential impacts and associated resolutions, if required.
31	Via Email	City of Toronto	Site Servicing	How will sanitary waste on site be managed? No sanitary connections are observed - will a septic tank be installed on site? What measures will be implemented to address the risk of contamination in an ESA?	These issues are currently being examined. Will provide further information in future TAC meetings with City staff.
32	Via Email	City of Toronto	Site Servicing	Please present the specific details on how effluent from vehicles and facilities will be treated.	These issues are currently being examined. Will provide further information in future TAC meetings with City staff.
33	Via Email	City of Toronto	Site Servicing	Please confirm if the stormwater management pond to the west of the site is only used by Metrolinx and Lowes. Furthermore, please provide details on how run-off enters this pond.	The existing stormwater management pond was constructed to handle the 14.70 ha subdivision (Lowe's) and outlets to an existing 825mm storm sewer located on Resources Road and ultimately discharges into the Humber River. Basin sizing is not part of the TPAP scope and will be reviewed by Project Co. during detailed design.
34	Via Email	City of Toronto	Visual/Aesthetics	The 3m high retaining wall will have a negative visual impact on the multi-use trail. Please provide details on specific provisions are being included to address this impact. Furthermore, what anti-graffiti measures will be implemented to ensure further visual impact doesn't occur?	Metrolinx is currently in the process of preparing a Visual Impact Assessment Report. Once the report is finalized, Metrolinx will share potential mitigation measures for the retaining wall at the Don Valley Layover with the City.
35	Via Email	City of Toronto	Site Servicing	Will the sanitary waste disposal system (upstream from commercial properties) have an impact on air quality? If so, what measures will be taken to address this?	The current design level does not have enough information to determine if air quality will be impacted by the disposal system. This will be addressed in future design stages by future Project Co.
36	Via Email	City of Toronto	Environmentally Sensitive Areas	The project area is within an Environmentally Sensitive Area (ESA). What specific provisions are being made to address this risk?	Metrolinx is currently in the process of preparing a Natural Environment Impact Assessment Report. Once the report is finalized, Metrolinx will share potential mitigation measures for the retaining wall at the Don Valley Layover with the City.
37	Via Email	City of Toronto	Lighting	Lighting along the Lower Don River Trail is limited to only access points due to the ESA status. What temporary and permanent lighting is proposed for the layover facility? What provisions will be included to address the potential ecological impacts?	Standard temporary job site lighting and a generator will be required for the temporary conditions. For the permanent conditions, high mast lighting is the proposed lighting for the yard; however, this should be address in future design stages by Project Co.

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38	Via Email	City of Toronto	Site Access	What impact will the retaining wall landscaping requirements, future access road snow plowing, and erosion have on the multiuse trail? Will relocation of the trail be required?	This will be addressed in future design stages by Project Co.
39	Via Email	City of Toronto	Facility Requirements	Staff facilities, sub-station, parking in North West quadrant of project site should be identified in the drawing. Please provide a comprehensive plan including all proposed structures.	As the design progresses, Metrolinx will provide updated site plan drawings. Additionally, Metrolinx is completing a 10% design of this site, and Project Co. will complete the remainder of the design. More detailed design of the site will be available at a later stage in the Project.
40	Via Email	Peel Region	New Tracks	Clarification is requested as to whether the improvements along the Kitchener corridor being evaluated through this TPAP are simply to add new track to increase service or include electrification.	The improvements along the Kitchener corridor being evaluated through this TPAP include new track and track modifications that are required to meet an increased service level. Potential impacts related to the electrification of this infrastructure are being assessed under a significant addendum to the 2017 Electrification Environmental Project Report (EPR).
41	Via Email	Peel Region	Electrification Infrastructure	Appendix N of the 2017 GO Rail Network Electrification TPAP identifies Overhead Contact System (OCS) infrastructure along the full length of the Kitchener Corridor in the Region of Peel while this TPAP only identifies new track on certain portions. Does the new track include the OCS infrastructure and if so, why is the remaining track not included?	Electrification of the new infrastructure proposed under the New Track and Facilities TPAP is being assessed under a significant addendum to the 2017 Electrification EPR. Only segments of track that have yet to receive environmental assessment approval are included within the New Tracks and Facilities TPAP.
42	Via Email	Peel Region	Request for Information	What is the purpose of the Electrification EA addendum, how does it differ from this TPAP and how does this TPAP feed into or build off of the 2017 TPAP? Further, what is driving the need for this TPAP and in particular, what was the study that identified that new tracks were required along these particular portions of the Kitchener Rail Corridor?	The purpose of the Significant Addendum to the 2017 Electrification EPR is to assess additional electrification infrastructure required for new tracks and layover facilities (which are being studied as part of a separate Metrolinx study called "New Track and Facilities TPAP") proposed across various portions of the GO Rail Network that were not previously examined. The current New Track and Facilities TPAP builds off the previous electrification study by utilizing baseline conditions information to the extent possible, and by utilizing that study's stakeholder contact lists as the basis for current consultation efforts, etc. The current New Track and Facilities TPAP is being driven by the output of transportation modelling studies performed by Metrolinx to define the GO Rail network improvements required to meet estimated demand levels.
43	Via Email	Peel Region	Impact Assessment – Noise and Vibration	Network Wiese noise, vibration, and air studies update will include future service concepts, how is this service concept changing from two-way, all-day, 15-minute service?	The service concept (frequency) is not changing; however, the specific rolling stock inputs used for assessment purposes is currently being refined.
44	Via Email	Peel Region	Request for Information	Metrolinx is also currently undertaking the Kitchener Rail Airport Connection Study. The Airport Connection Study includes alternatives that involving tunnels and Metrolinx staff advised that only electrified trains would be able to access the tunnels. Clarification is required on how this project is being coordinated with the Kitchener Rail Airport Connection work that Metrolinx is concurrently undertaking?	Metrolinx is continuing to coordinate the New Track and Facilities TPAP with other work proposed on the Kitchener Rail Corridor through regular discussions and information sharing between the Project Teams.
45	Via Email	Peel Region	Request for Information	Clarification is requested on what information is being presented at these PICs, and, whether the information being presented would be specific to the Kitchener Rail Corridor improvements identified in the materials or on the OnCorr Program in general.	All materials that were presented at the February 2020 Public Meetings can be found online at https://www.metrolinxengage.com/en/participation-opportunities/current?collection=106 . The primary focus of these meetings was Metrolinx's OnCorr Program in general. There was more in-depth discussion of individual projects (the New Track and Facilities TPAP, Scarborough Grade Separations TPAP, etc.), depending on what infrastructure is proposed within each host community.
46	Via Email	City of Brampton	Request for Information	As part of the GO Rail Network Electrification TPAP (2017), Brampton's concerns and Metrolinx response related to Bramalea Rd bridge modifications are documented in the EPR (Vol 4, Pg. 261, 262 - attached Appendix 1). Further, in 2019 Metrolinx forwarded a Bridge Modification Template Agreement (Agreement) for review. Brampton's engineering, legal and risk management staff had significant concerns with the Agreement draft and corresponded with Metrolinx Third Party and Agreements team (originator of the Agreement draft) and are awaiting response.	Noted. Metrolinx's Third Parties and Agreements Team is awaiting further outcomes from negotiations with CN (who owns the portion of the corridor over which the Bramalea RD bridge crosses). Once there are any outcomes resulting from the negotiations, Third Parties and Agreements Team will resume communications with Brampton's Tim Kocialek, Manager of Engineering, Capital Works.
47	Via Email	City of Brampton	Request for Information	The proposed track improvements as part of the OnCorr program go under the Bramalea Rd bridge. Please note that the Brampton's concerns stated during the 2017 TPAP process and subsequently through the development of the draft Agreement still remain. Additional discussion is required to understand the details of the proposed works and any impacts to the bridge structure. For further discussion related to the bridge modifications or draft Agreement please contact the Manager of Engineering and Capital Works	Noted. Please refer to response above. Once there are any outcomes resulting from Metrolinx's negotiations with CN, Metrolinx's Third Parties and Agreements Team will resume communications with Brampton's Manager of Engineering and Capital Works.
48	Via Email	City of Brampton	Information Sharing	The City is currently conducting a Municipal Class EA for improvements to Bramalea Road from the south City limit to Queen Street. The common area of interest is the Bramalea Road crossing structure over the rail tracks, south of Steels Avenue.	Noted. Metrolinx will resume discussions with Brampton's EA Team.

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				The information package does not clearly indicate if there are any potential changes to the Bramalea Road crossing structure as a result of the rail corridor improvements. Should there be any proposed structure modification, there is an opportunity for collaboration with the ongoing Bramalea Road EA and we would therefore like to be involved further. Please coordinate with Brampton's EA Team	
49	Via Email	City of Brampton	Kitchener Corridor	Please ensure: <ul style="list-style-type: none"> that the plans for the electrified corridor do not negatively impact GO Rail service from points west of Bramalea; that disruptions to GO Rail service along the Kitchener Corridor as construction of the new tracks advances is minimal. 	Noted. Metrolinx will strive to keep potential impacts resulting from the electrification of the Kitchener corridor to a minimum.
50	Via Email	City of Brampton		There are 4 PSN crossing on the Kitchener Corridor in the City of Brampton – attached Appendix 2. Please note that City and Metrolinx staff had previous discussions. For additional information please contact Network Administrator Cable Plant / Public Sector Network	Noted. Thank you for bringing this information to our attention.
51	Via Email	City of Brampton	Request for Information	Please refer to City's letter dated February 28, 2017 (attached Appendix 3) - comments to the GO Rail Network Electrification Project Team. Please consider the comments as part of the studies as they apply. Please note that Brampton may have additional comments. City of Brampton respectfully requests that copy of the draft reports related to Kitchener Corridor be forward for review and comments.	Thank you for providing these comments from Metrolinx's 2017 Electrification TPAP. They will be reviewed and considered during the current New Tracks and Facilities TPAP as well. The City of Brampton will be provided the opportunity to review draft reports related to the Kitchener Corridor during review of the Draft New Track and Facilities EPR.
52	Via Email	City of Brampton	Track work	Brampton's understanding is that CN Rail is working with Metrolinx in developing a third track along the corridor from east of Center Street to west of Mill St. This CN owned section currently has two core tracks only. Early discussions also point to potentially protecting for a fourth track for future. Any proposed infrastructure upgrades keep in view the evolving Third Track discussions between CN, Metrolinx, and City of Brampton.	Noted. The improvements proposed within the New Tracks and Facilities TAP will consider related and ongoing discussions between CN, Metrolinx and Brampton.
53	Via Email	City of Brampton	Kitchener Corridor	Please consider accommodating for any new infrastructure connection(s) arising from the Kitchener Corridor Expansion Airport Options study, a part of broader GO Expansion program for a link from the Kitchener GO Rail Corridor to the proposed Regional Transit Centre (RTC) at Pearson Airport.	Noted. The improvements proposed within the New Tracks and Facilities TAP will consider potential links to the proposed Regional Transit Centre at Pearson Airport
54	Via Email	City of Brampton	Kitchener Corridor	It is mentioned that EA Addendum to the 2017 GO rail Network and Page 14 notes future service concepts. Page 6 notes that OnCorr all new tracks and facilities will be electrified; the letter says that the improvements include electrification of a portion along the Richmond Hill Rail corridor: <ul style="list-style-type: none"> Please elaborate on the future service concepts referenced – for the Kitchener Line; how do these future service concepts tie in with the Kitchener Corridor IBC? please clarify if the Kitchener Corridor improvements include electrification of the new tracks as part of the current work? 	<ul style="list-style-type: none"> The New Tracks and Facilities infrastructures is intended to enable the GO Expansion Full business case, which was approved in November 2018. See http://www.metrolinx.com/en/docs/pdf/board_agenda/20181206/20181206_BoardMtg_GO_Expansion_Full_Business_Case_PDF The current New Track and Facilities TPAP is only seeking approval for electrification of the Richmond Hill corridor from approximately Union Station to Pottery Road, within the City of Toronto. Electrification of the Kitchener Corridor was assessed separately during Metrolinx's 2017 Electrification TPAP.
55	Via Email	City of Brampton	Track work	Brampton staff recognize that the proposed work is primarily on Metrolinx existing rail right-of-way. In view of the future corridor electrification and potential for additional track(s) in particular a third track in the Brampton's downtown section, staff has questions below to better understand the works being proposed. The tracks are referenced as tracks 1 to 4, with 1 being the north track. Could Metrolinx: <ol style="list-style-type: none"> clarify if the proposed new track through Halwest Junction, shown on Pages 8 and 9, starts from the existing Weston North Track at approximately Mile 16.42 on the Weston Sub (on Page 8) and ends at the existing Halton Track 2 at approximately Mile 11.12 on the Halton Sub (on Page 9)? If so, is this new track intended to carry CN traffic or GO traffic? Is it intended to be built as an electrified track or is it only planned to be electrified at a future date? elaborate on the reason for the track upgrades identified on Page 7? For instance, are they related to line speed improvements (e.g. gradient, super elevation, rail profile, higher-speed switches), electrification, or are they simply track shifts as a result of the 	<ol style="list-style-type: none"> The track you are referring to is intended to carry GO rail traffic and is proposed for electrification as part of GO Expansion. These track upgrades are for all the reasons you indicate; namely, both subtle track shifts to accommodate other proposed work, as well as slight adjustments to improve track geometry. All tracks in the vicinity of Bramalea GO Station are proposed for electrification. If we understand the area you are referring to correctly, no work is proposed for this track under the New Track and Facilities TPAP. A paralleling station was approved at the southwest quadrant of Dixie Road and the Metrolinx Kitchener Rail corridor during the 2017 Electrification project.

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				new pocket track at Bramalea GO and the new track connection through Halwest Junction? 3. elaborate on which tracks at Bramalea GO – shown on Page 9 – will be built/rebuilt as electrified tracks and which ones will remain un-electrified? For example, Halton Tracks 3 and 4 plus the pocket track versus Halton Tracks 1 and 2? 4. the track shown on Page 10 as an “Existing” Halton Track 4 is currently a siding (Bramalea Commuter Lead) that ties into Halton Track 3 just under Steeles Avenue. Has this track already been identified for upgrade to mainline standards – e.g. as part of the 2017 GO Rail Network Electrification TPAP – or is that part of the scope of this EA? 5. recap the location(s) of the traction power substation(s) associated with this particular portion of the Kitchener Corridor that will be delivered under the OnCorr contract?	
56	Via Email	City of Brampton	Vegetation Removal and Compensation	Planting Near the Rail Corridor. Zones 1 and 2 have “No Growth” vegetation identified. What surface material would be proposed to ensure no vegetation growth in the future?	As part of Metrolinx’s Vegetation Guideline (2020), an Integrated Vegetation Management (IVM) strategy framework has been developed, which will provide guidance and recommended control methods/plantings for zones adjacent to the rail corridor. Based on the objectives of the Vegetation Management Strategy, five (5) zones have been developed to protect Metrolinx infrastructure and ensure service reliability, including the 7 m vegetation clearance zone required for electrification. The surface material for zone one corresponds to regular track ballast. A specific surface material has not been identified for Zone 2; however, the management recommended for Zone 2 includes chemical (i.e. pesticide or herbicide) or mechanical control options (i.e. trimming, mowing etc.). Vegetation management within the railway corridor is driven primarily by safety concerns and, as such, management is different depending on location within the corridor. The ballast and ballast shoulder are to be kept free of vegetation to avoid infrastructure deterioration.
57	Via Email	City of Brampton	Vegetation Removal and Compensation	Tree Removal Work may be completed outside of daylight hours. does that mean that potentially the removals could be done at night?	Correct.
58	Via Email	City of Brampton	Cultural Heritage	City of Brampton respectfully requests Metrolinx to forward a copy of the Cultural Heritage Assessment Report and the Archaeological Assessment for review once prepared	The City of Brampton will be provided the opportunity to review draft reports related to the Kitchener Corridor. We anticipated to provide you with the draft Cultural Heritage Assessment Report and the Archaeological Assessment on by April 17th and the Draft New Track and Facilities EPR on April 27th, 2020.
59	Via Email	City of Brampton	Public Consultation	A number of PIC’s are planned from mid to late February. Why no PIC’s in Brampton/ Peel? Are the PIC’s focused on specific corridors? Please identify the PIC’s where information on Kitchener corridor will be presented.	It was felt there would be limited public interest in the New Track and Facilities Project, given that proposed work is largely contained within the existing Metrolinx ROW (except for a small section of property required to accommodate the new southside platform at Bramalea GO Station. Information was mainly presented on a corridor basis during the February public meetings; however, Metrolinx was prepared to speak to proposed work network-wide and had supporting materials available (e.g. roll plans) for discussion purposes. All public meeting materials are available online at https://www.metrolinxengage.com/en/participation-opportunities/current?collection=106
60	Via Email	City of Brampton	Request to meet	Similar to meeting with other municipalities, Brampton requests Metrolinx meet with City staff to N&F TPAP and OnCorr program, discuss proposed infrastructure, technical studies and any data request and identify areas of municipal concern.	Metrolinx will be in touch with the City of Brampton to coordinate scheduling of the meeting.
61	Via Email	City of Brampton	Request to Meet	Brampton requests meeting with Metrolinx, our preference would be that that City staff: <ul style="list-style-type: none"> • participate in the next meeting with local and regional municipalities • meet separately with Metrolinx staff to discuss any specific issues related to Brampton • continue to receive updates about the Project, as new information becomes available 	Metrolinx will be in touch with the City of Brampton, City of Mississauga and the Region of Peel to coordinate scheduling of the meeting.
62	Via Email	City of Markham	Utilities Impact Assessment	Please consult the Environmental Services department regarding any proposed Conflicts with the proposed works and existing City watermain and sewers.	Metrolinx’s consultant Gannett Fleming is currently in the process of submitting a Data request for existing utilities to the Municipalities. The Data request will be directed to Metrolinx’s main point of contact, Senior Capital Works Engineer, City of Markham. No impacts to the City’s sewers or watermain are anticipated, as the proposed storage yard is located in the rail right of way. Water, sanitary, and storm servicing will be further reviewed during detailed design and Metrolinx will consult with the City of Markham Environmental Service department during detailed design to address any impacts. Metrolinx shall continue to communicate and engage with the City during detailed design and construction planning to address municipal concerns.

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63	Via Email	City of Markham	Utilities Impact Assessment	A data request has not been received for the City's existing utilities.	An email was sent to Robert Penner on August 2, 2019, to request information on City-owned infrastructure. Stephen Dearborn indicated that the City has no assets north of Enterprise Blvd (assets are along Enterprise Blvd). It was recommended to contact York Region.
64	Via Email	City of Markham	Utilities Impact Assessment	Please provide an update on whether the proposed works will impact the City's underground infrastructure assets	No impacts to the City's underground infrastructure are anticipated, as the proposed storage yard is located in the rail right of way. However, servicing of the site may be required. This will be further reviewed during detailed design and the City will continue to be consulted. Relevant information/data (i.e., as-built information for a watermain on Bathurst Street) was provided from York Region in September.
65	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	Please note that the City of Markham is undergoing the Markham Road - Mount Joy Secondary Plan Background Study. Please find attached, the RFP (extract) that lays out the City's objectives to Land use, transportation, and servicing needs. Also attached are Maps illustrating a) environmental constraints and considerations; b) land use designations. Overall, the City intends to enhance the function and amenity of the natural heritage corridor that runs along the east side of the Stouffville line in the Mount Joy area; both in terms of flood management and good hydrologic feature practices / protection; and in terms of the amenity this area provides for informal recreation, active transportation and connectivity. For these reasons, the relationship and transition between the greenway system and rail infrastructure needs to be carefully considered to limit negative impacts and optimize on the opportunities of improved connectivity to the Go station and appropriate integration of any new rail facilities.	Thank you for providing this information. It will be reviewed and considered as part of our examination of baseline conditions and assessment of impacts.
66	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The TAC meeting materials does not provide details of the comment, please provide details on how this project will enhance the function and amenity the Mount Joy Area.	The Unionville Storage Facility is located to the west of the Stouffville line and although additional property will be required, they are not public lands and currently do not provide recreational or active transportation amenities. Impacts to the area's natural heritage system are expected to be minor and should not impact the functioning of the natural heritage system. The Project's Draft Environmental Project Report (EPR), including the Natural Environment Impact Assessment Report as an appendix, was provided to the City for review and comments on April 27th. Metrolinx's modelling has determined additional storage is needed throughout the corridor. In this case, Metrolinx requires additional storage to the north of Unionville GO station as close to the station as possible in order to achieve the proposed increased service levels (i.e. trains to run north every 15 minutes from Union Station to Unionville GO Station and back south to Union Station).
67	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The City is currently undergoing an update to the Markham Centre Secondary Plan Area and currently undergoing Public Engagement. The outcome of the Secondary Plan update will be policies for the area including detailed direction for land use, built form, densities, infrastructure, transportation, community services, environment, open space etc. The Plan will provide detailed policies to direct and guide development that will help create complete communities.	This information will be reviewed and considered in developing our Socio-economic and Land Use Reporting. The City of Markham will be provided the opportunity to review the draft Socio-economic and Land Use report. The City of Markham was provided the draft Socio-economic and Land Use Impact Assessment Report as an appendix to the EPR for review and comment on April 27th.
68	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The City has not received a copy of the socio-economic and land use report; Please be aware that a presentation, City Staff has provided a presentation to City Council which was received by Council. Please find a link to the presentation: https://pub-markham.escribemeetings.com/filestream.ashx?DocumentId=23384	This information will be reviewed and considered in developing our Socio-economic and Land Use Reporting. The City of Markham will be provided the opportunity to review the draft Socio-economic and Land Use report. May 28,2020-The City of Markham was provided the draft Socio-economic and Land Use Impact Assessment Report as an appendix to the EPR for review and comment on April 27th.
69	Via Email	City of Markham	Unionville Storage Yard	The proposed location of the Storage tracks (pg. 15) are located within the centre of the Secondary Plan Area adjacent to approved major developments as well as sensitive land uses (Valley Lands, Bill Crothers High School).	Metrolinx's modelling has determined additional storage is needed throughout the corridor. In this case, Metrolinx requires additional storage to the north of Unionville GO station as close to the station as possible in order to achieve the proposed increased service levels (i.e. trains to run north every 15 minutes from Union Station to Unionville Go Station and back south to Union Station). Metrolinx has previously considered the location suggested by the City of Markham for the storage tracks (lands south of the Unionville Go Station within the boundaries of the Hydro Corridor, south of Highway 407). This location is not ideal because it would result in 2 weekday reverse movements as trains would need to pull out of the storage facility, head north to the station and back south to Union. The additional time required to facilitate these movements would affect frequency of service. In addition, the suggested location south of Unionville GO Station is not ideal due to property constraints (HONI and Highway 407). Metrolinx would likely require property from HONI. Furthermore, it is Metrolinx's understanding that Hydro One are

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					<p>protecting the lands in question for future twinning of their transmission corridor, which is the only East-West 500 kV transmission line connecting southwest, southeast, and northern Ontario. And, similarly, Infrastructure Ontario (IO), who own the 407 lands, is protecting for the future twinning of the 407 (local/express system). The current proposed storage site is owned by Metrolinx.</p> <p>Also, we would like to note that the storage track will not conflict with the school as this is proposed to be a weeknight layover. Theoretically, the trains will not be in the yard during the school hours. Metrolinx will consider integrating mitigation measures for noise and light pollution where possible.</p>
70	Via Email	City of Markham	Unionville Storage Yard	The City does not support the location of the proposed Storage Facility. The location of the proposed storage facility is in the core of the Future City Centre. A secondary plan update is currently underway, please see comment 3,10 for more information based on the additional information provided at POH as well as TAC#2, the City continues to request Metrolinx to review other location outside of the City Centre for the yard, further north preferably outside of the Urban boundary.	-Thank you for clearly stating the City's position. As previously stated, Metrolinx has considered alternative locations but this is the most appropriate site for the Storage Yard based on Metrolinx's modelling (please refer to Item #4 above for additional context). The Storage Yard is required in this location to achieve the desired service levels that will benefit users throughout the GTHA. Metrolinx will consider integrating measures to mitigate noise and light pollution where possible. Metrolinx is undertaking a noise and vibration impact assessment; the study report will be made available to the City once complete.
71	Via Email	City of Markham	Unionville Storage Yard	The City suggests that Storage tracks be considered south of the Station within the boundaries of the Hydro Corridor south of Highway 407.	Please see response to item #69.
72	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The City has initiated the Markham Centre Trails EA that will run along the Rouge River Corridor within Markham Centre from Woodbine Avenue to Kennedy Road.	Thank you. This information will be reviewed and considered in developing our Socio-economic and Land Use Reporting. The City of Markham will be provided the opportunity to review the draft Socio-economic and Land Use report.
73	Via Email	City of Markham	Consultation	The City requests that once the project scope is defined, that the City's Development Engineering department be consulted to obtain the latest development applications that may be impacted by the proposed works.	<p>Metrolinx's consultant Gannett Fleming submitted a data request on July 30, 2019 directed to Acting Director - Planning, Biju Karumanchery, that inquiries about development applications and active developments in the City of Markham, including recently approved Official Plans, Amendments and Secondary Land Use Designations, cycling routes and sensitive features.</p> <p>Acknowledged. Consultation with the City of Markham will continue throughout detailed design.</p>
74	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	Based on the design, the City's Development Engineering department request to be consulted to determine any impacts to the latest development applications.	Acknowledged. Consultation with the City of Markham will continue throughout detailed design.
75	Via Email	City of Markham	Tree Removal and Compensation	All trees impacted by this project (removed or requiring protection) should be identified by the consulting arborist. A pre-con arborist report including a full tree inventory listing species, size (DBH) and condition of all trees to be removed or preserved within 6 metres of the proposed works is required for review by CoM Forestry staff prior to issuance of the Road Occupancy Permit. Tree compensation will be calculated using the Progressive Aggregate Caliper Replacement Method as per the Road Occupancy By-Law and Tree Preservation By-law.	<p>Metrolinx will complete an arborist report prior to construction. Results of the Arborist Report will speak to anticipated bylaw requirements for identified trees. For trees on private lands, landowner permissions will be obtained and included in permit applications. Metrolinx will continue to engage the City of Markham as additional details become available.</p> <p>Although all trees on Metrolinx property are exempt from municipal bylaws, Metrolinx has developed a vegetation compensation plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. This guideline also includes a vegetation compensation framework that outlines the approach for determining and implementing compensation for the removal of trees from public and private lands.</p>
76	Via Email	City of Markham	Commitments	Metrolinx/Metrolinx's contractor needs to obtain Road Occupancy Permit (ROP) prior any works on Enterprise Blvd.	Acknowledged. This will be added to PSOS commitments for Project Co. to complete during detailed design.
77	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	As discussed during the POH, information for following City projects were provided in a separate email in March.	<p>Acknowledged. All relevant documents have been reviewed and incorporated into the Land Use/Socio-Economic IA Report.</p> <p>In addition, Metrolinx is in communications with landowner to discuss proposed development. It is noted that at this time there is no approved site plan for the lands directly adjacent to the proposed Unionville Storage Yard site. Metrolinx is committed to working with Remington Development to address concerns and minimize impacts to the greatest extent possible.</p>
78	Via Email	City of Markham	Unionville Storage Yard	Should no alternate locations be found for the storage facility, Staff preference is for the access to be accessed via the York University Pan Am parking lot to the existing Sciberras Road / Enterprise Drive Access.	The RCD does not account for an alternative access from Sciberras Rd. It appears there is a watercourse in this location that would need to be considered; a crossing of the watercourse would be required if an access from Sciberras is warranted.
79	Via Email	City of Markham	Commitments	Should no alternate locations be found, the City does not accept the use of chain link fence as a separation between the storage facility and adjacent uses, please consult with Urban Design Staff of potential alternatives (including concrete walls).	A commitment is included within the Draft EPR that Project Co will be required to work with the City of Markham Urban Design staff to determine final separation treatments between the storage yard and adjacent land uses based on Metrolinx's DRM and City requirements.

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80	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	Pedestrian Access: At Unionville GO station, please maintain and extend the current underground tunnel (under construction) to the west side, in order to maintain pedestrian connectivity in the short and long term between the east and west sides of the station. Please ensure that this work is coordinated with the current Metrolinx Early Works Unionville Station upgrades.	Extension of the underground tunnel is outside the scope of the New Track and Facilities TPAP. No public pedestrian access is planned for this storage facility. However, we have discussed with our early works team and it is our understanding that the City of Markham has reached an agreement with the adjacent landowner to undertake this tunnel extension.
81	Via Email	City of Markham	Unionville Storage Yard	Please provide more details on the proposed storage facility and station. Additional clarity is requested to how the proposals aligns with the current early works project under construction at Unionville GO Station.	The requirement of this storage yard has been identified based on train service planning requirements to support GO Expansion. The storage yard is required for additional train storage to the north of Unionville GO station as close to the Unionville GO station as possible in order to achieve the proposed increased service levels (i.e. trains to run north every 15 minutes from Union Station to Unionville GO Station and back south to Union Station). The proposed early works at the station are required to support the proposed service expansion.
82	Via Email	City of Markham	Unionville Storage Yard	Should no alternate locations be found for the storage facility, the appropriateness of an additional access onto Enterprise Boulevard at the proposed location requires further review in consideration of sightline limitations, proximity to adjacent intersections/driveways, and potential operational impacts to Enterprise Boulevard.	Acknowledged. The City of Markham has been circulated the Traffic Impact Assessment Report for review in addition to the draft EPR. No impacts to the adjacent road network are anticipated. During detailed design, Project Co. will continue to consult with the City of Markham.
83	Via Email	City of Markham	Unionville Storage Yard	A requirement of York University is that the City of Markham provide for 1,000 parking spaces to accommodate Phase 1 of the campus development. The lands owned by Remington, located on the north side of Enterprise Boulevard, immediately west of the GO rail tracks (York University Pan Am parking lot) are to be secured for the purposes of providing the 1,000 parking spaces. Should Metrolinx come to an agreement with Remington regarding access via this site, confirmation that the Metrolinx proposal will not compromise the City of Markham's ability to fulfill this obligation is required.	Acknowledged. Metrolinx has begun discussions with Remington and will advise the City of any decisions that may impact the ability of Markham to meet its parking commitment
84	Via Email	City of Markham	Unionville Storage Yard	It is the City's prospective that the proposed Storage Yard should be included as part of the Markham Centre Secondary Plan Metrolinx to determine its feasibility in the heart of the downtown.	The Land Use and Socio-Economic Impact Assessment study is currently underway, which studies how the project aligns with the Markham Secondary Plan and determines any potential conflicts with existing land uses and planned development within the vicinity of the study area. The draft Land Use and Socio-Economic Impact Assessment report has been provided to the City of Markham for review and comment.
85	Via Email	City of Markham	Unionville Storage Yard	The compatibility of the storage yard location in context of the approved and planned uses appears to have been ignored. From the land use perspective, the proposed storage yard will have significant land use, built form, and potential health impacts to the future residents and users within the downtown. Specifically, a) Land use: noise, cleaning and maintenance, and sight lines will directly impact the surrounding proposed, approved and built developments on the east side of the tracks, particularly with the expected foot traffic in the area (high school and university); b) Built form: mitigating noise and views from the storage yard would have be responded by surrounding developments. Such built form impacts would include crash walls and large acoustical fencing that would have significant visual impacts to our future residents; c) Health impacts: the city planned on a trail system that would connect Markham Centre to the surrounding community and providing our residents with mobility options in this area for convenient access to the Mobility Hub. What impacts would the storage yard have on the access porosity to, from, and within the Mobility Hub and what would those impacts have on public health with respect to alternative modes of transportation?	Metrolinx is committed to minimizing impacts to surrounding communities and land uses. Various studies are being conducted to determine the potential impacts the storage yard may have on land use, noise, visual impacts, and health (via air quality). The studies are also looking at proposed mitigation measures to ensure the proposed storage yard is not negatively impacting surrounding communities. Impact Assessment Reports (IA) as well as the Draft Environmental Project Report were submitted to the City for review and comment on April 27th. The IA reports included land use /socio-economic impact assessment and visual impact assessment reports. The noise and vibration and air quality studies are currently being undertaken by Metrolinx. Please be mindful that only the overnight storage of two trains are proposed at this location. Noise and air quality impacts will be limited to trains entering and existing the facility. Although we are open to discussion, it has been determined that crash walls are not warranted at this location; and, the need for a noise wall/acoustic fencing will be will be determined through the noise and vibration study currently under way. Crash walls and acoustic fencing may provide greater visual impacts than the overnight trains themselves.
86	Via Email	City of Markham	Unionville Storage Yard	Access from Enterprise to the storage yard must be tested and may conflict with the future access for the York University parking area on Remington's lands	The Traffic Impact Assessment report for this facility has provided to the City for review and the City will continue to be consulted during detailed design.
87	Via Email	City of Markham	Unionville Storage Yard	The proposed storage yard is located within the area of the downtown that contemplates the highest densities and most intensification. The use of the lands for the proposed storage yard is a missed opportunity as a standalone option and is not in keeping with the vision of a downtown. Has Metrolinx considered looking into including a storage yard in a built form? The proposal is not an acceptable built form.	This facility is required to fulfill all-day, 2-way enhanced rail service between Unionville GO Station and Union Station, which is an essential component in supporting higher densities and intensification. The built form has been considered by reducing the requirements of this facility to the minimum needed to support higher service levels (i.e. only train storage and parking for the 6 train operators).
88	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The Provincial Policy Statement ("PPS") supports efficient use of land, resources and infrastructure. It encourages development patterns that support strong, livable and healthy communities by endorsing intensification as a means to accommodate growth and increase urban vitality. The City does not dispute the requirement of a storage yard to	Acknowledged. The PSS (Section 1.6.8) indicates that "new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes...." This storage yard is consistent with Metrolinx's GO Expansion Business Case; to provide 2-way all-day service across the network and is in keeping with the policies of the PPS.

ID	Source	Municipality	Topic /Issue Raised	Question/Comment	How Comment was Considered by Metrolinx
				support this GO line, but the location proposed is not in keeping with the intent of the PPS.	<p>Additionally, Section 1.6.7.3 states "As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries." Given that Markham is considered a central mobility hub within the Region, the storage yard will allow for increased service, therefore providing improved connections cross jurisdictional boundaries.</p> <p>The proposed facility is in compliance with the general intent of the PPS, in "promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs" (Section 1.1.1). With intensification comes the increased need for public transportation. The Unionville Storage yard will ensure service levels are met which would ultimately increase the reliability of the transit system. This would provide an increased opportunity to promote urban vitality and support businesses.</p>
89	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The Provinces Places to Grow plan directs how long-term growth and development in the Greater Golden Horseshoe. Looking holistically at the municipalities around the west end of Lake Ontario, Places to Grow has created policies addressing transportation, infrastructure, land use planning, urban form, housing and natural heritage protection on a regional scale. One of its main objectives is to protect for and reduce development sprawl through the intensification of the built-out area. The use of the lands for the proposed storage yard is not an appropriate use of the lands.	<p>Acknowledged. The Plan also states that "In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate."</p> <p>In addition, the Ontario Growth Plan also emphasizes that "public transit will be the first priority for transportation infrastructure planning and major transportation investments", and that priority will be placed on increasing the capacity of existing transit systems to support intensification areas.</p> <p>In addition please note that the location of the proposed storage yard is within Metrolinx's existing ROW and Metrolinx is proposing to use already existing access to reduce development impacts. Also, no additional ancillary buildings are proposed with the storage yard as such, the proposal is not contributing to development sprawl.</p>
90	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	The area is traversed by two major rapid transit lines: the GO line and VIVA's Bus Rapid Transit line. This future Mobility Hub is envisaged as the "anchors" of a successful regional transportation network and are recommended to achieve higher-order densities and jobs per hectare. Mobility hubs are ideal locations to develop transit supportive residential and employment densities and should evolve as vibrant places of activity and major regional destinations. To locate a storage yard is contradictory to this initiative.	The proposed Unionville Storage Yard is needed to support the existing GO line and to allow for increased service, which will benefit the future Mobility Hub. It is anticipated to have no conflicts with other uses in the surrounding area and promote regional transportation.
91	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	<p>York Region's Official Plan identifies Markham Centre as one of four Regional Centres, which are intended to "contain a wide range of uses and activities and be the primary focal points for intensive development that concentrates residential, employment, live/work, mobility, investment, and cultural and government functions. The Plan calls for the preparation and implementation of secondary plans for Regional Centres that include:</p> <ul style="list-style-type: none"> • minimum density requirements and targets • a fine-grained street grid • urban built form massed, designed and oriented to people • a concentration of the most intensive development and greatest mix of uses within a reasonable and direct walking distance of rapid transit stations • a minimum requirement of 35% affordable new housing units • policies that sequence development in an orderly way • policies to ensure excellence in urban design and sustainable construction methods • requirements to reduce and/or mitigate urban heat island effects • policies that establish urban greening targets • provisions for an urban public realm • policies to ensure connections and enhancements to local and Regional Greenland systems • policies to require innovative approaches to urban stormwater management • provisions for human services <p>The Region's Official Plan also includes policies for Centres dealing with, among other matters: minimum and maximum parking standards; innovative approaches for the delivery of infrastructure; density and height bonus; minimum densities; community energy plans; and parking management. What innovative approaches to the delivery of infrastructure has Metrolinx investigated? From the City's perspective, the proposed storage yard would not only fulfil the identified targets but would deter fulfilment of them.</p>	A range of municipal permits and approvals may be required for the Project, particularly as pertaining to municipally owned lands and infrastructure. Metrolinx will obtain all required permits and approvals. However, 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 municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.

ID	Source	Municipality	Topic /Issue Raised	Question/Comment	How Comment was Considered by Metrolinx
92	Via Email	City of Markham	Land use and Socioeconomic Impact Assessment	If Markham Centre is to realize its full potential, transit and walking will need to be the preferred modes of daily travel for most people living and working there. Development densities within short walking distances from the BRT and GO lines should be the highest. Transit facilities should be inviting, comfortable and integrated as seamlessly as possible with development and the overall network of streets and open spaces. A storage cannot achieve this objective for a successful downtown.	Acknowledged. The scope of this TPAP is to produce a reference concept design (RCD). Any work related to detailed design will be carried out by the successful Project Consortium. Therefore, Metrolinx will continue to consult with the City of Markham during detailed design to ensure that the storage yard's detailed design aligns with the City's vision for Markham Centre. This storage yard will also support regional transportation, providing for greater community connectivity. Since the Unionville Storage Facility is critical to achieve all day, 2-way GO train service between Unionville GO Station and Union Station, we see it as an essential component of promoting transit as the preferred mode of daily travel. Metrolinx is also conducting a Visual Impact assessment and Project Co. will be required to provide Visual screening as required. A draft visual impact assessment report has been submitted as part of an appendix to the EPR for the City to review.
93	Via Email	Conservation Halton	Impact Assessments: Property Impacts	CH had an inquiry on potential property impacts resulting from the need to extend the Shoreacres Creek culvert.	Regarding your inquiry on potential property impacts resulting from the need to extend the Shoreacres Creek culvert, our conceptual design extends this feature to the limit of the Metrolinx property boundary, as shown in the image below. We should note, however, that this is only a design concept and property requirements will need to be confirmed during future project phases
94	Via Email	Halton Region	Layover Facility	Please clarify if a Functional Servicing Report has been prepared	Metrolinx will work with municipalities to ensure that the intent of Area Servicing Plans/ Functional Servicing Reports is fulfilled during future project phases for all proposed Halton/Burlington layovers. This will include how facilities are proposed to be serviced and demonstrate that adequate servicing capacity is available from Halton Region's water and wastewater servicing networks.
95	Via Email	Halton Region	Natural Environmental	The proposed layover facility would cross lands forming part of the Regional Natural Heritage System and are Regulated by Conservation Halton. The ROP provides for the long-term protection of both mapped and unmapped Key Features that form part of the RNHS. Has an Environmental Impact Assessment/Study been completed for the proposed layover facilities as it relates to the impact to the RNHS? Has Conservation Halton comments and submission requirements been addressed?	A Natural Environment investigation has been completed for the Walker's Line layover site that considers both the Regional Natural Heritage System and Conservation Halton's mandate. This reporting will be incorporated into the next revision of the Environment Project Report (EPR), which will be made available later this summer. Conservation Halton's comments on the draft version of the EPR and the Impact Assessment reporting contained within its appendix (including the Natural Environment Impact Assessment) have been incorporated within the updated materials and applied to the new assessment for the Walkers Line site, to the extent feasible.
96	Via Email	Halton Region	Walkers Line Layover Facility	These lands are located in the Urban Area and form part of the Region's Employment Area. Please consider better site design and layout to minimize land occupied by parking area and other hard surfaces being proposed for the site in order to maximize the amount of remaining lands available for future employment use.	This comment is noted and Metrolinx anticipates that the construction of the layover facility will not preclude future employment use of the lands. One way Metrolinx has accomplished this is by minimizing our proposed property taking. Rather than acquire the entire property parcel that is set to host the Walkers Line Layover, we are proposing to only acquire the minimum amount of land needed to fulfill our servicing needs. This means that approximately 7,500 m ² of lands with direct access to Harvester Road will remain available for future development adjacent to the layover site.
97	Via Email	Halton Region	Utility Impact Assessment	Please clarify if the existing servicing crossings/regional easements have been investigated at the proposed site.	This process is currently ongoing. A Preliminary Utilities Impact Assessment will be included within the next iteration of the EPR that will speak to servicing needs and currently identified conflicts. A Site Servicing Plan (also currently under development) will be included in the full Reference Concept Design package for all proposed layovers
98	Via Email	Halton Region	Layover Facility	Please confirm if EIA/EIS has been prepared to analyze and support the development.	The Environmental Project Report currently under development for Metrolinx's New Track and Facilities Project will speak to the anticipated environmental effects of constructing and operating proposed layover facilities based on the current conceptual level of design. The Environmental Project Report will also present mitigation that has been identified to avoid or offset these effects. Additional work will be completed during future project phases to identify and mitigate issues that cannot be fully assessed based on the current level of design (such as potential impacts resulting from construction staging, for example).
99	Via Email	Halton Region	Archaeological Assessment	Will the Archaeology Assessment be available for review? With respect to Natural Environment, has this study been prepared in accordance with the ROP and implementing Guidelines? How has regional policy been addressed?	An Archaeological Assessment for the proposed Walkers Line Layover has been completed and will be documented within the next iteration of the Environment Project Report. The Natural Environment study has been completed using the same methodology that was applied to assess the Beach Layover Site within the City of Burlington, as documented within the EPR and Impact Assessment reporting that was made available for Halton Region review on April 27, 2020. Updated reporting incorporates all comments received to date and describes Metrolinx's approach to complying with regional and municipal policies.
100	Via Email	Halton Region	Walkers Line Layover Site	The Region confirms that there are water and wastewater services available to be tied into the Walker's Line Layover Site. The Region requests to review the capacity analysis through detailed design and an area servicing plan as indicated in the commitment table.	Acknowledged and thank you for the confirmation. Metrolinx will work with the Region through detail design for water and wastewater servicing plans.
101	Via Email	Halton Region	Design Tables	Metrolinx will consult with the City of Burlington during detailed design to address impacts to municipal water, sanitary, and storm sewer systems. Consultation with the Halton Region is required as sanitary and water services are under the jurisdiction of the Region. Storm sewers within a Regional Road are also under the Region's jurisdiction. Please update these design commitments to include consultation with Halton Region.	The Design Tables will be updated to reflect Halton Region's jurisdiction over sanitary and water services, and the need for continued consultation with the Region during future project phases.

8.2.5 Elected Officials

All elected officials whose electoral riding intersected with the Study Area were sent a briefing package that included a notice of the first round of public meetings on and between December 20, 2020 and February 4, 2020. The package also invited officials to contact the Project Team if they wished to schedule a meeting with Project staff. A second briefing package included an invitation to participate in the second round of public consultation, which was sent via email to select elected officials from August 18 to August 24, 2020 (see Table 8-11). Elected officials were asked to help promote the public meetings and virtual open houses by distributing the notice to their constituents. The e-mail invited elected officials to contact the Project Team if they wish to schedule a meeting. Below is a summary of comments received and meetings that took place.

A list of elected officials contacted is included in Table 8-11 and copies of briefing packages, elected officials' correspondence and meeting materials are included in **Appendix P11**.

Briefing packages included an overview of the following:

- OnCorridor (OnCorr) Program (the previous name for GO Expansion);
- OnCorr infrastructure requiring EA approval;
- OnCorr New Track and Facilities Project;
- New Track and Facilities TPAP: Lakeshore West Corridor;
- New Track and Facilities TPAP: Lakeshore West Corridor;
- New Track and Facilities anticipated property impacts;
- Metrolinx Integrated Vegetation Management (IVM) Strategy;
- Tree Removal Strategy;
- OnCorr Program – Revised Noise and Vibration and Air Quality studies;
- Anticipated TPAP timeline; and
- Public consultation approach.

TABLE 8-11 SUMMARY OF ISSUED BRIEFING PACKAGES DURING THE FIRST ROUND OF PUBLIC CONSULTATION

Municipality	Name	Title	Riding/Ward/Community	Date of Issuance	Relevant TPAP/EA Addenda Project
City of Barrie	Andrea Khanjin	MPP	Barrie-Innisfil	January 14, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Barrie	Jim Harris	Councillor	Ward 8	February 04, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Burlington	Jane McKenna	MPP	Burlington	January 8, 2020	<ul style="list-style-type: none"> • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Burlington	Lisa Kearns	Councillor	Ward 2	January 8, 2020	<ul style="list-style-type: none"> • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Markham	Isa Lee	Councillor	Ward 8	December 20, 2019	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Markham	Reid McAlpine	Councillor	Ward 3	December 20, 2019	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Markham	Andrew Keyes	Councillor	Ward 5	December 20, 2019	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Oshawa	John Gray	Councillor	Ward 5	January 7, 2020	<ul style="list-style-type: none"> • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Oshawa	Brian Nicholson	Councillor	Ward 5	January 7, 2020	<ul style="list-style-type: none"> • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Toronto	Jim Karygiannis	Councillor	Ward 22 Scarborough-Agincourt	January 14, 2020	<ul style="list-style-type: none"> • Stouffville Grade Separations TPAP • Vegetation Removal and Compensation Program
City of Toronto	Jessica Bell	MPP	University-Rosedale	January 14, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Toronto	Suze Morrison	MPP	Toronto-Centre	January 14, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Toronto	Mike Layton	Councillor	Ward 11 University-Rosedale	January 14, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Removal and Compensation Program
City of Toronto	Michael Thompson	Councillor	Ward 21 Scarborough-Centre	January 14, 2020	<ul style="list-style-type: none"> • Stouffville Grade Separations TPAP • Vegetation Removal and Compensation Program
City of Toronto	Aris Babikian	MPP	Scarborough-Agincourt	January 14, 2020	<ul style="list-style-type: none"> • Stouffville Grade Separations TPAP • Vegetation Removal and Compensation Program
City of Toronto	Marilyn Iafrate	Councillor	Vaughan Ward 1	January 14, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • Vegetation Removal and Compensation Program • Significant EA Addendum to Barrie Expansion TPAP (2017)

Municipality	Name	Title	Riding/Ward/Community	Date of Issuance	Relevant TPAP/EA Addenda Project
City of Toronto	Sandra Yeung Racco	Councillor	Ward 4	January 14, 2020	<ul style="list-style-type: none"> Vegetation Removal and Compensation Program Significant EA Addendum to Barrie Expansion TPAP (2017)
City of Toronto	Dolly Begum	MPP	Scarborough-Southwest	January 14, 2020	<ul style="list-style-type: none"> Scarborough Junction Rail/Rail Grade Separation TPAP New Track and Facilities TPAP Vegetation Removal and Compensation Program
City of Toronto	Christina Maria Mitas	MPP	Scarborough-Centre	January 14, 2020	<ul style="list-style-type: none"> Vegetation Removal and Compensation Program Stouffville Grade Separations TPAP
City of Toronto	Raymond Sung Joon Cho	MPP	Scarborough-North	January 14, 2020	<ul style="list-style-type: none"> Vegetation Removal and Compensation Program Stouffville Grade Separations TPAP
City of Toronto	Peter Tabuns	MPP	Toronto-Danforth	January 14, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track and Facilities TPAP Vegetation Removal and Compensation Program
City of Toronto	Kathleen O. Wynne	MPP	15 Don Valley West	January 14, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track and Facilities TPAP Vegetation Removal and Compensation Program
City of Toronto	Gary Crawford	Councillor	Ward 20 Scarborough-Southwest	January 08, 2020	<ul style="list-style-type: none"> Scarborough Junction Rail/Rail Grade Separation TPAP New Track and Facilities TPAP Vegetation Removal and Compensation Program
City of Toronto	Paula Fletcher	Councillor	Ward 14 Toronto-Danforth	January 14, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track and Facilities TPAP Vegetation Removal and Compensation Program
City of Toronto	Kristyn Wong-Tam	Councillor	Ward 13 Toronto-Centre	January 14, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track and Facilities TPAP Vegetation Removal and Compensation Program
Town of Aurora	Tom Mrakas	Mayor	Barrie-Innisfil	January 14, 2020	<ul style="list-style-type: none"> Significant EA Addendum to Barrie Corridor Expansion TPAP (2017) New Track and Facilities TPAP Vegetation Removal and Compensation Program
Town of Oakville	Stephen Crawford	MPP	Oakville	January 8, 2020	<ul style="list-style-type: none"> New Track and Facilities TPAP Vegetation Removal and Compensation Program
Town of Oakville	Dave Gittings	Regional Councillor	Ward 3	January 8, 2020	<ul style="list-style-type: none"> New Track and Facilities TPAP Vegetation Removal and Compensation Program
Town of Oakville	Janet Haslett-Theall	Councillor	Ward 3	January 8, 2020	<ul style="list-style-type: none"> New Track and Facilities TPAP Vegetation Removal and Compensation Program
Town of Whitby	Maleeha Shahid	Councillor	Ward 4	January 7, 2020	<ul style="list-style-type: none"> New Track and Facilities TPAP Vegetation Removal and Compensation Program
Town of Whitby	Steve Yamada	Councillor	Ward 4	January 7, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track and Facilities TPAP Vegetation Removal and Compensation Program

TABLE 8-12 SUMMARY OF ISSUED BRIEFING PACKAGES DURING ROUND TWO OF PUBLIC CONSULTATION

Municipality	Name	Title	Riding/Ward/Community	Date of Issuance	Relevant TPAP/EA Addenda Project
City of Vaughan	Sandra Yeung Racco	Councillor	Ward 4	May 29, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP
City of Toronto	Brad Bradford	Councillor	Ward 19	June 8, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • System-Wide Noise and Vibration Study
City of Toronto	Jennifer McKelvie	Councillor	Ward 25	August 13, 2020	General invitation to participate in consultation
City of Toronto	Paul Ainslie	Councillor	Ward 24	August 13, 2020	General invitation to participate in consultation
City of Toronto	Cynthia Lai	Councillor	Ward 23	August 13, 2020	General invitation to participate in consultation
City of Toronto	Mike Layton	Councillor	Ward 11	August 11, 2020	General invitation to participate in consultation
City of Toronto	Stan Cho	MPP	Willowdale	August 11, 2020	General invitation to participate in consultation
City of Toronto	Christina Mitas	MPP	Scarborough Centre	August 11, 2020	General invitation to participate in consultation
City of Toronto	Aris Babikan	MPP	Scarborough-Agincourt	August 11, 2020	General invitation to participate in consultation
City of Toronto	Doly Begum	MPP	Scarborough Southwest	August 11, 2020	General invitation to participate in consultation
City of Toronto	Kathleen Wynne	MPP	Don Valley West	August 11, 2020	General invitation to participate in consultation
City of Toronto	Suze Morrison	MPP	Toronto Centre	August 11, 2020	General invitation to participate in consultation
City of Toronto	Chris Glover	MPP	Spadina-Fort York	August 11, 2020	General invitation to participate in consultation
City of Toronto	Jessica Bell	MPP	University-Rosedale	August 11, 2020	General invitation to participate in consultation
City of Toronto	Michael Thompson	Councillor	Ward 21	August 11, 2020	General invitation to participate in consultation
City of Toronto	Jim Karygiannis	Councillor	Ward 22	August 11, 2020	General invitation to participate in consultation
City of Toronto	Paula Fletcher	Councillor	Ward 14	August 11, 2020	General invitation to participate in consultation
City of Toronto	Gary Crawford	Councillor	Ward 20	August 11, 2020	General invitation to participate in consultation
City of Toronto	Josh Matlow	Councillor	Ward 12	August 11, 2020	General invitation to participate in consultation
City of Toronto	Shelley Carroll	Councillor	Ward 17	August 11, 2020	General invitation to participate in consultation
City of Toronto	Denzil Minnan-Wong	Councillor	Ward 16	August 11, 2020	General invitation to participate in consultation
City of Toronto	Jaye Robinson	Councillor	Ward 15	August 11, 2020	General invitation to participate in consultation
City of Toronto	Paula Fletcher	Councillor	Ward 14	August 11, 2020	General invitation to participate in consultation
City of Toronto	Kristyn Wong-Tam	Councillor	Ward 13	August 11, 2020	General invitation to participate in consultation
City of Toronto	Joe Cressy	Councillor	Ward 10	August 11, 2020	General invitation to participate in consultation
City of Toronto	John Tory	Mayor		August 11, 2020	General invitation to participate in consultation
City of Toronto	Michael Ford	Councillor	Ward 1	August 18, 2020	General invitation to participate in consultation
	Doug Ford	Ontario Premier		August 18, 2020	General invitation to participate in consultation
City of Barrie	Jim Harris	Councillor	Ward 8	August 10, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP • Vegetation Compensation Program
City of Barrie	Natalie Harris	Councillor	Ward 6	August 10, 2020	<ul style="list-style-type: none"> • Electrification TPAP Addendum • New Track and Facilities TPAP

Municipality	Name	Title	Riding/Ward/Community	Date of Issuance	Relevant TPAP/EA Addenda Project
					<ul style="list-style-type: none"> Vegetation Compensation Program
Town of Aurora	Tom Mrakas	Mayor	Barrie-Innisfil	August 10, 2020	<ul style="list-style-type: none"> New track infrastructure (Network-wide) Vegetation Compensation Program Wellington Street / Rail Grade Separation, Aurora
City of Barrie	Andrea Khanjin	MPP	Barrie-Innisfil	August 10, 2020	<ul style="list-style-type: none"> GO Electrification TPAP Addendum New track infrastructure (Network-wide) Vegetation Compensation Program
Town of Aurora	Christine Elliott	Deputy Premier	Aurora Newmarket	August 10, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum New Track and Facilities TPAP Vegetation Compensation Program Wellington Street / Rail Grade Separation, Aurora
	Stephen Lecce	MPP	Vaughan King	August 10, 2020	<ul style="list-style-type: none"> Electrification TPAP Addendum Vegetation Compensation Program McNaughton Road/ Rail Grade Separation, Vaughan
City of Vaughan	Sandra Yeung Racco	Councillor	Ward 4	August 10, 2020	<ul style="list-style-type: none"> Vegetation Compensation Program McNaughton Road/ Rail Grade Separation, Vaughan
City of Markham	Andrew Keyes	Councillor	Ward 5	August 10, 2020	<ul style="list-style-type: none"> New Track Infrastructure (Network Wide)
City of Markham	Isa Lee	Councillor	Ward 8	August 10, 2020	<ul style="list-style-type: none"> GO Electrification TPAP Addendum Vegetation Compensation Program New Track Infrastructure (Network Wide) Stouffville Grade Separation TPAP <ul style="list-style-type: none"> Kennedy Road Denison Street
City of Markham	Billy Pang	MPP	Markham- Unionville	August 10, 2020	<ul style="list-style-type: none"> GO Electrification TPAP Addendum Vegetation Compensation Program Unionville Storage Facility (STVL) New Track Infrastructure (Network Wide)
City of Markham	Logan Kanapathi	MPP	Markham- Thornhill	August 10, 2020	<ul style="list-style-type: none"> GO Electrification TPAP Addendum Vegetation Compensation Program New Track Infrastructure (Network Wide) Stouffville Grade Separation TPAP <ul style="list-style-type: none"> Kennedy Road Denison Street
City of Markham	Paul Calandra	MPP	Markham- Stouffville	August 10, 2020	<ul style="list-style-type: none"> New Track Infrastructure (Network-Wide)
City of Markham	Reid McAlpine	Councillor	Ward 3	August 10, 2020	<ul style="list-style-type: none"> GO Electrification TPAP Addendum Vegetation Compensation Program Unionville Storage Facility (STVL) New Track Infrastructure (Network Wide)
City of Pickering	Shaheen Butt	Councillor	Ward 3	August 11, 2020	General invitation to participate in consultation
City of Pickering	Kevin Ashe	Councillor	Ward 1	August 11, 2020	General invitation to participate in consultation
City of Pickering	Bill Mclean	Councillor	Ward 2	August 11, 2020	General invitation to participate in consultation

Municipality	Name	Title	Riding/Ward/Community	Date of Issuance	Relevant TPAP/EA Addenda Project
City of Pickering	David Pickles	Councillor	Ward 3	August 11, 2020	General invitation to participate in consultation
City of Pickering	Maurice Brenner	Councillor	Ward 1	August 11, 2020	General invitation to participate in consultation
City of Pickering	Ian Cumming	Councillor	Ward 2	August 11, 2020	General invitation to participate in consultation
City of Pickering	David Ryan	Mayor		August 11, 2020	General invitation to participate in consultation
Town of Ajax	Lisa Bower	Councillor	Ward 3	August 11, 2020	General invitation to participate in consultation
Town of Ajax	Joanne Dies	Councillor	Ward 3	August 11, 2020	General invitation to participate in consultation
Town of Ajax	Rob Tyler-Morin	Councillor	Ward 1	August 13, 2020	General invitation to participate in consultation
Town of Ajax	Marilyn Crawford	Councillor	Ward 1	August 13, 2020	General invitation to participate in consultation
Town of Ajax	Shaun Collier	Mayor		August 13, 2020	General invitation to participate in consultation
Town of Whitby	Maleeha Shahid	Councillor	Ward 4	August 11, 2020	General invitation to participate in consultation
Town of Whitby	Elizabeth Roy	Councillor	Regional	August 11, 2020	General invitation to participate in consultation
Town of Whitby	Chris Leahy	Councillor	Regional	August 11, 2020	General invitation to participate in consultation
Town of Whitby	Deidre Newman	Councillor	Ward 2	August 11, 2020	General invitation to participate in consultation
Town of Whitby	Steve Lee	Councillor	Ward 1	August 13, 2020	General invitation to participate in consultation
Town of Whitby	Rhonda Mulcahy	Councillor		August 13, 2020	General invitation to participate in consultation
City of Oshawa	Dan Carter	Mayor		August 11, 2020	General invitation to participate in consultation
City of Oshawa	Lorne Coe	MPP	Whitby- Oshawa	August 11, 2020	General invitation to participate in consultation
City of Oshawa	Derek Giberson	Councillor	Ward 4	August 13, 2020	General invitation to participate in consultation
City of Oshawa	Rick Kerr	Councillor	Ward 4	August 13, 2020	General invitation to participate in consultation
City of Oshawa	Bradley Marks	Councillor	Ward 3	August 13, 2020	General invitation to participate in consultation
City of Oshawa	Bob Chapman	Councillor	Ward 3	August 13, 2020	General invitation to participate in consultation
City of Oshawa	Jane Hurst	Councillor	Ward 2	August 13, 2020	General invitation to participate in consultation
City of Oshawa	Tito-Dante Marimpietri	Councillor	Ward 2	August 13, 2020	General invitation to participate in consultation
City of Oshawa	Rosemary McConkey	Councillor	Ward 1	August 13, 2020	General invitation to participate in consultation
City of Oshawa	John Neal	Councillor	Ward 1	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Margaret Zwart	Councillor	Ward 4	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Corinna Trail	Councillor	Ward 3	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Ron Hooper	Councillor	Ward 2	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Janice Jones	Councillor	Ward 1	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Granville Anderson	Councillor	Ward 3	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Joe Neal	Councillor	Ward 1 and 2	August 13, 2020	General invitation to participate in consultation
Municipality of Clarington	Adrian Foster	Mayor		August 13, 2020	General invitation to participate in consultation

8.2.5.1 Consultation with Elected Officials

During the Pre-Planning Phase consultation, Metrolinx received correspondence from several elected officials regarding the TPAP. The comments received from elected officials were related to various components of the project including matters of consultation, project scope, facilities siting, electrification of the Richmond Hill Corridor, Thickson Rail Bridge widening, new track infrastructure, and noise and vibration studies as summarized below.

MPP, Doly Begum (Scarborough-Southwest) – January 16, 2020

A meeting was held on January 16, 2020, between Metrolinx and MPP Begum to discuss the Metrolinx New Track and Facilities TPAP, specifically, new track infrastructure and facilities siting. Metrolinx has identified certain infrastructure requirements to help bring more GO rail service to our customers across the network. Some of those requirements affect MPP Begum's riding, and a new environmental assessment must be completed to determine the impacts.

MPP Begum's questions included:

- How long are you estimating that the grade separation construction will take?
- Will the tree removal strategy identify vegetation to be removed?
- For properties impacted, can we get a list of which properties are being impacted (included in the deck)?
- What does it mean to require an easement for utility requirements?
- Can Metrolinx plan an additional consultation for central Scarborough? Highway Gospel Church - 530 Midland Avenue Scarborough is a good example of a location that is more centralized
- Concerns from the community about the yard (noise and air quality) and trucks using the residential community roads.
- Activity at the St Clair yard has been very concerning for MPP Doly's constituents – many complaints have come through to her office – anticipated to pick up again in late Spring/Summer due to dust concerns.
- Will all of your work be done at night?
- Will there be a pause in the work at the St. Clair Yard to give a break to the residents between the works currently ongoing and the future grade separation work?
- Was an EA done for the St Clair yard and if so, can we have a copy to share with the community?
- Residents don't see the benefit or any result of this work in their community, so with the grade separations happening, they will finally see a direct result of these works in the yard benefitting the community

A copy of the correspondence and a meeting summary is included in **Appendix P11**.

MPP, Suze Morrison (Toronto Centre) – January 20, 2020

A meeting was held on January 20, 2020 between Metrolinx and MPP Morrison to discuss the Metrolinx New Track and Facilities TPAP, specifically, electrification of the Richmond Hill Corridor and new track infrastructure. Metrolinx has identified certain infrastructure requirements to help bring more GO rail service to our customers across the network. Some of those requirements affect MPP Morrison's riding, and a new environmental assessment must be completed to determine the impacts.

In addition to the Round One Public Meetings, Metrolinx met with residents in MPP Suze Morrison's riding to offer an additional meeting regarding the GO Expansion, which will bring additional new and electrified track to GO transit's seven operating corridors. As the infrastructure is planned, environmental assessments in advance of the works are studied.

The meeting took place on March 2, 2020, at the Region Park Aquatic Centre and outlined the environmental studies for Go Expansion that will be carried out along the corridors and what infrastructure changes those studies are tied to.

Five members of the public were in attendance. Metrolinx staff provided a short presentation to the group, providing an overview of the program as well as a comprehensive understanding of what is included in an EA, what a P3 contract is, and anticipated timelines for GO Expansion. Benefits of electrification were also discussed, and the group was unanimously in support of the project.

The meeting also focused on the Don Valley layover; its specific location and the activity that would ensue at this location. There were questions about why the layover is needed; its footprint and how it would affect the existing multi-use path; type of trains coming in and out of the layover and the frequency of these trains.

MPP Morrison's questions included:

- Is the yellow highlighted area on slide 7 the proposed electrification locations or they have already been identified?
- What will the sound impact in the Corktown neighbourhood be? The complaints from the neighbourhood may be that especially since the area isn't directly being serviced, they will be concerned with the noise impacts.
- Riding boundaries are The Esplanade and Mill Street, where will trains be turned around? How will this impact my constituents?
- If you're turning diesel trains around, will that cause more pollution? There are a number of neighbourhoods that will be affected, Regent Park and Cabbagetown – there is a lot of park space that families use. There are also complexities south of regent park – this has been dubbed the generation of dust because this area has been under revitalization for the last ten years – they have been experiencing excessive dust for years.
- Corktown residents will have issues about traffic impacts and no access to transit.
- What is the proposed density of the train activity and turn around activity?
- Given your estimates, how many trains will be electric?
- How often are the Milton trains running?
- The deck shows that there aren't any tree removals in our riding, but despite that, does Metrolinx have any plans to plant any new trees in our riding?
- Where is the George Brown meeting? The campus is quite large, so we hope it would be in the Cabbagetown area.
- Proposed date at Brickworks is not accessible by transit. Toronto Centre is hyper neighbourhood focused; people don't like to leave their neighbourhoods - can you add in a 3rd consultation meeting date for Regent Park?
- Flag: MPP is very conscious of who is consulted, and who is not, if we don't go into Regent Park, they will get loud about a lack of consultation for the non-affluent area of Regent Park.

- What is your timeline for the financial close?
- Have Councillors been notified of these GO Expansion works?
- Would Metrolinx conduct a briefing for the riding and all neighbourhoods in our area if our office will arrange such a meeting?

A copy of the correspondence and a meeting summary is included in **Appendix P11**.

Councillor, Gary Crawford (Ward 20 Scarborough-Southwest) – January 29, 2020

A meeting was held on January 29, 2020, with Councillor Crawford to discuss the Metrolinx New Track and Facilities TPAP, specifically, new track infrastructure. Metrolinx has identified certain infrastructure requirements to help bring more GO rail service to our customers across the network. Some of those requirements affect Councillor Crawford's Community, and a new environmental assessment must be completed to determine the impacts.

Councillor Crawford's questions included:

- Where will the train be below grade near Scarborough Junction to allow for reduced noise?
- Has my office been informed about the PIC meeting in my riding?
- There have been challenges with me not being informed well in the past.
- Re: pedestrian crossing at Corvette, what is the current use by pedestrians – do you have counts?
- Comment: Danforth/Midland is a very dangerous crossing right now. There are traffic lights 20 yards ahead, if there is a queue of cars, the arms may come down onto cars which poses a major safety risk.
- What other impacts to residents can you identify for these works? - continued use of the St Clair yard as a laydown area for these works, which is right adjacent to this corridor.
- Are you acquiring any properties to be able to complete this work?
- Comment: Slide 19: potential issue if there is a loss of parking in order to relocate Scarborough GO; there are already issues that have been identified by the community in terms of the lot filling up quickly and it being so close to a residential neighbourhood – it's important that you do as much consultation and gain support from the community regarding changes to the parking lot.
- How far reaching has your notice of these public meetings gone?
- What happens if a property owner refuses?
- Will you be informing residents before the PIC meetings to let them know of potential tree removals on their property?

A copy of the correspondence and a meeting summary is included in **Appendix P11**.

Councillor, Paula Fletcher (Ward 14 Toronto-Danforth) – February 06, 2020

A meeting was held on February 06, 2020 with Councillor Fletcher to discuss the Metrolinx New Track and Facilities TPAP, specifically, facilities siting, electrification of Richmond Hill corridor. Metrolinx has identified certain infrastructure requirements to help bring more GO rail service to our customers across the network. Some of those requirements affect Councillor Fletcher's Community, and a new environmental assessment must be completed to determine the impacts.

Councillor Fletcher's questions included:

- Which community groups have been directly informed regarding the Don Valley Layover project?
- Has the Don Valley Layover project has been presented at other CAC meetings, and which ones?
- When invitations to community groups for the upcoming public meetings were, or will be, distributed?
- Will there be opportunity for local groups to be involved and to input into the vegetation restoration program.

A copy of the correspondence and a meeting summary is included in **Appendix P11**.

Councillor, Lisa Kearns (Ward 2 Burlington) – February 13, 2020

A meeting was held on February 13, 2020 with Councillor Kearns to discuss the Metrolinx New Track and Facilities TPAP, specifically, Beach Rail Layover siting. Metrolinx has identified certain infrastructure requirements to help bring more GO rail service to our customers across the network. Some of those requirements affect Councillor Kearns' Community, and a new environmental assessment must be completed to determine the impacts.

In addition, Councillor Kearns invited Metrolinx to attend her Community Update meeting on February 20, 2020. Councillor Kearns shared information about the planned Beach Layover in Burlington, infrastructure proposed as part of the OnCorr tracks and facilities TPAP. During the meeting, it was noted that City of Burlington residents are increasingly concerned about responsible development in their growing city, Councillor Kearns wanted to make sure her residents are kept very well informed as Metrolinx's plans evolve. Most questions raised by the participants were related to the location of the planned Layover and clarification of the date/time of the upcoming round one Public Meetings, there were also some requests for parking solutions at Aldershot and better pedestrian access to Burlington GO.

Councillor Kearns' questions included:

- How long until you own the whole corridor and Burlington is no longer the end point?
- What work is required in Oakville?
- Are you aware of development applications and plans for residents to the north of the site?
- Where does the power for the electrification infrastructure come from?
- Will CN use this site for freight?
- How can we protect this neighbourhood from being used as a shunting yard for CN freight once Hamilton closes their yard?
- What EA process are you following?
- How does this layover fit into the transit hub designation for more dense development around the GO Station?
- How will the land be characterized? Industrial/commercial/residential?
- Are you familiar with the new Burlington tree bylaw?
- How will you maintain the vegetation after it is removed/regrowth?
- Has the vegetation report been done or is that still in development?

- How did you communicate the Public Meeting? Will you do more to alert residents of what is planned for their neighbourhood?
- Can you find a way to share more specific information before the Public Meeting?
- What is in this layover for the residents of Burlington: the benefit of more service will be gained by all of the other municipalities, but we're the only ones being asked to house this layover?

A copy of the correspondence and a meeting summary is included in **Appendix P11**.

Councillor, Sandra Yeung-Racco (Ward 4 Vaughan) – May 29, 2020

A meeting was held on May 29, 2020 with Councillor Yeung-Racco to discuss the ongoing construction for the Rutherford Grade Separation and station upgrade and anticipated updates to the system-wide Noise and Vibration and Air Quality studies. Metrolinx discussed the need for updating the 2017 System-Wide Noise and Vibration study that was assessed and approved under the 2017 GO Rail Network Electrification TPAP. Metrolinx explained that these updates will be undertaken as part of the GO Rail Network Electrification Addendum and the New Track and Facilities TPAP with the results expected to be available in Fall 2020. The meeting concluded with anticipated Project timeline and an overview of the upcoming round two of public consultation.

The following is a summary of Councillor Yeung-Racco's questions related to the NTF TPAP and how Metrolinx considered them:

- Will there be a noise wall installed at Westway Crescent as a part of this project?
 - A concrete noise wall is not a part of this project's scope. Metrolinx is currently performing a network-wide noise and vibration assessment and highlighted locations will have mitigation delivered through the OnCorridor program.
- Will there be more overnight construction coming for this area and has the community been notified?
 - At times night work will be required as work at Rutherford GO is completed. In particular, this must happen when working is being completed within the rail corridor. That said, Metrolinx provides the community frequent notice regarding all overnight work.

Councillor, Brad Bradford (Ward 19 Beaches – East York) – June 8, 2020

A meeting was held on June 8, 2020, with Councillor Bradford to present updates on the New Track and Facilities TPAP as well as the System-Wide Noise and Vibration study. Metrolinx provided an update on GO Expansion, focusing on the Early Works Package as well as upcoming preparatory works that will be happening in the Councillor's electoral district. It was discussed that noise studies are currently being updated with a new approach, and results will be shared in the coming months. The Councillor's questions and concerns were focused around noise mitigation. The meeting concluded with anticipated Project timeline and an overview of the upcoming Round Two of public consultation.

- What is the involvement with the Councillor's office and the City of Toronto for procurement of the GO Expansion and Early Works contracts? The Councillor requested seeing what Metrolinx's plans look like and hear the City staff's perspectives on these projects.
- Maria Doyle – Transit Expansion Office has been coordinating the review of the materials, street art programs for murals under bridges, ECS group for bridge structures themselves, conversations around cycling paths that have been planned for that area, etc.

- Councillor Bradford inquired about the Request for Proposal (RFP) for GO Expansion, and whether Metrolinx is specifying performance targets, decibels mitigated at different levels of corridor.
- Is this any different than what was shared a year ago? The response a year ago was that nothing would be considered for noise mitigation because the threshold is 5dB and the readings were at 4.7.
- The regulations have not changed but Metrolinx was not able to speak to the results for the studies as they were anticipated to be released late summer 2020. Metrolinx added that now there is a greater understanding of the quieter fleet and where noise walls can be built. The studies that led to the decibel level of 5dB as the threshold is being redone.
- When would the vehicles that have additional on-fleet noise mitigation be running on the corridors?
- It would likely be rolled out throughout the course of the contract.
- Considering that Metrolinx is currently in market with the RFP, but has not completed the studies, won't that significantly affect how the proponents respond to the RFP?
- Metrolinx is currently in procurement, which has been in market for just over a year, but there are different portions of the project that have been released, so this pending information is not part of the procurement presently in market.
- The Councillor expressed concern about the additional studies being conducted as there has been no changes to the metrics.
- The procurement is phased; the updated studies are conducted to inform the requirement of the new fleet. Metrolinx is working on items like grade separations, track construction, which require longer time before we can have trains commissioned to run on the electrified lines.

MPP, Kathleen Wynne (Don Valley West) – August 11, 2020

- An inquiry was received from MPP Kathleen Wynne regarding the new infrastructure requirements for GO Expansion that cover the riding of Don Valley West. Metrolinx confirmed that the south end of MPP Wynne's riding would be touched by the Richmond Hill GO Corridor. A follow up e-mail was received from MPP Wynne's office with concerns regarding tree removal and the building of the OCS for electrified trains.

8.2.6 Other Stakeholders

8.2.6.1 Lakeshore East Community Advisory Committee (LECAC)

LECAC Meeting #1 – May 13, 2020

The purpose of this meeting was to provide an update on and clarifications for GO Expansion and Ontario Line (subway) programs with the Lakeshore East Community Advisory Committee (LECAC). Councillors Paula Fletcher and Brad Bradford and MPP Peter Tabuns were also in attendance.

LECAC members expressed various concerns about the consultation process utilized by Metrolinx, mainly the members were not notified of any proposed infrastructure taking place in their area in advance of any work and need for a hotline/email address that can be contacted with any future concerns. Metrolinx responded that there was a mishap with the consultation process and that they are currently working on resolving it internally. Metrolinx also mentioned that they are working on setting up a project phone number and that CAC members can contact torontoeast@metrolinx.com for any future inquiries.

The CAC members requested Metrolinx to set up another meeting in June or July 2020 to discuss updates on the projects progress.

8.2.6.2 West Don Lands Committee

Metrolinx received a correspondence from the West Don Land Committee on March 8, 2020 with multiple concerns about the proposed Don Valley Layover. These concerns included: potential impacts on the natural recreation area within proximity of the proposed layover location; potential impacts on natural designated areas (i.e., Environmentally Significant Area; Ravine and Natural Features Protection Area; TRCA Regulatory Area); potential impacts on the Lower Don Trail due to the proposed access route; and potential impacts of the proposed service road on the existing vegetation, Don Valley wall, and trail overpass.

Metrolinx organized a phone call on June 25, 2020, with members of the West Don Land Committee to discuss their concerns and to provide an update of the proposed facility. However, Metrolinx was unable to provide an update as the environmental studies were still underway and results were not available yet. A second phone call took place on July 6, 2020, to reassure Committee members that the information was forthcoming and to provide an update on when to expect the second round of public consultation. At that time, Metrolinx was unable to provide a specific date as to when the public consultation round two was going to take place as the date has not been finalized.

Metrolinx provided a detailed response on July 17, 2020 to each concern the Committee shared between March 8, 2020, and July 6, 2020. This response included an update on when the Notice of Commencement is expected to be issued and where to find more information on the upcoming round of public consultation. Refer to Table 8-13 and **Appendix P12** for the full response.

8.2.6.3 Third Party Utility Owners

Correspondence with third party utility owners/municipalities and regional authorities was initiated through an e-mail notification on January 30, 2020, which provided an overview of the project, information on the Round One public meetings and inviting them to connect with the Project Team directly. For municipal bodies and regional authorities, some follow-up teleconferences were replaced with in person introductory meetings that were held in conjunction with Metrolinx's TPAP team. Initial correspondence was sent to 56 utility owners. Copies of all correspondence with utility owners, including municipalities and regional authorities, is included in **Appendix P12**.

The utility owners identified and notified were:

- Beanfield Technologies;
- Bell Canada;
- Bell Mobility;
- Burlington Hydro Electric Commission;
- City of Burlington;
- City of Hamilton;
- City of Mississauga;
- Cogeco Cable;
- Cogeco Data Services;
- Corrosion Service Company Ltd.;

- Elexicon;
- Enbridge Gas Distribution Inc.;
- Enersource;
- Enwave;
- Halton Hills Hydro;
- Horizon Utilities Corporation;
- Hydro One Networks Inc.;
- Imperial Oil;
- InnPower;
- InnServices;
- Lehman Plan (TransCanada);
- Level 3 Communications;
- NBM Engineering (PowerStream);
- Newmarket-Tay Power;
- Oakville Hydro;
- Ontario Provincial Police;
- Oshawa PUC;
- PIFFC Jet Fuel Pipeline;
- PowerStream;
- PSN (Public Sector Network) Peel Fiber;
- Q9 Networks;
- Region of Durham;
- Region of Halton;
- Region of Peel;
- Rogers Cable Communications Inc.;
- Rogers Cablesystem Ltd;
- Rogers Wireless;
- Sarnia Products Pipeline;
- Sun-Canadian Pipeline Company Ltd;
- Suncor;
- Telecon;
- Telus;
- Toronto Entertainment District Business Improvement Area;

- Toronto Hydro Electric Systems Ltd Streetlighting Inc;
- Toronto Hydro;
- Toronto Transit Commission;
- Town of Oakville;
- Trans Canada Pipeline;
- TransCanada Pipelines Limited C/O Lehman & Associates;
- Trans-Northern Pipelines Inc.;
- Union Gas;
- University Health Network;
- University Health Network-Toronto Western;
- Videotron Telecom;
- York Telecom Network; and
- Zayo.

The following Third-Party Utility Owners were sent an e-mail between August 18 and September 1, 2020 notifying them of Round Two of virtual open house:

- Town of Aurora;
- Township of King;
- York Region;
- City of Markham;
- City of Burlington;
- Halton Region;
- Town of Whitby;
- Durham Region;
- City of Toronto;
- City of Burlington;
- Trans-Northern Pipeline Inc.;
- Enbridge;
- Sun-Canadian Pipeline Co. Ltd.;
- Imperial's Sarnia Products Pipeline;
- Alectra Utilities;
- Burlington Hydro; and
- Toronto Hydro-Electric System Limited.

8.2.7 Summary of Review Agency Comments Received

Table 8-13 summarizes all issues/comments/questions raised by review agencies as part of the Pre-Planning Phase, including the February 2020 Public Meetings (Round One) and the August 2020 Virtual Open House (Round Two) and how they were considered by Metrolinx.

TABLE 8-13 SUMMARY OF PRE-PLANNING PHASE REVIEW AGENCY COMMENTS RECEIVED (JANUARY 2020 – JULY 2020)

Agency	Consultation Phase	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
Federal Agencies			
Health Canada (Via Email)	Pre-Planning – Round 1 Consultation	Health Canada's role in Impact Assessment (IA) / Environmental Assessment (EA) is founded in statutory obligations under the <i>Canadian Impact Assessment Act</i> , which provides the legal basis for the federal IA process. Health Canada is a federal department with knowledge and expertise that can be called upon by responsible authorities, review panels, Indigenous groups and/or other jurisdictions leading IA/EAs to determine whether there are potential health risks associated with proposed projects and how to prevent, reduce or mitigate them. Upon receipt of a request from one of the above noted groups, Health Canada may participate in this IA/EA process. However, should you have any specific questions related to human health or Health Canada guidance documents on IA, please contact us.	The Project is not anticipated to trigger a federal environmental assessment (EA) and we have removed Health Canada from the projects' distribution lists. Health Canada will be advised if project requirements change and a federal EA is required.
Provincial Agencies			
MECP (Via Email)	Pre-Planning – Round 1 Consultation	Update requested on proposed project timelines, upcoming drafts and changes to schedule.	The first round of public engagement that was planned for this month has been shifted to early 2020 at the request of the Minister's Office at MTO. We are in the midst of confirming dates and securing venues for the meetings. At this time, we are still working towards providing you with the draft EPRs at the beginning of February and issuing the Notice of Commencement at the end of March 2020. We hope to provide you with a further update on all reporting and EA timelines before December 20.
Ministry of Transportation (MTO) (Via Email)	Pre-Planning – Round 1 Consultation	Can you send me a pdf of the overall map of works to be done? Not a lot of detail but it defined the scope	Although Metrolinx as a Provincial Agency, is not subject to municipal permits and approvals, Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, and to submit applications for review and information. Metrolinx will continue to communicate and engage with local municipalities during the subsequent detailed design phase and during construction planning to ensure that any municipal concerns are addressed in the design/construction plans prior to commencement of construction activities, as follows: As a Crown Agency, Metrolinx is not bound by zoning by-laws passed by municipalities under s.34 of the Planning Act and as such does not have a requirement to apply for and obtain zoning amendments. However, Metrolinx will consult with, and have regard for, municipal planning policies with regard to specific projects (or components thereof) and will comply with municipal requests when and where reasonable and feasible; When developing plans for new or expanded infrastructure, Metrolinx will coordinate with municipal staff to ensure infrastructure is constructed to meet municipal requirements to the greatest extent possible; <ul style="list-style-type: none"> • Submissions relating to building permits and Site Plan approvals will be made in the spirit of co-operation and to provide the municipality with an opportunity to comment; • Submissions relating to sewer discharge approvals, in accordance with the municipality; • Submissions relating to permits for construction or occupancy within the existing road allowances; • Submissions relating to permit-to-enter, road cut permits, and/or lane closures from local road authorities in order to perform utility removal or relocation work; • Submissions relating to work that directly affects Regional/Municipal infrastructure (e.g., bridge or water/sewer line modifications) as well as Road Occupancy Permits for any work within a Regional ROW • Submissions relating to property access permits for any temporary or permanent access to a Regional road. • Submissions relating to municipal heritage permits for alterations to cultural heritage resources and landscapes. • Submissions relating to municipal Natural Feature Protection By-laws, Private Tree By-Laws, Street Tree By-Laws, and Parks By-Laws (as applicable); • Compliance with municipal by-laws and obtain permits for all proposed tree removals on private property (in addition to approval/permission from the property owner). Metrolinx does not require permits for tree removals on their property;
		<ul style="list-style-type: none"> • I am currently the Ministry lead for the 401 Tunnel at Islington which will make coordination easier. 	<ul style="list-style-type: none"> • This information has been provided in the meeting presentation on Nov 8th.
		<ul style="list-style-type: none"> • Beyond the tunnel I will also be involved in the cut/fill for the new tracks going to Kitchener. 	<ul style="list-style-type: none"> • Comment noted.
		<ul style="list-style-type: none"> • Potential coordination - Please note that City of Pickering is doing a Master Transportation study for Downtown Pickering directly at Liverpool and 401. It is estimated that 5000 new units will be added in all four quadrants for this area including additional business parks. 	<ul style="list-style-type: none"> • Comment noted.

Agency	Consultation Phase	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
		<ul style="list-style-type: none"> Potential coordination – The track expansion eastward may need to be discussed with the new Durham Live Casino under construction which may be seeking 401 improvements at Church and 401. 	<ul style="list-style-type: none"> Comment received. This is noted, however as the design progresses, Metrolinx has determined that there is no longer an operational requirement for the infrastructure at Pickering GO Station. Therefore, there is no longer track work proposed within the City limits.
MECP (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> Request for information on when the ministry may expect to see the draft technical supporting document and the draft EPRs for the upcoming TPAPs. According to MECP's records, Metrolinx was aiming to submit technical reports in January 2020 and draft EPRs in February 2020. 	<ul style="list-style-type: none"> E-mail sent to Cindy to request a meeting with Metrolinx team to provide MECP with updates on GO Expansion, including the anticipated timing of the technical reports and draft EPRs to MECP.
Municipal Agencies			
Toronto Public Health (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> Request for information on the New Track and Facilities Project Assessment Process (TPAP), and opportunity to provide input on Metrolinx's network-wide technical studies such as Air Quality and Noise & Vibration studies. 	<ul style="list-style-type: none"> Interest in the New Track and Facilities Project Assessment Process (TPAP) <ul style="list-style-type: none"> The New Track and Facilities TPAP is looking at various infrastructure requirements including new track and switches, layovers, bridge modifications and electrification of the Richmond Hill Rail Corridor within the City of Toronto. This new infrastructure involves carrying out Environmental Assessments (EA) and EA Addendums under the Transit Project Assessment Process (TPAP) (Ontario Regulation 231/08). Proposed infrastructure for this TPAP includes: <ul style="list-style-type: none"> Rail upgrades throughout GO's existing network; New rail layover and train storage facilities at Burlington, Unionville, and Toronto; and Electrification of the lower Richmond Hill rail corridor. All information pertaining to the New Track and Facilities TPAP along with the materials that were presented at the February 2020 public meetings is available at: https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities-tpap Opportunity to provide input on Metrolinx's network-wide technical studies such as Air Quality and Noise and Vibration studies <ul style="list-style-type: none"> We are currently conducting Impact Assessment studies for various disciplines; including archeology, cultural heritage, EMI-EMF, groundwater, land use, natural environment, stormwater management, traffic, utilities, and visual aesthetics. As part of our consultation efforts, we will be sharing all system-wide technical studies with our municipal partners for review and comment. Our single point of contact within the City of Toronto is Ms. Julia Murnaghan, Sr. Project Manager within the Transit Expansion Office. Ms. Murnaghan (cc'd on this email) will coordinate distribution of our technical studies and receipt of comments once these studies are made available for review.
Conservation Authorities			
Conservation Halton (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> Staff recall that over 300 parking spaces were expected, while the meeting minutes note 96 parking spaces are required. Please confirm that 96 is now the estimated amount. 	<ul style="list-style-type: none"> This will be clarified at our next TAC meeting.
Conservation Halton (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> As discussed, I've attached our draft EA checklist. We will be able to confirm the details we would look for in a submission after we see the site. 	<ul style="list-style-type: none"> Thank you. EA checklist received.
		<ul style="list-style-type: none"> We again recommend contacting the City of Burlington to determine whether any information from the ongoing Mobility Hubs study led by the City can be provided relating to development constraints in this area. 	<ul style="list-style-type: none"> Comment received. Metrolinx will contact the City of Burlington.
		<ul style="list-style-type: none"> Do you know whether the works will trigger any Planning Act applications as well (e.g. Site Plan, Zoning, etc.)? 	<ul style="list-style-type: none"> This will be determined upon the completion of the impact assessment studies.
Conservation Halton (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> Has it been determined yet whether Metrolinx will be making any submissions to City Planning (e.g. Site Plan, etc.) for the New Track and Facilities, based on the process you described below? 	<ul style="list-style-type: none"> Comment received. This is noted and coordination between Metrolinx and the Region of Durham is ongoing.
Conservation Halton (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> We will be able to provide the approximate regulation limit, which typically requires refinement based on more detailed site-specific information/studies at the time of a development application. I will be following up very shortly with some feedback following our site visit, which will provide some clarity about the regulated features on site. 	<ul style="list-style-type: none"> Comment received. This is noted and Metrolinx will await information and feedback.
Conservation Halton (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> Request for information on anticipated impacts to the creek or surface drainage from the track upgrades near Chartwell Road to advise of any typical requirements under Ontario Regulation 162/06. 	<ul style="list-style-type: none"> It is noted that the regulatory limits are approximate at this time. Commitments will be included in our PSOS language for Project Co. to confirm the regulatory limits with Conservation Halton during detailed design. We are looking forward to receiving your comments regarding the regulated features on site.
Utilities			

Agency	Consultation Phase	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
Trans-Northern Pipelines Inc. (Via Email)	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> Can you please provide more detailed location plans to TNPI so that we can determine the proximity of our pipeline to the proposed projects? 	We can offer the following in response to your online inquiry received on February 4, 2020: <ul style="list-style-type: none"> According to the <i>Proposed Don Valley Layover Facility TPAP.pdf</i> provides information on the proposed Don Valley Layover facility. Attachment <i>Proposed Don Valley Layover Map.pdf</i> provides information on the location and proposed site layout for the Don Valley Layover facility. Attachment <i>Potential Site Development Area.pdf</i> shows the potential site development area in yellow and the TNPI asset in black, as per level D utility information. TNPI asset is also highlighted with a cloud aspect to make it more legible. Please note that this document is best viewed at 100% view due to the size of the maps. At this time, multiple design options are being evaluated to reduce any potential impacts to existing utilities in the vicinity of the site. Until an option is selected, the extent of potential impacts to TNPI pipeline is undetermined. Metrolinx is in the process of obtaining more comprehensive pre-engineering surveys to enable a better detailed reference concept design. As there is construction work and planned facilities anticipated within 30m of the centreline of the existing pipeline, it is understood that written consent from TNPI will be required in addition to agreements. Please note that all plans are currently in conceptual stage only, thus are subject to change and refinement as the project progresses. Additional location information will be obtained also as the project progresses.
Interest Groups and Other Stakeholders			
West Don Lands Committee	Pre-Planning – Round 1 Consultation	<ol style="list-style-type: none"> This is a significant intervention in a natural recreation area that has been a focus of community attention for more than thirty years. While the idea of layover for GO trains in a stretch of unused track near Union Station seems relatively benign, the proposal, on closer examination contemplates much more than that. I would ask that Metrolinx create a Community Consultation Group of people active in restoring and stewarding these parklands to review, advise and comment on the project. The Layover facility includes major new building and facilities within a natural area with the following designations: Environmentally Significant Area; Ravine and Natural Features Protection area; TRCA Regulation area adjacent and adjoining the regulatory floodplain of the Don River; Natural Heritage System. The Access route proposed by Metrolinx runs adjacent to and overlapping The Lower Don Trail, which is the second most heavily used trail in Toronto, with thousands of regular trips per day. It is unclear how the Access Route will be constructed and used to work sympathetically with the Trail. This is a matter that the Community Consultation Group and local Councillor should be consulted extensively on. The construction of a service road next to the Belleville Sub seemingly will entail extensive landfill and vegetation removal along the Don Valley wall, extending from the trail overpass in the south, under the viaduct and up to the vicinity of the unused rail bridge at the north end. It is unclear why this is necessary to service a layover stretch of track when active trains, not layovers, have used this track for decades without need for such a road. It poses the potential of a major environmental detriment to the natural features of the Don Valley, and needs to be justified, and ameliorated, to the community's understanding. It must be recognized that this valley wall is the resting and recharge area for, among others, deer, foxes, coyotes, American redstarts and numerous other locally significant flora and fauna. Changes to the valley wall must enhance, not destroy, local habitat in a manner that is demonstrable to naturalists, foresters and ecologists. 	<ol style="list-style-type: none"> A member of the Community Relations team will be getting in touch with you soon to schedule a meeting. Please note that due to the COVID-19 events, the event will most likely be scheduled to occur virtually via an online meeting platform. Metrolinx is aware of these land use designations and our proposal to site a layover facility in this location was carefully considered. Union Station is currently a bottleneck in the GO network. By situating a layover site on the Metrolinx-owned Don Branch, trains will be able to quickly and efficiently drop passengers at Union Station, which allows for improved movement and reduced congestion. The site is ideally located relative to Union Station to achieve these goals. Furthermore, Non-track facilities are proposed to be located outside of the City's designated Environmentally Significant Area. <ul style="list-style-type: none"> More broadly speaking, the Don Valley layover is fundamental in achieving the GO Expansion service level targets. GO Expansion is one component of the ongoing provincial investment in public transit that includes Light Rail Transit (LRT), subway, and bus projects across the Greater Toronto and Hamilton Area (GTHA). Once complete, GO Expansion will transform GO Rail from a commuter focused rail system to the backbone of the GTHA's Frequent Rapid Transit Network. The more efficient rail network GO Expansion hopes to achieve through infrastructure such as the Don Valley layover will reduce the environmental impact of each train trip and provide faster, more frequent services that will attract new passengers and reduce the number of auto trips in the region – further reducing pollution and emissions. The proposed footprint of the Don Valley layover facility has been designed to make use of pre-disturbed areas to the extent possible. As a result, only relatively minor permanent removal and disruption of natural features is anticipated. Mitigation for these removals will occur in accordance with the Metrolinx Vegetation Removal and Compensation Program. More information on this program can be found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_3_-_vegetation_-_final.pdf The vegetation communities impacted by the Don Valley layover are edge habitats of cultural meadow vegetation communities, heavily influenced by the man-made environment. The proposed removals are not anticipated to result in significant disruptions to the ecological functioning of the designated Environmentally Sensitive Area. The TRCA administers certain regulations and may issue a permit for alteration, fill or erection of structures in, or on, hazard lands such as floodplains if, in their opinion, the control of flooding, erosion, and the conservation of land will not be adversely affected by the proposed works (among other factors). Metrolinx has been working with the TRCA and will continue to communicate throughout the future design and construction phases for the Project. Metrolinx is working closely with the City of Toronto to ensure users will be able to continue using the existing trail; however, the setting/experience may change due to the visual and noise impacts associated with the proposed works and increase in train service. <ul style="list-style-type: none"> A temporary fence will be used during construction to separate trail users from the active work zone. This fence may result in short-term impacts to the trail, such as temporary reductions in width; however, at no time will the trail be permanently closed. The extent and duration of any short-term trail closures or impacts has yet to be determined. Metrolinx is conducting a Land Use and Socioeconomic Impact Assessment study to assess potential effects the Don Valley layover may have on the sensitive facilities within 100 metres of the rail corridor, this includes the existing Lower Don multi-use trail.

Agency	Consultation Phase	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
			<ul style="list-style-type: none"> ○ Metrolinx has also developed a new approach to construction management that requires their Contractors to develop Construction Staging and Laydown Area Plans in areas where they are proposing to work. The Plan will be based on best practices and help achieve the following: <ul style="list-style-type: none"> ▪ Minimize pollution, including air, noise, vibration, and light; ▪ Minimize impact on trees, vegetation, and local ecosystems; ▪ Minimize traffic impacts for trains, cars, pedestrians, and cyclists; ▪ Minimize visual / aesthetic impacts; and ▪ For more information on the new approach please refer to the information sheet found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_6_-_construction_mgmt_-_final2.pdf 4. The service road is limited to the length of the proposed storage track. We have included a map of the proposed works so their full extent can be appreciated. The service road is needed to provide access to first responders in the event of emergency, particularly Toronto Fire. There are different emergency access requirements in areas where trains are sedentary compared to areas where trains will only be in transit. Therefore, such a road was not needed in the past. <ul style="list-style-type: none"> ○ The proposed service road will require relatively less grading here than in other locations due to its proximity to an existing track bed and retaining wall. These features already require a level area. ○ Metrolinx is conducting a Natural Environment study to assess potential impacts that may result from the proposed Don Valley Layover facility on existing flora and fauna. Results of this study and other studies will be available at upcoming public meetings. The Natural Environment study establishes criteria for purposes of evaluating potential effects associated with the layover facility. These criteria include: <ul style="list-style-type: none"> ▪ Potential effects on vegetation communities; ▪ Potential effects on wildlife and wildlife habitat; ▪ Potential effects on Species at Risk and their habitat; ▪ Potential effects on wetlands; ▪ Potential effects on fish and fish habitat; and ▪ Other relevant matters of provincial interest relating to the natural environment.
Oxford Properties	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> • General question about electromagnetic fields. 	<p>An Electromagnetic Interference/Electromagnetic Fields (EMI/EMF) Impact Assessment was conducted as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP), which was approved in 2017. It assessed the impacts of converting six GO-owned rail corridors from diesel to electric propulsion, including: Union Station Rail Corridor, Lakeshore West Rail Corridor, a portion of the Kitchener Corridor, Barrie Rail Corridor, Stouffville Rail Corridor, and Lakeshore East Rail Corridor. The Impact Assessment study determined that no adverse effects were anticipated due to the installation of the electrified system/facilities. Notwithstanding this, once the electric rolling stock has been determined during detailed design, additional EMI/EMF testing and verification will be completed to confirm the initial findings and establish any required mitigation measures. Additionally, no impacts are expected to adjacent properties with regards to power surges or impacts to other services such as telecommunications.</p> <p>Please note that the full Electrification TPAP Environmental Project Report is available online at http://www.metrolinx.com/en/electrification/electric.aspx</p> <p>Metrolinx is currently completing an additional EMI/EMF analysis for electrification of the Richmond Hill rail corridor, which was not assessed during 2017. This involved taking scans to establish baseline conditions prior to electrification. The study determined that, similar to the findings from 2017, no EMI/EMF impacts are anticipated; although these findings will be verified through additional study during detailed design. The complete EMI/EMF Impact Assessment Report for Electrification of the Richmond Hill corridor will be shared publicly once Metrolinx issues the Notice of Commencement for the New Track and Facilities TPAP.</p> <p>For more information on the Project, please visit https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities-tpap</p>
Valiant Rental Properties Limited	Pre-Planning – Round 1 Consultation	<ul style="list-style-type: none"> • Concerns about potential impacts to property due to proposed retaining wall at Oshawa GO Station Town of Whitby. • Concerns that Metrolinx or their consultant may have accessed their property without their permission. 	<ul style="list-style-type: none"> • The retaining wall proposed at Oshawa GO Station will be constructed to avoid any disruptions or conflicts to existing land uses, wherever possible. • Specific property impacts are currently being examined as part of finalizing the Environmental Project Report (EPR) and will need to be further reviewed and refined as part of the subsequent detailed design stage. • We encourage you to participate in the public consultation process, and submit your concerns. Please visit metrolinxengage.com to stay informed about upcoming consultations. • We can confirm that Metrolinx has not conducted any site visits or field work at your property. Information gathered to date to conduct the preliminary property impact assessment has been collected from publicly available data sources. • Should there be a need for Metrolinx or its contractors to access your property, a request for a Permission to Enter (PTE) will be formally requested of the property owner.

Agency	Consultation Phase	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
York University	Pre Planning – Round 2 Consultation	<ul style="list-style-type: none"> I am wondering if you could share some additional information about the contemplated Unionville Storage Yard. I understand that the potential location is close and proximate to our new Markham Centre campus (Enterprise & Ravis Road) that will open in Fall 2023. I look forward to hearing from you. 	<ul style="list-style-type: none"> As a Provincial agency, Metrolinx strives to consult with all potentially affected property owners to ensure projects are completed to the satisfaction of its customers and the residents of Ontario. The proposed Unionville Storage Facility is still in the early Environmental Assessment phase, and part of GO Expansion. We recently completed a virtual open house, and the materials can be found here: https://www.metrolinxengage.com/en/engagement-initiatives/new-track-facilities. Additional information on potential environmental effects and proposed mitigations can be found through this link: https://www.metrolinxengage.com/sites/default/files/ntf_6aug2020_unionville_storage_yard_reduced.pdf More public consultations are planned and will be coming this Fall. If interested, I would suggest subscribing to YorkRegion@metrolinx.com to receive regular updates. Feel free to let me know if you have any additional questions.

8.2.8 Draft Environmental Project Report (EPR) Circulation

As part of seeking comments and feedback on the Draft Environmental Project Report (EPR) prior to issuing the Notice of Commencement, a copy of the complete Draft EPR, including copies of all 16 Draft EPR supporting documents (included as EPR Appendices) was circulated to over 60 federal, provincial, municipal and Indigenous review agencies on and between April 27, 2020, and May 6, 2020. A cover letter was included in each Draft EPR package, which included background information on the Project, a description of the EPR Chapters and Appendices, contact information, and described how comments could be submitted to the Project Team.

Prior to the Draft EPR Package circulation, an email was sent to all review agencies on April 24, 2020, notifying them of the upcoming circulation of three GO Expansion TPAP projects, New Track and Facilities TPAP included, in the coming week. Additionally, a follow-up email was sent to a number of municipalities on and between May 7, 2020, and May 13, 2020, containing Draft Traffic Impact Study Reports that were completed after the circulation of the Draft EPR package. The complete list of review agencies and Indigenous communities who received a copy of the Draft EPR has been provided in Table 8-14. A sample copy of the cover letter can be found in **Appendix P2**, along with a copy of the email which was sent to each contact.

TABLE 8-14 LIST OF REVIEW AGENCIES AND INDIGENOUS COMMUNITIES WHO RECEIVED THE DRAFT EPR FOR REVIEW

Agency/Community	Date of Issuance
Federal	
Canadian Environmental Assessment Agency	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Environment and Climate Change Canada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Fisheries and Oceans Canada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
NavCanada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Greater Toronto Airports Authority	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Impact Assessment Agency of Canada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
National Trust for Canada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Parks Canada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Transport Canada	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Provincial	
Conservation Ontario	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Infrastructure Ontario	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020

Agency/Community	Date of Issuance
Ministry of Agriculture, Food, and Rural Affairs	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Community Safety and Correctional Services	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Economic Development, Job Creation and Trade	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Education	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Energy, Northern Development and Mines	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Environment, Conservation and Parks	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Heritage, Sport, Tourism, and Culture Industries	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Indigenous Affairs	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Municipal Affairs and Housing	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Natural Resources and Forestry	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ministry of Transportation	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Conservation Authorities	
Central Lake Ontario Conservation Authority	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Conservation Halton	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Credit Valley Conservation	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Lake Simcoe Region Conservation Authority	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on May 06, 2020
Toronto and Region Conservation Authority	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Municipal	
Halton Region	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020 Follow-up email dated May 07, 2020
City of Burlington	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020 Follow-up email dated May 07, 2020

Agency/Community	Date of Issuance
Town of Oakville	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Region of Peel	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
City of Brampton	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
City of Mississauga	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
City of Toronto	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
City of Barrie	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Town of Aurora	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Region of York	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020 Follow-up email dated May 13, 2020
City of Markham	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020 Follow-up email dated May 13, 2020
Region of Durham	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
City of Oshawa	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Town of Whitby	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
City of Pickering	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Simcoe County	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 27, 2020
Other Stakeholders	
Ontario Growth Secretariat	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ontario Heritage Trust	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ontario Provincial Police	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Ontario Power Generation	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Hydro One Networks Inc.	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020

Agency/Community	Date of Issuance
VIA Rail	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Canadian Pacific (CP) Railway	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Canadian National (CN) Railway Company	Notification Email dated April 24, 2020 Draft EPR Package circulated via email on April 28, 2020
Indigenous Communities and Nations	
Alderville First Nation	Draft EPR Package circulated via email on April 28, 2020
Anishinabek Nation Union of Ontario Indians	Draft EPR Package circulated via email on April 28, 2020
Association of Iroquois and Allied Indians	Draft EPR Package circulated via email on April 28, 2020
Beausoleil First Nation	Draft EPR Package circulated via email on April 28, 2020
Chippewas of Georgina Island	Draft EPR Package circulated via email on April 28, 2020
Chippewas of Rama First Nation	Draft EPR Package circulated via email on April 28, 2020
Curve Lake First Nation	Draft EPR Package circulated via email on April 28, 2020
Haudenosaunee Confederacy Chiefs Council	Draft EPR Package circulated via email on April 28, 2020
Hiawatha First Nation	Draft EPR Package circulated via email on April 28, 2020
Huron-Wendat Nation	Draft EPR Package circulated via email on April 28, 2020
Métis Nation of Ontario Head Office	Draft EPR Package circulated via email on April 28, 2020
Mississaugas of Scugog Island	Draft EPR Package circulated via email on April 28, 2020
Mississaugas of the Credit First Nation	Draft EPR Package circulated via email on April 28, 2020
Mohawks of the Bay of Quinte	Draft EPR Package circulated via email on April 28, 2020
Moose Deer Point First Nation	Draft EPR Package circulated via email on April 28, 2020
Six Nations of the Grand River Territory	Draft EPR Package circulated via email on April 28, 2020
Wahta Mohawks	Draft EPR Package circulated via email on April 28, 2020
Kawartha Nishnawbe First Nation	Draft EPR Package circulated via email on April 28, 2020

The review agencies/Indigenous communities were asked to provide comments no later than May 29, 2020, and June 5, 2020. While most comments were received by the end of May 2020, it is noted that several were received after the due date, however, these comments were still considered and responded to by Metrolinx. Approximately 30 review agency/Indigenous community provided comments on the Draft EPR. Each comment/question was responded to via detailed comment/response tables that were prepared and submitted back to each review agency/Indigenous community. Table 8-16 to Table 8-39 below contain each comment (verbatim) submitted by each specific review agency/Indigenous community as well as how the comment was considered and responded to by Metrolinx.

The following review agencies and Indigenous communities confirmed receipt of the Draft EPR and advised that they had no comments at the time:

- Ontario Provincial Police;
- Ontario Growth Secretariat;
- Parks Canada;

- Ministry of Agriculture, Food, and Rural Affairs;
- Ministry of Municipal Affairs and Housing;
- Ministry of Natural Resources and Forestry;
- Canadian National (CN) Railway Company;
- Town of Whitby;
- Mississaugas of the Credit First Nation;
- Alderville First Nation;
- Huron-Wendat Nation; and
- Health Canada.

8.2.8.1 Review Agency & Indigenous Communities and Nations Follow-Up

Subsequent to sending the Draft EPR packages/letters, Metrolinx followed-up directly on June 3, 2020, with each review agency and municipality and on June 16, 2020, with Indigenous communities through e-mail to confirm that the Draft EPR package had been received and to inquire as to whether comments on the Draft EPR could be expected. Table 8-15 below summarizes the follow-up efforts to discuss any ongoing concerns. Copies of the correspondence can be found in **Appendix P8** to **Appendix P10**.

TABLE 8-15 REVIEW AGENCY & INDIGENOUS COMMUNITIES DRAFT EPR COMMENT RESPONSE FOLLOW-UP

Agency/Community	Draft EPR Comments Received	Follow-up Email Sent	Confirmed Receipt/Follow-up Comments Received
Federal			
Canadian Environmental Assessment Agency		June 3, 2020	
Environment and Climate Change Canada	April 29, 2020		
Fisheries and Oceans Canada		June 3, 2020	
NavCanada		June 3, 2020	
Greater Toronto Airports Authority		June 3, 2020	
Impact Assessment Agency of Canada		June 3, 2020	
National Trust for Canada		June 3, 2020	
Parks Canada		June 3, 2020	June 08, 2020
Transport Canada	April 30, 2020		
Provincial			
Conservation Ontario		June 3, 2020	June 4, 2020
Infrastructure Ontario		June 3, 2020	
Ministry of Agriculture, Food, and Rural Affairs		June 3, 2020	June 4, 2020

Agency/Community	Draft EPR Comments Received	Follow-up Email Sent	Confirmed Receipt/Follow-up Comments Received
Ministry of Community Safety and Correctional Services		June 3, 2020	
Ministry of Economic Development, Job Creation and Trade	May 08, 2020		
Ministry of Education		June 3, 2020	
Ministry of Energy, Northern Development and Mines		June 3, 2020	
Ministry of Environment, Conservation and Parks	May 29, 2020, June 08, 2020, June 10, 2020, & June 12, 2020		
Ministry of Heritage, Sport, Tourism, and Culture Industries	May 29, 2020		
Ministry of Indigenous Affairs		June 3, 2020	June 12, 2020
Ministry of Municipal Affairs and Housing		June 3, 2020	June 04, 2020
Ministry of Natural Resources and Forestry		June 3, 2020	June 04, 2020
Ministry of Transportation		June 3, 2020	
Conservation Authorities			
Central Lake Ontario Conservation Authority		June 3, 2020	June 10, 2020
Conservation Halton	June 05, 2020		
Credit Valley Conservation		June 3, 2020	
Lake Simcoe Region Conservation Authority	May 31, 2020		
Toronto and Region Conservation Authority	May 29, 2020 and June 1, 2020		
Municipal			
Halton Region	May 29, 2020		
City of Burlington	June 05, 2020		
Town of Oakville		June 3, 2020	June 12, 2020
Region of Peel	May 29, 2020		
City of Brampton	June 1, 2020		
City of Mississauga		June 3, 2020	June 4, 2020
City of Toronto	June 2, 2020		
City of Barrie		June 3, 2020	June 4, 2020
Town of Aurora	June 2, 2020		

Agency/Community	Draft EPR Comments Received	Follow-up Email Sent	Confirmed Receipt/Follow-up Comments Received
Region of York	May 29, 2020 & June 12, 2020		
City of Markham	June 2, 2020		
Region of Durham	May 29, 2020		
City of Oshawa	June 09, 2020 & June 23, 2020		
Town of Whitby		June 3, 2020	June 15, 2020
City of Pickering		June 3, 2020	
Simcoe County		June 3, 2020	
Other Stakeholders			
Ontario Growth Secretariat		June 3, 2020	June 3, 2020 and June 4, 2020
Ontario Heritage Trust		June 3, 2020	
Ontario Provincial Police	May 29, 2020		
Ontario Power Generation		June 3, 2020	
Hydro One Networks Inc.	June 11, 2020		
VIA Rail		June 3, 2020	
Canadian Pacific (CP) Railway	May 29, 2020		
Canadian National (CN) Railway Company		June 3, 2020	
Indigenous Communities and Nations			
Alderville First Nation		June 16, 2020	June 17, 2020
Anishinabek Nation Union of Ontario Indians		June 16, 2020	
Association of Iroquois and Allied Indians		June 16, 2020	
Beausoleil First Nation		June 16, 2020	
Chippewas of Georgina Island		June 16, 2020	
Chippewas of Rama First Nation		June 16, 2020	
Curve Lake First Nation		June 16, 2020	
Haudenosaunee Confederacy Chiefs Council		June 16, 2020	
Hiawatha First Nation		June 16, 2020	
Huron-Wendat Nation		June 17, 2020	June 17, 2020
Métis Nation of Ontario Head Office		June 16, 2020	
Mississaugas of Scugog Island		June 16, 2020	

Agency/Community	Draft EPR Comments Received	Follow-up Email Sent	Confirmed Receipt/Follow-up Comments Received
Mississaugas of the Credit First Nation		June 16, 2020	June 16, 2020
Mohawks of the Bay of Quinte		June 16, 2020	
Moose Deer Point First Nation		June 16, 2020	
Six Nations of the Grand River Territory		June 16, 2020	
Wahta Mohawks		June 16, 2020	
Kawartha Nishnawbe First Nation		June 16, 2020	

8.2.8.2 Federal Review Agency Comments Received on Draft EPR

Table 8-16 to Table 8-17 below contain each comment (verbatim) submitted by each federal review agency as well as how the comment was considered and responded to by Metrolinx.

TABLE 8-16 TRANSPORT CANADA DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
Transport Canada - Environmental Assessment Program, Ontario Region			
1	Requirement for Transport Canada Review	We are requesting project proponents to self-assess if their project will interact with a federal property and require approval and/or authorization under any Acts administered by Transport Canada.	<ul style="list-style-type: none"> With respect to potential interactions with federal property, please refer to Response #2 below. With respect to identification of any approvals and/or authorizations under any Acts administered by Transport Canada that may be applicable to the New Track and Facilities TPAP undertaking: <ul style="list-style-type: none"> Transport Canada is responsible for administering the <i>Navigation Protection Act</i> (formerly the <i>Navigable Waters Protection Act</i>). The <i>Navigation Protection Act</i> applies to works which are constructed or placed in, on, over, under, through, or across scheduled navigable waterways. With respect to proposed infrastructure under the current New Track and Facilities TPAP scope, no infrastructure is proposed to be constructed or placed in, over, under, through, or across scheduled navigable waterways. At this time none of the activities required as part of the New Track and Facilities project are anticipated to require authorization under this Act. Notwithstanding this, Navigation Protection Act provisions will be reviewed during detailed design, and the Contractor shall abide by the requirements of applicable legislation including the Navigation Protection Act. Transport Canada is responsible for administering the Transportation of Dangerous Goods Act (TDGA). The TDGA regulates the transportation of dangerous goods by air, marine, rail and road. At this time none of the activities required as part of the New Track and Facilities are anticipated to require authorization under this Act. Notwithstanding this, TDGA provisions will be reviewed during detailed design, and the Contractor shall abide by the requirements of applicable legislation including the TDGA. Transport Canada is responsible for administering the Aeronautics Act which regulates aerodromes, related buildings and services used for aviation. In addition, it regulates and has an interest in structures and activities which may have the potential to cause interference in aviation activities. As part of ensuring that the project design, construction and operation do not adversely affect airport operations, NavCan and GTAA were provided with a copy of the Draft New Track and Facilities EPR for review. The project team will address any of their comments. Consultation with NavCan and GTAA will continue throughout the TPAP and Detailed Design phase to ensure that any required agreements, approvals or authorizations are obtained prior to project implementation. Transport Canada is responsible for administering the <i>Railway Safety Act</i> - please see response #6 below.
2	Proximity to Federal Properties	The Project proponent should review the Directory of Federal Real Property, available at http://www.tbs-sct.gc.ca/dfrp-rbif/ , to verify if the project will potentially interact with any federal property and/or waterway.	<ul style="list-style-type: none"> The Directory of Federal Real Property has been reviewed and property impacts were reviewed. Section 3.11 of EPR Chapter 3 provides a summary of potential property impacts identified based on the conceptual design (i.e., potential property acquisitions/easements/etc.). Please note that property requirements will be further reviewed and refined during detailed design. With respect to waterways, see response to Comment #1. With respect to proposed infrastructure under the current New Track and Facilities TPAP scope, no infrastructure is proposed on federally owned lands. Therefore, there are no anticipated property impacts.
3	Applicability of Acts administered by Transport Canada	The project proponent should also review the list of Acts that Transport Canada administers and assists in administering that may apply to the project, available at https://www.tc.gc.ca/eng/acts-regulations/acts.htm .	The list of Acts that Transport Canada administers has been reviewed – please refer to Response #1 above.
4	Ongoing Engagement	If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence.	Noted, the project contact list will be updated accordingly.
5	Ongoing Engagement	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.	Acknowledged.
6	Railway Safety Act	Due to the nature of your project, please examine the Railway Safety Act in detail to determine whether the project will require review by Transport Canada.	The majority of the work will be taking place on Metrolinx owned rail corridors and Metrolinx owned right of way. Consequently, Transport Canada does not have direct jurisdiction over these works.

TABLE 8-17 ENVIRONMENT AND CLIMATE CHANGE CANADA DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Impact Assessment - Land Acquisition	Can you please confirm if any of the lands that are proposed for new track and facilities is proposed to occur on federal lands?	No infrastructure is currently proposed on federally owned lands. Section 3.11 of EPR Chapter 3 provides a summary of potential property impacts identified on the basis of the conceptual design (i.e., potential property acquisitions/easements/etc.). Please note that property requirements will be further reviewed and refined during detailed design.

8.2.8.3 Provincial Review Agency Comments Received on Draft EPR

Table 8-18 to

Table 8-20 below contain each comment (verbatim) submitted by each provincial review agency as well as how the comment was considered and responded to by Metrolinx.

TABLE 8-18 MINISTRY OF ECONOMIC DEVELOPMENT, JOB CREATION AND TRADE DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Impact Assessment - Economic	<p>Leading business associations and economic think tanks have drawn attention to the economic costs of congestion in the Greater Toronto Area, including lost productivity due to long commute times and impaired goods movement due to congested roads and expressways. Addressing these costs has for been a priority for MEDJCT stakeholders such as the Ontario Chamber of Commerce and the Toronto Region Board of Trade.</p> <p>MEDJCT notes the clear statement of the economic rationale for the New Track and Facilities Project in the Introduction, citing current travel times and projected costs (page 2) and the ways in which the project would address these (page 11). MEDJCT suggests that these statements could have even greater impact if the sources of the figures cited on page 2 were included in the text, and the negative impact of long commuting times on productivity specifically noted.</p>	<p>Figures sources added on page 2.</p> <p>The following excerpt from the GO Expansion Full Business Case has been added on page 11 to address the second part of the comment:</p> <p><i>"Faster Commutes — GO Expansion will reduce commuter travel times by an average of 10 minutes per trip, leading to increased productivity and an easier commute to work, with over 32% of jobs in the region located within 3.5 km of a GO Rail station with two-way all-day service."</i></p>

TABLE 8-19 MINISTRY OF HERITAGE, SPORT, TOURISM, AND CULTURE INDUSTRIES (MHSTCI) DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
Heritage, Tourism and Culture Division					
1	Cultural Heritage Assessment Report – General	<p>MHSTCI notes that this technical cultural heritage study does not follow MHSTCI's overall guidance and level of detail required to address the cultural heritage component for transit projects that are covered by O. Reg 231/08. Guidance was also sent to Metrolinx between June 18 and 28, 2019 in response to a preliminary inquiry.</p> <p>In keeping with MHSTCI guidance on TPAP studies, the title of this document should be Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment, and it should be referred to as such (or by a shortened form such as Cultural Heritage Report) throughout the text.</p> <p>As articulated in MHSTCI's TPAP guidance, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area during the pre-planning phase to inform the TPAP. This study will:</p> <ol style="list-style-type: none"> 1. Identify existing baseline cultural heritage conditions within the study area. The consultants preparing the Cultural Heritage Report will need to define a study area and explain their rationale. MHSTCI recommends that the study area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the study area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the study area and will identify all known or potential built heritage resources and cultural heritage landscapes in the study area. MHSTCI has developed screening criteria that may assist with this exercise: Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes. 2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified. 3. Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential cultural heritage resources. The proposed mitigation measures are to inform the next steps of project planning and design. <p>Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated</p>	<p>Report title has been updated to: Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment – Volume 2: Impact Assessment.</p> <p>Definition and rationale for the use of 30 m study area is explained in further detail in Sections 2.8 and 3.2 of the Cultural Heritage Report contained in Appendix F2. See Comment 8 below for updated text.</p> <p>In accordance with other comments, BHRs and CHLs are identified, rather than CHRs.</p>	<p>Title changed; not clear why "Volume 2". We have not seen a Volume 1, nor is a two-volume format consistent with our advice.</p> <p>See comments below on more substantive matters.</p>	<p>Cultural Heritage Reporting for the NTF TPAP was developed in two parts, corresponding to an identification of baseline cultural heritage conditions within one report, followed by the preliminary impact assessment and identification of mitigation measures within a second report.</p> <p>The Impact Assessment Report (which was then called "New Track & Facilities TPAP – FINAL DRAFT Cultural Heritage Assessment Report [April 7, 2020]) was previously shared with MHSTCI in April 2020 as part of Government Review Team review of the Draft Environmental Project Report.</p> <p>MHSTCI provided comments on May 29, 2020, that requested the document be renamed "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment". This change was subsequently made in all cultural heritage reporting. Volume 1 is the former Baseline Conditions Assessment, while Volume 2 is the Preliminary Impact Assessment. Both of these final reports have been circulated along with the EPR at Notice of Completion,</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
		<p>for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within the TPAP. If a built heritage resource or cultural heritage landscape is found to be of CHVI, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person. The HIA will be completed in consultation with MHSTCI and the proponent as early as possible during detail design, following the TPAP.</p> <p>While some cultural heritage landscapes are contained within individual property boundaries, others span across multiple properties. For certain cultural heritage landscapes, it will be more appropriate for the CHER and HIA to include multiple properties, in order to reflect the extent of that cultural heritage landscape in its entirety.</p> <p>More detailed advice on how to document some of the information above is in the detailed comments below.</p>			
2	General	<p>As a general comment, this report should use "built heritage resources and cultural heritage landscapes", instead of the more general term "cultural heritage resources" (except perhaps in the naming/numbering of individual resources). "Cultural heritage resources" is an umbrella term which also includes archaeological resources; this report addresses only built heritage resources and cultural heritage landscapes. Please revise throughout the report.</p>	<p>CHRs have been replaced with BHRs and CHLs.</p>	<p>Change made. However, the report now uses "CHR" as an abbreviation for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment". To avoid confusion with "cultural heritage resource", the collective term for BHRs, CHLs and archaeological resources, we recommend that the short form used for the report title be "Cultural Heritage Report" without abbreviation.</p>	<p>Use of the abbreviation 'CHR' to refer to the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment is defined within the Executive Summary and within Section 1.2 (Purpose of this Report). Per past MHSTCI comments, all previous mentions of broad 'Cultural Heritage Resources' have been replaced with references to built heritage resources (BHR) and cultural heritage landscapes (CHL), as appropriate. It is felt that this is sufficient to avoid confusion and no change to the CHR abbreviation when referring to the report is proposed.</p>
3	Table of Contents	<p>The table of contents should be revised based on MHSTCI's guidance and the comments below.</p> <p>Community Engagement: Interaction with agencies and community organizations is described only in Section 3.4, in the context of agency data collection. We recommend that the feedback received be described in a separate section on community engagement.</p> <p>Project Personnel: The Draft ESR indicates that ASI is delivering on the cultural heritage component of this EA including archaeological assessment(s) and technical studies to address built heritage resources and cultural heritage landscapes. As technical cultural heritage studies are to be carried out by qualified person(s), please include a Project Personnel section. A Project Personnel section should list the personnel involved in preparing the report, indicating their qualifications and their role in preparing the report.</p>	<p>Metrolinx will not revise table of contents as requested. We feel that the current organization works well for this project and its specific details.</p> <p>Project personnel page has been added into the Cultural Heritage Report contained in Appendix F2, before the Executive Summary.</p> <p>A summary of community engagement section has been added to the report. See Section 3.5 of the of the Cultural Heritage Report contained in Appendix F2.</p>	<p>Section 3.5 adds additional information about feedback from agencies, but it is still limited to the data gathering context. A community engagement section needs to summarize feedback from the public and non-government groups.</p> <p>Project Personnel section lists ASI staff by job title and name of role in report, but does not describe qualifications. Please provide a brief overview of staff members' education and experience. Please also provide a description of their role in the report. While titles are provided, it is not necessarily clear how personnel were involved. For example, it is unclear how the role of project manager is different from project coordinator for this report.</p>	<p>Section 3.5 currently reflects community engagement/feedback that was received during the preparation of the New Track and Facilities Cultural Heritage Report.</p> <p>Public and non-governmental groups have provided feedback related to cultural heritage following the completion of the report, which has been documented within Chapter 8 and Appendix P of the New Track and Facilities TPAP Environmental Project Report.</p> <p>An expanded Project Personnel section has been added to the report.</p>
4	Executive Summary	<p>The Executive Summary should include a brief overview and context for the report. The Executive Summary will need to be revised based on MHSTCI's comments on this draft report.</p> <p>The first paragraph also states that "Recognizing that not all issues can be resolved prior to the detailed design stage, the following section summarizes Metrolinx's commitments to future action during detail design, as well as future project phases as applicable". It seems that "commitments" are being deferred to Metrolinx to some future phase. MHSTCI recommends that this needs to be further clarified given Metrolinx's responsibilities under EAA and OHA.</p>	<p>Executive summary has been revised to reflect other edits made to the report, and to include brief overview and context. See the Cultural Heritage Report contained in Appendix F2 for further details.</p> <p>Report clarified through a footnote that assessment is being completed on the basis of a conceptual design, meaning not all impacts can be assessed or mitigated based on available information. The intent is to identify commitments for future project phases</p>	<p>See comments below on specific components.</p>	<p>This is acknowledged.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
			in addition to identifying/assessing impacts based on known information. Commitments made within the Environmental Project Report are binding.		
5	Chapter 1, Purpose	<p>This section would be more appropriately titled "Project Overview".</p> <p>The last paragraph which describes the purpose of this technical report:</p> <ol style="list-style-type: none"> should be moved to a more appropriate section that speaks to the purpose of this technical study. and needs to be edited to align with MHSTCI's TPAP guidance, as per comment #1. 	<p>Revised last paragraph of Section 1.1 of the Cultural Heritage Report contained in Appendix F2 to align with MHSTCI TPAP guidance.</p> <p>Additionally, Section 1 of the of the Cultural Heritage Report contained in Appendix F2 has been divided into sub sections: Project Overview and Purpose, for further clarity.</p>	<p>Section 1.2 now introduces this report as Volume 2 of a two-volume study. As noted in item #1, we have not seen Volume 1 and do not understand why a two-volume format was adopted.</p>	<p>Please refer to the response in Item #1 for the explanation of why a two-volume report was adopted.</p>
6	2 Scope of Project	<p>This section for the most part reproduces the information from the draft EPR' Section 2 Overview of Project Components. Where information is reproduced from the draft EPR, we suggest using the same section heading. Therefore, this section should be re-titled, "Overview of Project Components". Based on the notes to draft, MHSTCI understands that the preferred location/siting of the proposed infrastructure along some corridors were under review by Metrolinx and may change in the next version of the report.</p>	<p>Section 2 of the Cultural Heritage Report contained in Appendix F2 has been re-titled as requested to Overview of Project Components.</p>	<p>Resolved.</p>	<p>This is acknowledged.</p>
7	2.1 Track Infrastructure (Various Corridors)	<p>Construction-phase effects of operations carried out within the existing rail right-of-way can constitute indirect impacts to build heritage resources and cultural heritage landscapes. It is not appropriate to exclude these activities from this report. MHSTCI recommends that the report be revised to include potential indirect impacts of work carried out within the existing rail right-of-way.</p>	<p>The Cultural Heritage Report contained in Appendix F2 has been amended to address potential construction phase impacts that can be identified on the basis of the conceptual design for which approval is being sought under the Transit Projects Regulation. Please note: this comment was made regarding Section 2.1 - Track Infrastructure; however, we do not believe that construction phase impacts related to this work have the potential to impact heritage resources. This is a consideration, however, for the construction of some proposed layover facilities. Additionally, the report addresses how construction may impact BHRs/CHLs located within 30 m re: vibration impacts.</p>	<p>This rationale should be given in Section 2.1.</p>	<p>Although construction phase impacts are not currently anticipated from the installation of track infrastructure, the report nonetheless presents the potential for impacts and specifies associated mitigation measures within Table 8-1. This was done to provide a conservative assessment of potential impacts, particularly as construction and staging areas are not currently known. Therefore, no edits to Section 2.1 are proposed as Metrolinx does not wish to preclude the possibility of construction impacts from track work entirely.</p>
8	2.8 Refined Study Area	<p>The report should clearly define its study area, with a rationale. MHSTCI finds that the study area for this project is scoped too narrowly. The study area should include enough of a buffer around project component footprints to account for all types of impacts on BHRs and CHLs. A 7m vegetation clearing zone is not sufficient. Figures 2-5 through 2-13 show study areas based on a larger buffer, which is not explained in the text of Section 2.8.</p> <p>It is not clear whether the study area includes all project components and activities, such as temporary staging and working areas, temporary storage, temporary roads and detours. The Draft EPR (page 91) describes construction staging and laydown areas as part of 'Temporary Access Lands' and 'Optional Lands' and that were not included in the study area.</p> <p>Study areas are to include all areas that could be impacted by an undertaking. Therefore, MHSTCI recommends that Metrolinx follows MTO's Environmental Guide for Built Heritage and Cultural Heritage Landscapes and its practice on how to define study areas to assess impacts on BHR and CHLs. We include the excerpt below:</p> <p>4.1 Define Study Area and Study Zones</p> <p>The study area is defined in the Environmental Reference for Highway Design – Section 3.7: Built Heritage and Cultural Heritage Landscapes. In summary, it is defined as all lands to be affected adversely either through displacement and/or disruption by the proposed highway design and construction within the existing</p>	<p>The Cultural Heritage Report contained in Appendix F2 revised to indicate that a 30 m buffer was applied to the project footprint. The footprint plus 30 m buffer study area was deemed sufficient given the study area is in an urban area designed for rail infrastructure improvements and where there is already rail infrastructure. Given that no new infrastructure is being introduced that would result in the introduction of new audible, visual, or atmospheric impacts, it was determined that this size of study area would be sufficient to appropriately address identification and evaluation of direct and indirect impacts on cultural heritage resources. As such, it was determined that a 30 m buffer applied to the project footprint would appropriately capture all properties potentially subject to significant direct and indirect impacts in both urbanized and rural/agricultural settings.</p> <p>'Refined' removed from title of section and remove any indication that the study area was refined for the purposes of assessing potential effects. The</p>	<p>While a 30 m buffer is a common study area size for vibration studies, we have been consistent that a study area for cultural heritage purposes should normally be at least a 50 m buffer. If the study area is to be only a 30 m buffer, the report should provide a well-articulated technical rationale, including consideration of any temporary staging areas.</p>	<p>Please be advised that the Project study area is defined as the project footprint plus a 30 m buffer from the Metrolinx-owned right-of-way, in addition to 30 m from the anticipated footprint of infrastructure proposed beyond the Metrolinx right-of-way, such as in the case of proposed layover and storage yard facilities. In the case of electrification of the Richmond Hill rail corridor, the 30 m study area was applied beyond the 7 m OCS/Vegetation Clearing Zone. Therefore, the actual study area is much closer to 50m from the anticipated area of disturbance for track work, which will occur within the existing rail bed.</p> <p>Construction staging areas are not currently known, as the Preliminary Impact Assessment is being completed on the basis of a conceptual design, as stated within Section 7.8.2 of the report.</p> <p>Further rationale for the selection of the study area was presented to MHSTCI on July 17 and no further edits to the Cultural Heritage Report are proposed.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
		<p>and proposed highway Right-of-Way (ROW) and the off-route zones adjacent or abutting the existing ROW. In practice, the Study Area has three zones:</p> <ol style="list-style-type: none"> 1. A Right of Way study zone comprises lands to be cleared and developed for the proposed highway right-of-way. Built heritage resources are displaced (through loss or removal). Cultural heritage landscapes are displaced (through loss) or disrupted through the introduction of new highway related resources. 2. A 25-metre study zone is located immediately beside the ROW and has potential for associated land clearance. The effects for built heritage resources are displacement (loss or removal), or disruption through isolation of built heritage resources retained adjacent to a new highway when visually set apart from the former setting and the introduction of physical, visual, audible or atmospheric elements not in keeping with the character or setting. The effects to cultural heritage landscapes are displacement (loss), or disruption through the isolation of cultural heritage landscapes retained adjacent to a new highway when visually set apart from the former settings and the introduction of physical, visual, audible or atmospheric elements not in keeping with the character or setting. 3. A 25 to 250-metre study zone further off the ROW comprising an area where land clearance is unlikely to occur, however, where impacts to built heritage resources and cultural heritage landscapes may be experienced. The effect for built heritage resources and cultural heritage landscapes is disruption through isolation when visually set apart from the former setting and the introduction of physical, visual, audible or atmospheric elements not in keeping the character or setting. <p>Organizationally, the study area description should not be a subsection of the project scope/overview, since it relates directly to this Cultural Heritage Report rather than being background on the undertaking itself. We would recommend that Section 2.8 be a stand-alone first-level section.</p>	<p>CHR collected desktop data and completed field review for all properties in the Study Area and considered direct and indirect impacts to all potential or known BHRs or CHLs within the Study Area.</p> <p>The selection of construction staging areas is the responsibility of the future Design-Builder, and cannot be assessed at this time.</p>		
9	Figure 2.5 New Track & Facilities TPAP Study Area	Figure 2.5 (page 12) shows 12 areas on five corridors. However, the detailed drawings in the appendices include more portions of the corridors than are shown in Figure 2.5. This is a complex project and a clear description and corresponding maps of the study areas and the proposed work are required. It appears that the maps in the appendices most accurately reflect the scope of the project, but this needs to be confirmed and made consistent.	Maps throughout report have been reviewed and confirmed.	Resolved.	This is acknowledged.
10	Schematic Drawings Figures 2.7, 2.8, 2.11 and 2.14	The schematic drawings are not helpful to the reader in understanding the project. We recommend that they be removed.	Schematic drawings have been updated and remain in the Cultural Heritage Report contained in Appendix F2 as they provide details regarding layover facilities important to the preliminary impact assessment.	Schematic drawings do not appear to have been removed, such as Figures 2-7, 2-11 and 2-14.	<p>The figures in question are not schematic drawings, but rather present the conceptual design for the proposed layover and storage yard facilities that are being assessed as a significant component of this Cultural Heritage Report.</p> <p>Upon further consideration, it was felt that their inclusion provides value to the reader in understanding the scope of proposed works – i.e. this is the design that forms the basis of assessment, with regard to layover and storage yard facilities.</p>
11	3.2.2 Data Collection	“Cultural heritage sensitivities” is not a term used in legislation or guidance. We recommend replacing “the study area’s cultural heritage sensitivities” with “matters relating to cultural heritage value or interest”.	Text revised throughout the Cultural Heritage Report contained in Appendix F2 to “Present an inventory of known and potential BHRs and CHLs”.	Resolved (sentence deleted rather than revised).	This is acknowledged.
12	3.2.4 Approach to Screening for Cultural Heritage Resources	Please delete all reference to Metrolinx’s <i>Draft Terms of Reference for Consultants: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes</i> . This screening criteria and direction is not consistent with MHSTCI’s guidance to meet TPAP requirements.	Cultural Heritage Report contained in Appendix F2 incorporates recommended MHSTCI revision.	Resolved.	This is acknowledged.

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
13	3.4 Agency Data Collection	Please include the summary of agency data requests table in the body of the report and remove Appendix – it appears to be Appendix G and not Appendix I.	Appendix removed and incorporated into Section 3.5 Community Engagement of the Cultural Heritage Report contained in Appendix F2 .	See item #3. Section 3.5 adds additional information about feedback from agencies, but it is still limited to the data gathering context. A community engagement section needs to summarize feedback from the public and non- government groups.	Please refer to our response to Item #3.
14	Section 4, 5 and 6	<p>This information should be re-organized for improved readability.</p> <p>Given the complexity of this project and the multiple study areas (12 areas within 5 corridors), we suggest that the remainder of the report be organized by Corridor and then areas within each corridor. We would also recommend include corresponding maps so the reader can follow what is being described – e.g. if referring to Mile markers then the corresponding maps needs to include them.</p> <p>We offer the following headings/subheadings as a way of re-organizing the material:</p> <p>Lakeshore West Corridor – Figure 2-6</p> <p>Maps in Appendix A should be included in the body of the report.</p> <p>Historical Background</p> <p>Existing Conditions:</p> <p>Study Area 1: Proposed layover area west of Burlington GO Station</p> <p>Study Area 2: Proposed Track work area east of Oakville GO Station</p> <p>Inventory of properties with known or potential CHVI</p> <p>Include the appropriate entries from Appendix H in the body of the report. Also leave the full inventory as Appendix H.</p> <p>Preliminary Impact Assessment</p> <p>Barrie Corridor – Figure 2.9</p> <p>Historical Background – NOTE: if this report is relying on work done for a previously study, please state that.</p> <p>Existing Conditions:</p> <p>Study Area 1: Proposed track work area south of York University GO Station</p> <p>Study Area 2: Proposed track work area between Aurora and Newmarket GO Stations</p> <p>Study Area 3: Proposed track work area east of Allandale Waterfront GO Station</p> <p>Inventory of properties with known or potential CHVI</p> <p>Preliminary Impact Assessment</p> <p>Stouffville Corridor – Figure 2-10</p> <p>Lakeshore East Corridor – Figure 2-12</p> <p>Kitchener Corridor - Figure 2-8</p> <p>Richmond Hill Corridor -Figure 2-13</p>	We feel that the current organization of the Cultural Heritage Report contained in Appendix F2 works well for this project and its specific details.	Acknowledged. Organization not changed.	This is acknowledged.
15	4 Richmond Hill Corridor Historical Background	<p>It is unclear why historical background for only the Richmond Hill corridor is provided.</p> <p>If this section is to deal with Richmond Hill exclusively, we note that there is only one second-level subsection of Section 4, and it, in turn, has only one third-level subsection. It would make more sense organizationally if the 4.1 and 4.1.1 headings were eliminated, and Sections 4.1.1.1 through 4.1.1.3 were renumbered as Sections 4.1 through 4.3. See also Comment #14 above.</p>	Additional text added to Section 3.2 and 4.0 of the Cultural Heritage Report contained in Appendix F2 regarding why/where historical background information was collected and refers the reader to the 2017 GO Rail Electrification document.	This item has been addressed in a new paragraph in Section 3.2.4 (page 50). MHSTCI recommends that a hyperlink be included for the 2017 report. It may be helpful to repeat the same paragraph in Section 4, which could read as Historical Background and then 4.1. Richmond Hill Historical Background.	A hyperlink to the 2017 GO Rail Network Electrification Environmental Project Report & Appendices (which includes the Cultural Heritage Report), is included within Table 0-1 (References and Supporting Documents). No changes to Section 3.2.4 or Section 4 are proposed.

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
16	5.2 Cultural Heritage Assessment Results	The title of this section should be changed to "Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes". See Comment #1 and #2.	Cultural Heritage Report contained in Appendix F2 incorporates recommended MHSTCI revision.	Resolved.	This is acknowledged.
17	Table 5-1 Identified Cultural Heritage Resources in the Project Study Area Segments	<ol style="list-style-type: none"> See comment #14 above about re-organizing content for readability. Please include all the information from the Table in Appendix H and not just some of it. As per MHSTCI TPAP guidance this table should refer to Built Heritage Resources and Cultural Heritage Landscapes instead of Cultural Heritage Resources – See Comment #1 and #2. 	<p>All data from Table 5-1 is included in Appendix G of the Cultural Heritage Report.</p> <p>Language updated throughout Cultural Heritage Report to refer to BHRs and CHLs.</p>	<p>Terminology corrected. Organization not changed. It is unclear what has changed about Appendix H (now Appendix G; Inventory of Known and Potential BHRs and CHLs) other than the addition of an Appendix Reference field to the table. Table should be consistent with our advice, and include reference number, location, and the name of the property if known, and a brief description of the CHVI.</p> <p>It seems that known and potential BHRs and CHLs are entirely in the Barrie Corridor (24 properties) and Richmond Hill corridor (8 properties)</p>	<p>The Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes contained within Appendix G is consistent with the Ministry's guidance, in that it includes a reference number, the location and name of the property, and a description of Known or Potential Cultural Heritage Value or Interest. The Table also references the applicable study area segment for each identified resource, the type of resource, its ownership and level of heritage recognition.</p> <p>We can confirm that potential BHRs and CHLs identified for this project are located along the Barrie and Richmond Hill Rail Corridor.</p>
18	6.1 Preliminary Impact Assessment Methodology	<ol style="list-style-type: none"> We suggest moving this up to the general "methodology/process" section. Then address the results and outcomes here – see Comment #14 about re-organizing the report for readability. Please remove reference to Metrolinx's Interim Cultural Heritage Management Process (2013). <p>MHSTCI also notes that a Visual Baseline Conditions Report was undertaken (Draft EPR – Appendix E1) and that study would include a review of this Cultural Heritage Report as background information. Please clarify how the impacts on visual setting on cultural heritage resources would be addressed and how the two reports interact.</p>	<p>Section 6.1 has moved to Section 3 of the Cultural Heritage Report contained in Appendix F2.</p> <p>All reference to Metrolinx's Interim CHM have been removed.</p> <p>The Visual Impact Assessment Report contained in Appendix E2 placed a greater significance on potential visual impacts to identified heritage resources, which is why that study reviewed the heritage information during the baseline conditions phase.</p>	Resolved – now section 3.3	This is acknowledged.
19	Table 6-1 Types of Potential Effects	<p>This table is not consistent with MHSTCI's TPAP guidance and should be replaced – direct and indirect impacts.</p> <p>A direct adverse impact would have a permanent and irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples of direct adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> removal or demolition of all or part of any heritage attribute removal or demolition of any building or structure on the property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing buildings) any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features 	<p>MHSTCI TPAP guidance integrated regarding direct and indirect impacts into this section and this table, and the reader is referred to Preliminary Impact Assessment methodology contained in Appendix F2 (moved to Section 3).</p>	<p>Table still exists in original form. The only change is that now each definition begins with "Potential direct or indirect impacts to built heritage resources and cultural heritage landscapes due to..."</p> <p>It seems that known and potential BHR and CHL are just in the Barrie Corridor (24 properties) and Richmond Hill corridor (8 properties). Therefore, Sections related to Lakeshore West Corridor (7.1), Kitchener Corridor (7.2), Lakeshore East (7.3) should be deleted.</p> <p>Sections 7.7.1 to 7.7.3 and 7.8 are not clear as to which corridor they refer to.</p>	<p>We can confirm that potential BHRs and CHLs identified for this project are located along the Barrie and Richmond Hill Rail Corridor.</p> <p>The Lakeshore West, Kitchener, and Lakeshore East rail corridors form part of the Study Area for the New Track and Facilities TPAP and were assessed within the Cultural Heritage Report. We believe it is necessary to present the results of this assessment, regardless of whether BHRs or CHLs were identified or not.</p> <p>Sections 7.7.1 to Section 7.7.3 and Section 7.8 are applicable to the New Track and Facilities TPAP Study Area, as shown in Figure 2-5.</p> <p>Furthermore, Section 2 (Overview of Project Components) identifies aspects of the project that are relevant to the sections referenced within MHSTCI's comments. For example, the locations/extent of proposed tracks are outlined in Table 2-2 (and are mapped within the Appendix); proposed new GO Station platforms and their respective rail corridors are identified in Section 2.4; and, proposed layover and storage yard facilities and their respective rail corridor are identified in Section 2.5.</p>

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		<ul style="list-style-type: none"> change in use for the property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest continuation or intensification of a use of the property without conservation of heritage attributes. <p>An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:</p> <ul style="list-style-type: none"> shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden isolation of a heritage attribute from its surrounding environment, context or a significant relationship vibration damage to a structure due to construction or activities on or adjacent to the property alteration or obstruction of a significant view of or from the property from a key vantage point. <p>Positive impacts are those that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes. Examples of positive impacts may include, but are not limited to:</p> <ul style="list-style-type: none"> changes or alterations that are consistent with accepted conservation principles, such as those articulated in MTCS's Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada adaptive re-use of a property – alteration of a heritage property to fit new uses or circumstances of the of property in a manner that retains its cultural heritage value of interest public interpretation or commemoration of the heritage property. 			
20	Section 7 – all subsections	<p>This should be tied to a project location, identified on a map. See Comment # 14 above - if referring to Mile markers they need to be shown on a map.</p> <p>Description of impacts or lack thereof should be organized by potential CHR, rather than by project component/segment. Refer to MHSTCI TPAP Example document and Comment #2.</p>	<p>Mile markers are shown on map at either end of the page, the subsections are linked to the mapping through mileage.</p> <p>A preliminary impact assessment table has been incorporated into report following the MHSTCI TPAP example, located in Section 7.9 of the Cultural Heritage Report contained in Appendix F2.</p>	<p>Table added (Table 7-4, section 7.9, page 101).</p> <p>It would seem that BR-01 could be impacted by construction vibration and ongoing vibration of the track as it will be only 8 m away. The preferred option should give more specific direction on how to plan construction activities, given this reality. See previous comments.</p> <p>RH-01, RH-02 and RH-03 should be noted as potential heritage bridges. The Preliminary Impact Assessment field should clarify whether these will be subject to whole or partial demolition or removal, and require a CHER as part of this TPAP.</p> <p>For RH-06 (Prince Edward Viaduct), it remains unclear how the new layover facility will not impact the views of the existing bridge.</p>	<p>Direction on how to plan construction activities is beyond the scope/expertise of this Cultural Heritage Report; however, there is a commitment within the New Track and Facilities TPAP Environmental Project Report that states Metrolinx will develop and implement a Construction Vibration Management Plan that includes, but is not limited to, the following minimum requirements:</p> <ul style="list-style-type: none"> Complete a detailed construction related vibration assessment prior to the commencement of construction that includes assessment of the vibration Zone of Influence (ZOI). The ZOI for vibration shall be established by using the methodology and input data provided in Section 7.2 of the US FTA Report No. 0123 (2018), <i>Transit Noise and Vibration Impact Assessment Manual</i> (2018). Complete pre-construction condition surveys for properties within the vibration ZOI of the planned work to establish their condition and establish a baseline prior to any work beginning. Identify any heritage structures and other sensitive structures, buildings or infrastructure vulnerable to vibration damage, assess

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					<p>requirements and, if necessary, develop mitigation measures.</p> <ul style="list-style-type: none"> Identify buildings, where vibration sensitive activities such as sound recording or medical image processing take place, assess requirements and, if necessary, develop mitigation measures. Establish a 15-metre setback distance between the construction vibration source and nearby buildings, where possible, to minimize impacts. If this is not possible, then monitor the vibration levels associated with the activity. Select construction/maintenance methods and equipment with the least vibration impacts. In the presence of persistent complaints and subject to the results of a field investigation, identify alternative vibration control measures, where reasonably available. <p>RH-01, RH-02, and RH-03 have been identified as conditional/potential BHRs within Table 7-5 of the Cultural Heritage Report. This table further identifies the anticipated impact to these structures – i.e. direct impacts to potential heritage attribute(s) of these bridges are expected due to the proposed attachment of wires to the bridges, and the bridge protection barriers to be either added or modified. A CHER for these structures was subsequently completed and included within the New Track and Facilities Environmental Project Report, which has now been shared with the Ministry.</p> <p>Please also note that the Cultural Heritage Report does not state that views to the Prince Edward Viaduct will not be impacted. Rather, the report states that the proposed layover will not impact <i>significant</i> views of the bridge through permanent obstruction.</p> <p>or alteration. The Cultural Heritage Report considered the following key vantage points as part of the impact assessment: Riverdale Park to the southeast, the Russell Hill Lookout to the northeast, users of the Lower Don Valley Recreational Trail, and to motorists on the Don Valley Parkway. These views are not outlined in the City of Toronto Official Plan as significant, unlike the view from the Prince Edward Viaduct to downtown (View 1g on Map 7a in the Official Plan), which was assessed and found to be unaffected by the proposed layover.</p> <p>Please refer to the New Track and Facilities Visual Impact Assessment Report (available at: https://www.metrolinxengage.com/sites/default/files/final_epr_appendix_e2_visual_impact_assessment_report.pdf) for further discussion of how visual impacts were identified and mitigated.</p>

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21	Table 7-2 Potential Construction Impacts from Installation of track Infrastructure to Identified Resources Table 7-4 Potential Construction Impacts due to new GO Station Platforms	These tables need to be organized by corridor. Refer to MHSTCI TPAP Example document and Comment #1, #17, and #20.	A new table providing the preliminary impact assessment organized by BHRs and CHLs on each corridor has been incorporated into the Cultural Heritage Report contained in Appendix F2 .	Table 7-4 added (see above).	This is acknowledged.
22	Table 8-1 Summary of Cultural Heritage Mitigation and Monitoring Commitments	This table is organized by project component and does not refer to the specific CHRs to which the identified potential impacts apply and for which the mitigation measures are required. The table should be organized by CHR # and make clear what properties are being considered. Refer to MHSTCI TPAP Example document and Comment #2.	A new table providing the preliminary impact assessment organized by BHRs and CHLs on each corridor has been incorporated into the Cultural Heritage Report contained in Appendix F2 .	Table 7-4 added. See comments above regarding Table 7-4.	This is acknowledged.
23	9 Preliminary Identification of Permits/Approvals	This section is not consistent with MHSTCI's TPAP guidance and needs to be revised. It should be "Recommendations and Next Steps" to clarify what, who and when additional studies need to be undertaken. This would also be captured in Table 8-1 – see comments above. For example: <ul style="list-style-type: none"> Cultural Heritage Evaluation Reports (CHERs) – be clear for which properties a CHER will be undertaken, by whom and when they should be completed. Some CHERs may need to be completed within the TPAP, if a property may be directly impacted. The CHER should be prepared in accordance with MHSTCI guidance, rather than the Metrolinx Draft Terms of Reference referred to in the bullet. Furthermore, once a property has been identified as a PHP or PHPPS by Metrolinx, Metrolinx needs to include it on the list of provincial heritage properties maintained by MHSTCI Please clarify when an HIA or SCP will be undertaken. Please note that MHSTCI also released guidance on SCPs. Please clarify what is the intent of the last bullet "consultation with MHSTCI for significant modifications for PHPPS prior to construction". It is not clear what significant modifications are, who will consult with MHSTCI and the timing and vehicle of consultation. 	Title/name updated to be consistent with TPAP guidance. A new table to summarize preliminary impact assessment has been added to end of Section 7, therefore no changes to Table 8-1 are required. The Cultural Heritage Report contained in Appendix F2 has been updated to clarify which properties require a CHER and when they are being undertaken, including where a PHP or PHPPS is classified it will be included on the list of PHPs. Report has been updated to clarify that a HIA would be undertaken prior to detailed design and updated accordingly during detailed design should the proposed plans evolve/change. Report has been updated to clarify consultation process with MHSTCI for any new proposed modifications to PHPPS prior to construction.	Section retitled and merged with 10, providing some of the necessary information. However, further detail is needed as to when and by whom CHERs, HIAs and SCPs will be completed.	A CHER has been completed for the affected Richmond Hill Corridor Bridges and is available here: (https://www.metrolinxengage.com/sites/default/files/final_epr_appendix_f3_cultural_heritage_evaluation_report.pdf) The timing of activities such as the HIA for the Prince Edward Viaduct are currently unknown and therefore cannot be added to the Cultural Heritage Report; however, Metrolinx will complete all required studies.
24	10 Future Work/ Commitments	It is not clear why Section 9 and 10 are separate. We suggest that they be merged. Any properties with potential cultural heritage value or interest that may be directly impacted should be treated as potential PHPs, regardless of their current ownership. It is also important to note, among the commitments, that CHERs for resources that may be directly impacted must be carried out during the TPAP period. Please note that this section is missing page numbers.	Cultural Heritage Report contained in Appendix F2 has been revised to merge the sections. Confirmed that any properties (provincial or otherwise) subject to direct impacts will require a CHER to be undertaken during the TPAP period.	Sections merged.	This is acknowledged.
25	Appendices A through F	See comment #16. Appendices A through F would need to be aligned with the MHSTCI guidance.	Appendices A through F within the Cultural Heritage Report has been revised with a new map title "Location of Known or Potential Built Heritage Resources and Cultural Heritage Landscapes".	Resolved.	This is acknowledged.
26	Appendix I Designation By-laws and Heritage Protection Documentation	MHTSCI recommends that this Appendix be deleted. Most if not all of this info is publicly available on a municipality's website (for example, heritage conservation districts plans) and/or the Ontario Heritage Trust website (for example, designation by-laws). MHSTCI suggests that hyperlinks can be included in the Table for Identification of Known and Potential BHR and CHLs.	Where a designation bylaw was available online, a hyperlink to the bylaw was inserted into the Cultural Heritage Report and the designation bylaw removed from Appendix H. However, for PHP and PHPPS properties, the MHC SCHV has been left in Appendix H as these are not available online.	Resolved.	This is acknowledged.

Item No.	Issue	Comment/Issue Raised by Review Agency	Metrolinx Response (July 17, 2020)	New MHSTCI Comment (December 16, 2020)	Metrolinx Response (January 15, 2021)
27	General	The EPR should be revised to reflect revisions made to the Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment as per our comment of May 29, 2020 and the Stage 1 archaeological assessment.	Agreed.	N/A	N/A
28	General	A lack of clarity remains as to what properties have been identified as having known or potential cultural heritage value or interest and the potential impacts to those properties. Additionally, potential project impacts should be considered only where properties having known or potential cultural heritage value or interest have been identified.	Table 5-1 of the Cultural Heritage Report contained in Appendix F2 identifies which CHRs are potential or known heritage. Section 7 identifies all potential project impacts, while direct and indirect impacts to identified BHRs and CHLs are described as required.	N/A	N/A
29	General	The impact sections refer to a "Cultural Heritage Impact Assessment Report" (Appendix F2), which we have not been provided with. Please clarify what the purpose of that report would be.	MHSTCI provided comments on the Cultural Heritage Impact Assessment Report contained in Appendix F2 on May 29, 2020. Its purpose is specified within that document.	N/A	N/A
30	General	The Newmarket GO Station has been identified by Metrolinx as a provincial heritage property (of local significance).	Acknowledged.	N/A	N/A
31	General	The Allandale Waterfront GO station is associated with the former Allandale CNR Station, which was designated under the Heritage Railway Stations Protection Act and is protected by an Ontario Heritage Trust conservation easement.	Acknowledged.	N/A	N/A
32	General	Properties that can be directly and adversely impacted – MHSTCI has provided guidance on the steps to address properties that could be directly and adversely impacted (e.g. removal or demolition, alterations that are not sympathetic) by the project. It seems that a number of properties could be directly impacted, and the Cultural Heritage Report and EPR needs to be clear on the discussion of the potential impacts and proposed mitigation measures as well as next steps. Some examples below: - Richmond Hill Corridor: Prince Edward Viaduct (CHR #RH-06) could be impacted by the construction of a proposed layover site and 3 bridges (CHR #RH-01; CHR #RH-02; CHR #RH-03) will be altered by electrification - Barrie Corridor: Property at 136 Wellington Street East (CHR# BR-03) could be demolished, and Aurora GO Station, a provincial heritage property of provincial significance (PHPPS), could be impacted by the installation of new platforms. The impact of those are not fully discussed. - GO Stations: it is not clear if the other stations (Oshawa, Mount Joy or Unionville) may have cultural heritage value or interest).	Section 10 of the Cultural Heritage Report contained in Appendix F2 (now Section 9, combining previous Sections 9 and 10) summarizes direct and indirect impacts, proposes mitigation measures, provides next steps, and is organized by corridor. Table 10-1 provides a summary of next steps. Note that Impacts to the Prince Edward Viaduct and associated mitigation recommendation have been revised. Indirect, rather than direct impacts have been identified; however, an HIA is still recommended. Direct impacts to 136 Wellington St E are no longer expected. A CHER will not be recommended. Note that new platforms at Aurora Station are no longer planned. Impacts are indirect, relating to potential vibration impacts resulting from construction. Cultural Heritage Report clarified to say that other GO stations were reviewed for CHVI and determined to not have potential for CHVI.	N/A	N/A

TABLE 8-20 MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS (MECP) DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	General	The draft EPR submitted was incomplete and therefore, the ministry was unable to complete its review prior to the date Metrolinx has proposed for final submission of the report. The Transit Guide states that 'circulation of draft reports to regulatory agencies allows the proponent the opportunity to include comments from regulatory agencies in the final report, so that other interested persons should have an opportunity to see whether regulatory agencies have any concerns about the project	To provide clarification: the "final" version of the EPR is not scheduled until the Notice of Completion is posted and the document is available for 30-day review. The purpose of circulating the draft EPR to MECP and other GRT agencies at the end of April was to solicit comments and feedback on the draft report. Metrolinx will review and respond to all comments received on the Draft EPR and revisions will be incorporated into an updated EPR document as appropriate. This process follows the suggested practice as outlined in the Transit Project Guide – i.e., that "circulation of draft reports to regulatory agencies allows the proponent the opportunity to include comments from regulatory agencies in the final report, so that other interested persons should have an opportunity to see whether regulatory agencies have any concerns about the project".
2	Chapter 1: Statement of Purpose	The Transit Project Regulation and the transit guide states that the EPR must contain the statement of purpose for the project and background information relating to the transit project. a. The statement of the project purpose in section 1.1. (page 3) of the EPR should not contain information about other TPAP processes, as it confuses the purpose statement. Information on other electrification TPAP's that are currently in process can be added to background or project description as a related or additional component.	The Statement of Purpose is contained within Section 1.1.1 as follows: 1.1.1 Project Purpose & Project Description Specifically, the purpose of the New Track and Facilities Project is to build new infrastructure as follows along various rail corridors, that will enable Metrolinx to deliver targeted service levels: new tracks within existing Metrolinx rail Rights-of-way (ROW), modifications or upgrades to existing tracks within existing Metrolinx rail ROW, three (3) new layover/storage facilities, three (3) new GO station platforms, bridge expansion/modification, and electrification of a portion of the Richmond Hill rail corridor. It should be noted that since Chapter 1 is the Introduction Chapter of the EPR, it also contains additional/relevant background information that is summarized for the reader to aid them in understanding related studies and information that are applicable to the project.
3	Chapter 3: Project Description	The Transit Project Regulation and the transit guide requires a final description of the project. In general, this description is confusing and appears to not address all of the relevant components of the project. a. Chapter 3 should be organized to better understand the various project components. Please include very clear plain-language project descriptions of each component including locations and descriptions. b. A high-level project description should be included in this EPR as part of the Transit Assessment Process Requirements (TPAP) requirements, after the project purpose. c. Section 3.3.1.7: Description of Electrification of the Newmarket line needs to be much clearer. Unsure where this is located (i.e. what municipality is this in, how much distance along the alignment will be electrified) d. Figure 3.3 this is confusing to include here as the switches are outside of the study area – if switches are to be considered part of a TPAP process there needs to be a study area and all the other requirements as per the Transit guide. e. Figure 3-15 needs further description as to where new facilities are in the rendering.	Acknowledged. Please see below for details related to the project description. a. The scope of all project components are clearly described and summarized in Chapter 2, Section 2 and within Table 2-1 in plain language. In addition, Chapter 3 follows the same order in which project components are described in Chapter 2. Chapter 3 follows the same order in which project components are described in Chapter 2. Furthermore, Chapter 3 provides additional detailed information about each specific project component – in particular, the applicable engineering design elements associated with each aspect of the project are summarized in greater detail to provide the public and stakeholders with as much detail as possible about the proposed transit project. b. A high-level project description is already included in Chapter 2, Section 2, Table 2-1. This table was intentionally included to simplify and summarize the project elements for the reader in one place. c. Additional references have been added to the relevant Figure numbers within the Appendices for additional context, as well as references to the municipality where the infrastructure is proposed. d. To clarify, the proposed switches as shown on Figure 3-3 are within the Project Study Area and were assessed as part of the TPAP. The proposed locations of switches are identified on the corridor specific study area maps shown in Figures 2-2 to 2-7 as well as in the corridor plans contained in Appendix A3 . e. Figure 3-15 was revised as the proposed conceptual design for this facility was updated following issuance of the Draft EPR in order to address additional comments received through ongoing consultation with the City of Toronto and TRCA. The main design elements of the facility are labelled clearly within the revised key plan presented as Figure 3-15.
4	Chapter 3: Mitigation Measures	The Transit Project Regulation and Section 3.2.4 "Documentation requirements" of the transit guide state that the EPR must contain "A description of any proposed measures for mitigating any negative impacts the transit project might have on the environment." a. Several times throughout the EPR it is stated that that "the mitigation measures developed in their respective reports for the "[X]" Corridor will be implemented during detailed design and construction". Please ensure that the EPR contains a description of the mitigation measures for the various corridors and components and does not just refer to separate reports.	EPR Chapter 3 is not intended to summarize the mitigation measures proposed for the project; rather its purpose is to provide a detailed description of the project's engineering design components. Proposed measures for mitigating potential negative impacts the transit project might have on the environment are presented in Chapters 5, 6, 7, and 9. Detailed summary tables containing all mitigation measures pertinent to each environmental component are provided in Chapter 5, Table 5-102 to Table 5-114.
5	Chapter 4: Map of Project Site	The transit guide requires a map of the project site and study areas. a. Figure 4-1 does not include the location of the Newmarket line electrification or new platforms in the map. Please ensure the map reflects the scope of the project.	The primary purpose of EPR Chapter 4 is to document a detailed description of the existing environmental conditions within the Study Area, as stated within the chapter. The study area map and description contained in Section 4.1 is intended to remind the reader of the overall scope of the study area, which was already described in detail in EPR Chapter 2. The electrification of "Newmarket line" is not included in the scope of this TPAP. Further, detailed descriptions and mapping of proposed platforms is included throughout Chapter 2 as well as within Appendix A1 .
6	Chapter 8: Consultation Record	The Transit Project Regulation and the transit guide states that the EPR must contain a description of how the concerns raised by interested persons, including aboriginal communities, were addressed a. Page 569 of the EPR states: "On February 10, 2020, Curve Lake First Nation acknowledged the receipt of the project notification. Curve Lake First Nation notified Metrolinx that they will not be able to attend the scheduled round one public consultation meetings and requested Metrolinx to	Agreed - the Transit Project Regulation and the Transit Guide states that the EPR must contain a description of how the concerns raised by interested persons, including aboriginal communities, were addressed. EPR Chapter 8 contains a comprehensive description of how the public, review agencies, municipalities, stakeholders and Aboriginal communities were consulted as part of the TPAP. Further, Chapter 8 has been augmented and revised since the preparation of the draft EPR to further capture how stakeholder and aboriginal community feedback/comments were considered and addressed.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
		coordinate a meeting with Curve Lake First Nation to discuss the project as well as other projects included under the GO Expansion TPAP. How did Metrolinx respond to the request to the meeting? Was it offered? What was the outcome? If not offered, why? Please include more detail in the EPR to ensure adequate Aboriginal consultation was completed.	a. A meeting took place on April 8, 2020, where Metrolinx presented Curve Lake First Nation an overview of GO Expansion, as well as the environmental assessments and network-wide studies currently underway. Additional meeting details have been added in Chapter 8, Section 8.2.2.2.
7	Species at Risk	MECP Permissions and Compliance Section have reviewed the documentation with respect to the Endangered Species Act and offer the following: In all areas that require building or tree removal, the proponent should include Species at Risk Bats in proposed study and documentation.	Species at Risk (SAR) bats are first introduced in EPR Chapter 4, Section 4.2.1, as part of a discussion of SAR "generalists", which is a term used to convey the idea that the habitats for these species may occur anywhere or change from year to year. These species are also typically difficult to survey, and for that reason their potential habitats have not been discounted. The natural environment studies completed in support of the TPAP identified three species of Bats (Tri-colored Bat, Little Brown Myotis and Northern Myotis), Butternut (<i>Juglans cinerea</i>), Nine-spotted lady Beetle (<i>Coccinella novemnotata</i>) and Monarch Butterfly (<i>Danaus plexippus</i>) as SAR generalists that may occur throughout the Project's Study Area. The EPR assumes potential habitat for these species by acknowledging that SAR bats may use any tree typically greater than 10 cm DBH along the rail corridor as a possible day or maternity roost. There are detailed discussions related to potential habitat for SAR bats in throughout EPR Chapter 5 Applicable mitigation measures documented in this EPR to avoid potential impacts on SAR bats include: <ul style="list-style-type: none"> Performing vegetation removal outside the typical breeding period for birds as well as the period of potential occupation of treed roosts (habitat) by bats and Milkweed by Monarch caterpillars (April to September); and Completing an additional breeding bird survey "in season" prior to construction and ensuring trees and vegetation are removed when bats (and their young), monarch caterpillars are not present (September to March). Additional commitments specific to each component of the proposed works can be found in the Natural Environment Impact Assessment Report contained in Appendix B2 and the mitigation/monitoring commitments tables contained in EPR Chapter 5 (see Table 5-101).
8	Stormwater Management	MECP's Stormwater Management Planning and Design Manual (2003) provides guidance on managing water balance, water quantity and water quality and other related issues. The Environmental Project Report (EPR) has committed to follow the guidance.	Acknowledged and agreed. Commitments pertaining to compliance with MECP's Stormwater Management Planning and Design Manual (2003) can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter 5 (see Table 5-107, Table 5-108, and Table 5-109).
9	Stormwater Management	The EPR has committed to an enhanced level of water treatment, which corresponds to a long-term average removal of 80% of suspended solids. However, in this preliminary report it was not clear if and how targets will be achieved. Additional quantitative analysis and measures will be required in the final report and detailed design stage.	The Preliminary Stormwater Management Impact Assessment Reports contained in Appendix H are based on the conceptual level of design available at the time of preparing the EPR. See EPR Chapter 5 for specific analysis performed for each proposed layover/storage yard facility. The following mitigation measures and future work commitments have been included to ensure enhancement of water treatment (where required) in future project phases: <ul style="list-style-type: none"> Stormwater quality measures will be assessed to provide a minimum 80% Total Suspended Solids (TSS) removal as per the MECP Stormwater Management Planning and Design Manual (2003). Quality Control: 80% TSS removal. 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. As per Metrolinx standards, automated oil shutoff valves and oil/water separators from all drainage lines and from all drip trays should be installed prior to drainage entering the existing storm system, for all new facilities. Additional commitments specific to each proposed layover/storage yard facility can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter 5 (see Table 5-107, Table 5-108, and Table 5-109).
10	Stormwater Management	The EPR confirmed that SWM facilities will be designed to control post-development flow for 2-year to 100-year storm events to pre-development levels. However, the Report did not provide quantitative analysis to demonstrate how this target will be achieved.	Discussion regarding the post-development flow for 2-year to 100-year storm events has been added to all Preliminary Stormwater Management Assessment Reports contained in Appendix H and EPR Chapter 5, Sections 5.15.7.1, 5.15.7.2, 5.18.7.1, and 5.20.7.1. In addition, the following mitigation measure has been included with respect to design considerations for the Don Valley Layover: <ul style="list-style-type: none"> For floodproofing of the layover site, the 100-year flood plain elevation (elev. 80.8) with a 0.3 meter of freeboard, will be considered. This commitment can be found in the Preliminary Don Valley Stormwater Management Assessment Report contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter 5 (see Table 5-109).
11	Stormwater Management	Water balance: Every attempt should be made to match post development infiltration volumes and recharge quality to pre-development levels on an annual basis. The Report did not provide a	Acknowledged. The Stormwater Management Assessment Reports are based on preliminary design elements and will need to be further evaluated during detailed design, including detailed erosion control/water balance analysis. Erosion control and water balance targets for each layover/storage yard facility will be partially achieved by infiltrating 5 mm of runoff within the proposed bio-swale.

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		quantitative analysis of infiltration before and after proposed development. Water balance control is yet to be demonstrated quantitatively.	<p>which is to be further development during detailed design, utilizing information from the survey and the municipal data to determine the capacity of the existing structures and the site runoff outfalls.</p> <p>The following mitigation measures have been included to ensure erosion control/water balance is achieved during detailed design:</p> <ul style="list-style-type: none"> • A Drainage and Stormwater Report, an Erosion and Sediment Control Plan and detailed drainage design and erosion and sediment control drawings will be prepared, implemented and monitored in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual (2003), the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006), and the guidelines and regulatory requirements of the Conservation Authority having jurisdiction. • To mitigate potential increases in peak flows and potential adverse impacts to water quality and to adhere to the local stormwater management guidelines, requirements for stormwater quantity and quality controls will be carefully reviewed and implemented as required. The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant municipal, provincial and federal requirements, as amended, as well as the requirements of Conservation Authorities having jurisdiction. • At the outset of detailed design, an assessment of the receiving capacity of the minor and major drainage systems will be required. • A detailed assessment of proposed ditches/swales along the rail corridor is required to ensure adequate drainage conveyance in accordance with municipal requirements and American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering (2019). • All area grading and resulting drainage patterns shall not adversely affect adjacent lands. • To offset the potential impacts to wetlands, the grades and drainage system on the periphery of the layover site may need to be designed to result in minor local drainage diversions to the wetland features. An annual water budget for existing, future (without mitigation) and future (with mitigation) would have to be conducted. Input from a terrestrial biologist is required to review the annual water budget variations for existing and future conditions. • Infiltration requirements for municipalities will be determined/confirmed as per the design guidelines and standards. Detailed geotechnical and hydrogeological investigations should be complete/updated at detailed design stage to precisely determine the soil type and runoff coefficient for open space and inform drainage infiltration systems (e.g. bio-swales, infiltration galleries/soakways). • To avoid/minimize excavation and dewatering requirement, shallow foundations are recommended. <p>Additional commitments specific to each layover/storage yard facility can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter. Metrolinx is committed to continued consultation with relevant Municipalities and Conservation Authorities during future project phases.</p>
12	Stormwater Management	When certain SWM or Low Impact Development (LID) measures are proposed, considerations should be given to the physical constraints of the site, suitability and effectiveness of the measures, as outlined in the Ministry's Stormwater Management Planning and Design Manual (2003).	<p>Acknowledged. The Stormwater Management Assessment Reports are based on preliminary design elements and will need to be further evaluated during detailed design, including additional geotechnical and hydrogeological investigations that may be required.</p> <p>The following mitigation measures and future work commitments have been included to ensure suitability and effectiveness of Low Impact Development (LID) measures:</p> <ul style="list-style-type: none"> • Analysis and recommend Low Impact Development (LID) measures, while taking flooding risks and space constraints into account (e.g. roof retention might be more appropriate than bioswale given the flooding risk). • Low Impact Development (LID) features will be monitored to assess applicable parameters in accordance with local, regional, and conservation authority requirements. • Infiltration targets will be measured by flow monitoring on infiltrative Low Impact Development (LID) Best Management Practices (BMPs). <p>These commitments can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter 5.</p>
13	Stormwater Management	Lot level controls should be employed whenever possible to help achieve both water quantity and water quality targets.	<p>The following mitigation measure has been included to help achieve water quantity and water quality targets for the Unionville Storage Yard and Don Valley Layover Facilities:</p> <ul style="list-style-type: none"> • As per MECP, lot level controls should be employed whenever possible to help achieve both water quantity and water quality targets. <p>This commitment can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter. Metrolinx is committed to continued consultation with relevant Municipalities and Conservation Authorities during future project phases.</p>
14	Stormwater Management	It is recommended that long-term performance and maintenance of the SWM/LID measures be considered and planned for during detailed design stage.	<p>Acknowledged and agreed. The Stormwater Management Assessment Reports are based on preliminary design elements and will need to be further evaluated during detailed design.</p>

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			<p>The following mitigation measures and future work commitments have been included to ensure long-term performance/maintenance of Low Impact Development (LID) measures is achieved:</p> <ul style="list-style-type: none"> • Analysis and recommend Low Impact Development (LID) measures, while taking flooding risks and space constraints into account (e.g. roof retention might be more appropriate than bioswale given the flooding risk). • Low Impact Development (LID) features will be monitored to assess applicable parameters in accordance with local, regional, and conservation authority requirements. • Infiltration targets will be measured by flow monitoring on infiltrative Low Impact Development (LID) Best Management Practices (BMPs). <p>These commitments can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter 5.</p>
15	Stormwater Management	<p>Short-term impacts from the proposed project should be addressed during construction stage. Whether an Environmental Activity and Sector Registry (EASR) or Permit to Take Water (PTTW) is required for dewatering, it is expected that Erosion and Sediment Controls (ESC) measures will be implemented to manage onsite erosion and sediment into receiving waterbody. An adequate ESC plan as well as discharge monitoring/mitigation plans are required as part of a PTTW application. MECP will review those detailed plans as part of the permit application process.</p>	<p>Acknowledged. EPR Chapter 7 is intended to discuss construction related impacts. The following mitigation measures will be adhered to during construction activities, for all applicable infrastructure:</p> <ul style="list-style-type: none"> • The Constructor will prepare and implement a Drainage and Stormwater Report, an Erosion and Sediment Control Plan, detailed drainage design and erosion and sediment control drawings in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual (2003), the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (2019), as amended from time to time, and the guidelines and regulatory requirements of the Conservation Authority having jurisdiction. • The Groundwater Management and Dewatering Plan will describe the anticipated groundwater quantity and dewatering Zone of Influence that will be encountered during the works, and if approvals are needed for the water taking, such as a Permit to Take Water (PTTW) or an Environmental Activity Sector Registry (EASR) from the MECP. <p>Commitments related to EASR and PTTW can be found in the Hydrogeology Impact Assessment Report contained in Appendix C2, the Preliminary Stormwater Management Assessment Reports contained in Appendix H, and the mitigation/monitoring commitments tables contained in EPR Chapter 5.</p>
16	Stormwater Management	<p>It is recommended that percentage of flow increase be added to all flow analysis tables in EPR Report and Appendix H, section 4.2 Hydrologic Analysis.</p>	<p>The percentage of flow increase has been added to the flow analysis tables of all Preliminary Stormwater Management Assessment Reports contained in Appendix H and EPR Chapter 5.</p>
17	Stormwater Management	<p>Appendix H-2 was referenced a few times in the main EPR report, this document does not seem to exist. The same applies to Appendix B-2.</p>	<p>Acknowledged. The Appendix list is to be updated in the 'final' EPR which is to be circulated at the time of Notice of Completion. Currently, Appendix H contains all Preliminary Stormwater Management Assessment Reports and Appendix B2 contains the Natural Environment Impact Assessment Report.</p>
18	Beach Layover Facility	<p>According to Appendix H SWM Report, Section 4.3, "It is anticipated that the quantity and quality control design criteria for drainage to the proposed ditch will be met by the runoff infiltration within the ditches and the bio-swale".</p> <p>The Report did not quantify infiltration rate of the proposed measures. The Report has not demonstrated how much peak flow increase will be mitigated quantitatively. Considering the size of the site (approximately 11.0 ha) and percentage of impervious area, it is my concern that an enhanced level of treatment may not be achieved. Quantitative analysis will need to be provided to demonstrate that both water quantity and quality targets can be achieved in the final plan and detailed design. Additional measures, including onsite storage and treatment may need to be incorporated into the treatment train approach.</p>	<p>Since the submission of the Draft EPR, Metrolinx has determined that the Beach layover will not be carried forward as the preferred location for a layover on the Lakeshore West corridor. In the event of any changes in the future, Metrolinx will update the Stormwater Management Report with the appropriate level of detail.</p>
19	Don Valley Layover Facility	<p>There appear to be discrepancies in the Flow Analysis in the main EPR Report and in Appendix H: NTF TPAP Final Draft Don Valley Layover Stormwater Management Assessment Report. Please confirm if the increase is substantial and that measures for the quantity, quality or water balance will be required, and please revise the wording accordingly.</p>	<p>Acknowledged. Measures for quantity, quality and water balance have been revised in Preliminary Stormwater Management Assessment Report – Don Valley Layover contained in Appendix H. Revisions are reflected in EPR Chapter 5, Section 5.20.7.1.</p>
20	Don Valley Layover Facility	<p>Section 4.3 Development Impact on Drainage & Proposed Measures mentioned:</p> <p>"A system of drainage ditches, sewers, and culverts are proposed to receive runoff from the proposed site. Drainage from the main facilities will be collected in storm sewers prior to discharging into a ditch north of the Prince Edward Viaduct. Ditches are proposed to mitigate the impact of substantial runoff increase and to provide quality control." The next paragraph suggests, "The ditch will be able to treat the runoff in developed areas for water quality."</p> <p>Generally speaking, a ditch refers to a narrow channel used for conveyance purposes. Please clarify the use of ditch in this context. If it is referred to a special type of ditch, such as vegetated ditch please consider using the full term to avoid ambiguity.</p>	<p>Acknowledged. Section 4.3 of the Preliminary Stormwater Management Assessment Report – Don Valley Layover contained in Appendix H has been revised to state:</p> <p>"A system of drainage sewers, ditches/swales, and culverts are proposed to receive runoff from the proposed site. Drainage from the main facilities will be collected in storm sewers prior to discharging into a ditch/swale north of the Prince Edward Viaduct. The proposed ditches are located along the length of the proposed access road and outlet at four (4) separate outlets. Rip-rap is proposed at the culvert outlets and will disperse site drainage overland prior to discharging into the Don River..."</p> <p>Ditches/swales are proposed to partially mitigate the impact of substantial runoff increase and to provide some quality control. A portion of these ditches can potentially be converted to bio-swales to promote onsite infiltration for water balance/erosion control. Note onsite infiltration is dependent on the confirmation of infiltration rate and soil type during detailed design in addition to the depth</p>

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			<i>of the groundwater table. Ideally, the bio-swales are to be used within a treatment train for quality and quantity control. Should poor infiltration rate be identified, innovative LID measures that doesn't depend on infiltration should be further investigated."</i>
21	Don Valley Layover Facility	Considering constraints of the Don Valley site and flooding concerns, I expect a quantitative analysis of the final measures to be proposed in the final report and detailed design.	Acknowledged and agreed. Qualitative analysis will be required during detail design, as documented within Section 5.20.7.1 of the EPR. It is also noted within this section that further investigation and analysis of flooding impacts, including potential backwatering (downstream) and overflows (upstream) is required. TRCA has requested 2-D HEC RAS modelling and cut-and-fill analysis for flood control and potential Fluvial Geomorphology investigation to be completed at the site, with consideration given to the Don River Hydrology Final Report, Marshall Macklin Monaghan, 2018.
22	Unionville Storage Facility	Similar use of the term of ditch in section 4.3 of the SWM Report. <i>"Two ditches, one existing parallel to Enterprise Boulevard and one proposed along the west of the access road, will be used to convey runoff from the developed site. These ditches will mitigate the substantial increased runoff impact and provide quality control."</i>	Revised, as requested. Please see Section 4.3 in the Preliminary Stormwater Management Assessment Report – Unionville Storage Yard contained in Appendix H for further discussion regarding the development impact on drainage and proposed measures.
23	General	Quantitative analysis will need to be provided to demonstrate that both water quantity and quality targets can be achieved in the final plan and detailed design. Additional measures, such as Oil/grit separators (OGS) may be required to achieve enhanced level of treatment.	<p>It is anticipated that the quantity and quality control design criteria will be partially met by the runoff infiltration within the pervious areas and any proposed swales, enhanced grass swales, or bio-swales, as discussed in EPR Chapter 5. It should be noted that the Stormwater Management Assessment Reports are based on preliminary design elements and will need to be further evaluated during detailed design.</p> <p>The following mitigation measures has been included to ensure both water quantity and quality targets are achieved:</p> <ul style="list-style-type: none"> To mitigate potential increases in peak flows and potential adverse impacts to water quality and to adhere to the local stormwater management guidelines, requirements for stormwater quantity and quality controls will be carefully reviewed and implemented as required. The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant municipal, provincial and federal requirements, as amended, as well as the requirements of Conservation Authorities having jurisdiction. <p>This commitment can be found in the Preliminary Stormwater Management Assessment Reports contained in Appendix H and the mitigation/monitoring commitments tables contained in EPR Chapter 5.</p>
24	Hydrogeology	The MECP agrees with the proponent that additional investigations will be required, especially where the project areas fall within a WHPAs or an IPZ, and where it is identified that construction dewatering may be required.	Acknowledged.
25	Hydrogeology	The proponent noted that in the event site conditions require construction dewatering greater than 50,000 L/day, a Permit to Take Water (PTTW) or EASR registration for the construction dewatering will be made to the Ministry. Once the details on the proposed excavations are determined during detailed design, the proponent will need to determine if dewatering will be required for any portion of construction. As such, the Ministry may be further involved in the detailed review during the PTTW application process.	Acknowledged. As documented in Chapter 5, Table 5-102 and Table 5-112, Metrolinx will determine the need for dewatering during construction and the appropriate permitting/approvals process will be followed, if applicable.
26	Hydrogeology	As part of the PTTW application, the Ministry requires an estimation of the radius of influence of dewatering activities and an assessment that discusses potential impacts of the construction activities on the natural environment (including surface water features, wetlands, etc.), nearby structures due to ground settlement resulting from construction dewatering and the potential for the movement of contaminated groundwater during construction dewatering activities. PTTW applications should also detail the planned disposal method for the water taken under the PTTW and how the water quality discharged from the excavations will meet the water quality criteria for the chosen method of disposal, and appropriate mitigation measures should be developed. The level of detail required will be dependent on the significance of the potential impacts.	<p>Acknowledged. Additional details have been included in Section 7.2 of the Hydrogeology Impact Assessment Report contained in Appendix C2. This section includes the following text for clarification:</p> <p><i>"As part of the PTTW / EASR application, a Hydrogeological Assessment will be required that outlines the estimated of the radius of influence of the proposed dewatering activities, and an evaluation of the potential resulting impacts of the construction dewatering activities on the natural environment (including groundwater, surface water features, wetlands, etc.), nearby structures due to ground settlement and the potential for the movement of contaminated groundwater. The PTTW / EASR application should also include details on the planned disposal method for the water taken under the PTTW / EASR and how the water quality discharged from the excavations will meet the water quality criteria for the chosen method of disposal. If appropriate, mitigation measures should also be developed. These details are also typically included in a Groundwater Management Plan..."</i></p>
27	Hydrogeology	Construction and excavation activities have the potential to affect water supply wells. A water well survey should be conducted before the start of construction to determine if there are any water wells that may be affected by construction activities. If wells are identified, the proponent should create and implement a monitoring and mitigation program to predict and/or confirm effects on water wells during construction and outline a response should these wells become affected by construction activities.	<p>Acknowledged. This will be considered as part of developing the Groundwater Management Plan during detailed design. For further clarification, this requirement has been incorporated in Section 7.4 of the Hydrogeology Impact Assessment Report contained in Appendix C2. This section includes the following text:</p> <p><i>"Prior to construction, a groundwater management plan should be developed and reviewed by appropriate regulatory agencies and stakeholders prior to finalization".</i> One of the details recommended to be included in the plan included:</p> <p><i>Water well survey (e.g., list of wells in the vicinity of the dewatering to assess potential impacts) and identify if any wells will require precautionary monitoring. If wells are identified, a monitoring and mitigation program should be implemented and monitored to predict and/or confirm effects on water wells during construction and outline a response should these wells become affected by construction activities.</i></p>
28	Hydrogeology	The MECP supports the proponent's commitment to the development of the following:	Acknowledged.

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		<ul style="list-style-type: none"> Groundwater Management and Dewatering Plan (GMDP) during the Detail Design phase of the project to guide the handling, management and disposal of groundwater encountered during site work. The GMDP should include, but not be limited to plans for encountering productive water bearing zones, mitigating potential impacts to surface water and groundwater users, and groundwater monitoring plans. Soil and Excavated Materials Management Plan (SEMMP) to guide the handling management and disposal of potentially contaminated soil, rock and waste encountered during site activities. Best Management Practices (BMP) and spill contingency plans (including a spill action response plan) as the potential exists for groundwater contamination through accidental leaks or spills from construction equipment. Phase II Environmental Site Assessment at the site of the proposed Beach Layover Facility to further assess the quality of the soils and groundwater. 	
29	Hydrogeology	<p>While the draft EPR notes that "The hydrogeological impact assessment completed as part of the TPAP involved identification and assessment of relevant groundwater and groundwater dependent natural heritage features, including the presence of water supply wells, wellhead protection areas and significant groundwater recharge areas. As part of the groundwater impact assessment, potential effects related to the New Track & Facilities Project were assessed and mitigation measures were identified along with the need for further assessment during the detailed design stage of the project," there was no text that clearly linked the assessment of impacts to the location of sources of drinking water.</p> <p>The proponent should also document whether any of the project activities - including those during construction or the normal operation phase - could be a prescribed drinking water threat and thus pose a risk to drinking water. We understand that the normal operation phase of the project may not pose a significant threat to sources of drinking water; however, activities occurring during the construction phase might. We note that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage, as well as mitigation of impacts associated with the relocation of utilities during the construction phase of the project based on possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be discussed in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to or has regard to applicable policies in the applicable source protection plan (and also list these policies) and any mitigation measures that may be proposed. While the EPR does list the possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.</p>	<p>Acknowledged. The executive summary of the Hydrogeology Impact Assessment Report contained in Appendix C2 states: <i>"No adverse effects related to groundwater dependent features, including water supply wells and water bodies have been identified for footprints of any of the Study Area Segments within each corridor based on the initial assessment completed as part of the TPAP. However, there is some potential for effects related to operations/maintenance, and construction activities associated with locations where layover facilities, new platforms and electrification is proposed as intrusive works extend deeper into the subsurface for these infrastructure components. During maintenance activities, use of oils and insulating fluids may be required. As a result, accidental spills may occur during the handling of these products which have the potential to contaminate groundwater. Appropriate mitigation measures, as further refined in the Soil and Excavated Materials Management Plan(s) (SEMMP) and Groundwater Management Plan(s) (GMP), will be developed during the project detailed design stage to mitigate/minimize the potential impacts to groundwater. In addition, there is potential for groundwater contamination to occur from mobile vehicle re-fueling and fuel storage during construction activities. This risk will be minimized by restricting vehicle refueling to designated areas and implementing spill contingency and emergency response plans to establish methods to clean up accidental spills.</i></p> <p>Sections 5.7 and 5.8 of the Hydrogeology Impact Assessment Report contained in Appendix C2 further discusses the potential operational/maintenance and construction related impacts, specific to each proposed project component, and includes mitigation measures. This is further summarized in EPR Chapter 5 Table 5-102 Summary of Hydrogeology mitigation and Monitoring Commitments.</p> <p>Lastly, EPR Chapter 9 Section 9.3.3.6 references the Clean Water Act and states: <i>"Ontario's Clean Water Act provides a basic framework for protecting drinking water supplies in the province. This involves identifying and assessing risks to the quality and quantity of drinking water sources to determine which risks are significant; developing a source protection plan to establish how the risks will be addressed; and implementing the plan through land use planning and regulatory mechanisms or voluntary initiatives. The hydrogeological impact assessment completed as part of the TPAP involved identification and assessment of relevant groundwater and groundwater dependent natural heritage features, including the presence of water supply wells, wellhead protection areas and significant groundwater recharge areas. As part of the groundwater impact assessment, potential effects related to the New Track & Facilities Project were assessed and mitigation measures were identified along with the need for further assessment during the detailed design stage of the project."</i></p>
30	Natural Environment	<p>The protection of sources of drinking water is not discussed in the Natural Environment Impact Assessment Report. The report should identify the source protection area with which each study area intersects (the study areas in the report intersect with one of the following source protection areas: Halton Region, Credit Valley, Toronto, Central Lake Ontario, and Lakes Simcoe and Couchiching). This information is publicly available on the Source Protection Information Atlas https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=SourceWaterProtection&viewer=SWPViewer&locale=en-US</p>	<p>Metrolinx is of the opinion that the Hydrogeological Assessment is the more appropriate place to discuss the protection of groundwater sources and that this information does not need to be duplicated within the Natural Environment Impact Assessment Report. Section 3.5.1 of the Hydrogeology Baseline Conditions Assessment Report (Appendix C1 of the EPR) identifies applicable wellhead protection areas and intake protection zones by project segment and source protection area (see Table 3-3). A table identifying the source water protection areas where work is proposed has been appended to this response.</p>
31	Hydrogeology	<p>The draft Hydrogeology Impact Assessment Report notes that "For all sites, there was a lack of information relative to: Accurate source protection plan mapping within the boundaries of TRCA, CH and CLOCA to identify if the Study Area segments were located within drinking water well head protection areas (WHPA) or intake protection zones (IPZ). For the Impact Assessment, sufficient detail on the WHPAs/IPZs was available to determine if the study area was included within source protection areas. SPPB notes that mapping of vulnerable areas (wellhead protection areas, intake protection zones including event-based areas, highly vulnerable aquifers, and significant groundwater recharge areas) can readily be found in the source protection information atlas, which is publicly available and can be</p>	<p>Acknowledged. Please note that the MECP's source water protection information atlas was referenced when preparing the Hydrogeology Baseline Conditions Report (see EPR Appendix C1). WHPA and IPZs are also identified within Table 3-3 and Appendix E of this document.</p> <p>Section 5 of the Hydrogeology Impact Assessment Report (EPR Appendix C1) also identified if a particular project segment is located within a WHPA or IPZ.</p>

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		used to locate delineated vulnerable areas in Ontario. https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=SourceWaterProtection&viewer=SWPViewer&locale=en-US Source protection authorities can provide additional detail with respect to the intersection of the project study areas and vulnerable areas for the protection of drinking water sources.	
32	Land Use & Socio-Economic	<p>The protection of sources of drinking water is not discussed in the Land Use and Socio-Economic Impact Assessment Report. The report should identify whether source protection plan policies apply to any of the project activities. For more information on the <i>Clean Water Act</i>, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plans and assessment reports: https://conservationontario.ca/conservation-authorities/source-water-protection/source-protection-plans-and-resources/</p> <p>While the policies included in source protection plans focused primarily on municipal residential drinking water systems, they also identify highly vulnerable aquifers and significant groundwater recharge areas that also protect sensitive hydrologic features including current or future drinking water sources of systems not addressed by source protection plans. For example, private systems – individual or clusters, and designated facilities within the meaning of <i>O. Reg. 170/03</i> under the <i>Safe Drinking Water Act</i> – i.e., camps, schools, health care facilities, seasonal users, etc.)</p>	<p>Acknowledged. Discussion related to the protection of sources of drinking water is contained within the Hydrogeology Impact Assessment Report (see Appendix C2). Additionally, EPR Chapter 9 Section 9.3.3.6 references the <i>Clean Water Act</i>.</p> <p>The Hydrogeology Impact Assessment Report focuses on potential effects associated with hydrogeological components of the Project, such as:</p> <ul style="list-style-type: none"> • Potential effects on the hydrogeological conditions within the study area; • Potential effects on the hydrogeological conditions immediately adjacent to the study area2 (such as to private and communal/municipal water supply wells or local ponds); • Potential hydrogeological effects on surface water features such as lakes, rivers, creeks and wetlands within and immediately adjacent to the study areas; • Potential water quality effects; • Assess the effects that the local groundwater conditions that may affect the Project (e.g. high water table in surficial sandy soils that may require dewatering for construction or long-term operation); • Potential effects to sensitive biota that are reliant on groundwater baseflow to streams and/or wetlands; and, • Matters of provincial interest relating to the hydrogeological environment (e.g. contributions to sensitive hydrologic features of the Oak Ridges Moraine). <p>Whereas; The Land Use and Socio-Economics Impact Assessment Report contained in Appendix D2 focuses on potential effects associated with land use and socio-economic components of the Project, such as:</p> <ul style="list-style-type: none"> • Potential effects on existing land uses; • Potential effects on approved future/planned land uses; • Potential effects on sensitive facilities (i.e., hospitals, schools, community landmarks, child-care centres, and long-term care centres); • Potential effects on active transportation routes; • Potential effects on pedestrian trails; and • Potential effects on parks/open spaces/natural areas.

8.2.8.4 Municipal Review Agency Comments Received on Draft EPR

Table 8-21 to Table 8-33 below contain each comment (verbatim) submitted by each municipal review agency as well as how the comment was considered and responded to by Metrolinx.

TABLE 8-21 REGION OF PEEL DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Utilities Impact Assessment Report	<p>In order to assist with our review, would you be able to provide us with the Metrolinx Trenchless Utility Works Design and Construction Guideline on Metrolinx Right-of-Way (Heavy Rail),” Revision 0, dated Oct 31, 2019 or the relevant sections for utilities crossings (not carrying flammable or explosive material)?</p> <p>Additionally, the paragraph below says that the assumption is that the drainage swales will cause insufficient cover for utilities. If you have any preliminary estimates of the size required at the locations of the new track, and cross section of these estimated swales, that would help us understand locations for insufficient cover better. Perhaps it can wait until later stages but if you have that info now we might be able to hit the ground running on mitigation measures required to protect the pipe, and any potential W/WW work that may need to be completed in advance of this project. Please also let me know if this is better suited to be a future discussion.</p>	<p>Metrolinx Trenchless Utility Works Guidelines (2019) was provided to the Region.</p> <p>The attachment labeled Appendix G shows a typical cross-section for a single track with requirements for drainage swales. Appendix G also provides a preliminary estimate of the size requirements at the locations of proposed infrastructure and/or tracks. Please note that this assessment is used only for preliminary discussions of potential conflicts. The design of track swales will be addressed during the future detailed design phase of the Project; however, we would be pleased to further discuss any mitigation the Region of Peel identifies on the basis of Metrolinx’s conceptual design requirements.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
2	Utilities Impact Assessment	Please review the attached Excel file titled Metrolinx OnCorr Program New Track and Facilities Peel Utility Crossings. There is a summary table in the attached Excel file. It contains two tabs for the crossings on the Kitchener Line and Lakeshore West Line, with corresponding cover at each crossing. The as-builts for each location are referenced in the table and can for the most part be found in the As-built drawing package.	The file provided from the Region of Peel was reviewed. The watermains and sanitary sewers listed are already in the base maps/database. The additional information provided will be incorporate into our database as applicable.
Chapter 6			
3	Climate Change and Sustainability	"Consider referencing the latest IPCC (Intergovernmental Panel on Climate Change) science-based targets for emissions reductions. Science based targets maybe useful for long term planning as government targets change over time. IPCC target for 2030 is 45% below 2010 levels and carbon neutrality by 2050. Source: https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf "	Metrolinx feels that it is appropriate to reference the Government of Ontario's current GHG emission targets at the time preparing the EPR.
4	Climate Change and Sustainability	Consider quantifying carbon sequestration emissions sink or release to support GHG emissions reduction planning. Guidelines for quantification can be found in the GPC (Protocol for Community-Scale Greenhouse Gas Emission Inventories) and NIR (National Inventory Report).	Thank you for this suggestion; however, quantifying carbon sequestration emissions sink or release to support GHG emissions reduction planning was not done during the completion of this TPAP and hence will not be discussed within the EPR.
5	Climate Change and Sustainability	Consider undertaking a quantitative approach to mapping out climate change risks geographically and evaluating impacts under various modelled scenarios, including financial impacts, to prioritize addressing climate change adaptation measures.	Thank you for this suggestion; however, the quantitative approach to discussing climate change risks was not done during the completion of this TPAP and hence will not be discussed within the EPR.
6	Climate Change and Sustainability	Consider also alternative fuel use such as biogas as a measure to be considered.	The sequential groups and methods presented within the EPR to lower energy consumption and the carbon footprint of layover and storage facilities are what Metrolinx considers feasible and appropriate.
7	Table 6-3 Summary of Transit Project Planning for Climate Change and Sustainability	Include actions to reduce corporate emissions from Metrolinx transit vehicles, facilities, auxiliary equipment.	Metrolinx is in the process of finalizing its Sustainable Design Strategy and is exploring energy efficiency performance targets to be applied to new facilities. Metrolinx committed to reducing energy use and emissions in the 2015-2020 Sustainability Strategy and is currently developing a new Sustainability Strategy for 2021-2026. The 2018/19 Annual Report includes the objective to achieve energy and emissions reductions (pages 70 and 71) http://www.metrolinx.com/en/aboutus/publications/Metrolinx-2018-19-Annual-Report-FINAL.PDF
8	Table 6-3 Summary of Transit Project Planning for Climate Change and Sustainability	Recommend including in Plan a comprehensive emissions inventory including emissions from facilities/equipment, transportation, waste, carbon sequestration/land use. This is a valuable first step to emissions planning, then establish target for corporate emissions reduction.	Metrolinx is in the process of finalizing the Sustainable Design Strategy and is exploring energy and Greenhouse Gas reporting requirements (embodied and construction) to be applied to new facilities. The 2018/19 Annual Report includes Scope 1 and 2 emissions reporting per GRI standards (http://www.metrolinx.com/en/aboutus/publications/Metrolinx-2018-19-Annual-Report-FINAL.PDF).
9	Climate Change and Sustainability	Overall, the section was well written in how it identified climate change and the need to address both mitigation and adaptation measures, and continuous monitoring. Notable inclusions are: <ul style="list-style-type: none"> Climate Change is being addressed holistically based on conservative climate projections, there is a need to consider both the operational impacts to climate change, as well as how the Project will be affected by future climate change-related events such as droughts or intense precipitation. This includes consideration of most of the aspects highlighted in the PPS, including green infrastructure; stormwater management; energy conservation and efficiency; GHG emissions; vegetation/carbon sequestration; and resiliency to natural hazards such as flooding." Metrolinx's Sustainability Strategy includes embodied carbon in their Sustainability Strategy. Metrolinx has developed an Environmental Management System (Env.MS), which outlines an organization-wide framework for pursuing environmental compliance and continuous environmental improvements. The Env.MS, which follows the ISO 14001 standard 	Acknowledged.
Chapter 4			
10	Section 4.2: Baseline Conditions - Lakeshore West Corridor	We understand that the Lakeshore line will go through expansion including GO Rail electrification. While the line will experience new track work, it does not appear that the track work will have any impacts to the segments running through Mississauga. If there are any changes and impacts from a noise, air quality/ or overall environmental impacts to the segments within Peel, we will request to see the Amended Noise/Vibration Modelling & Impact Assessment Report and Amended Air Quality Modelling & Impact Assessment Report, once they have been completed.	Acknowledged. The Layover/Storage Yard Facility Construction Noise and Vibration Impact Assessment Report is now contained in Appendix K , the Layover/Storage Yard Facility Construction Air Quality Impact Assessment Report is contained in Appendix L , the Richmond Hill Corridor Operational Noise and Vibration Assessment is contained in Appendix M1 , and the Richmond Hill Corridor Operational Air Quality Assessment is contained in Appendix M2 . For more information regarding the system-wide Noise and Vibration and Air Quality Studies associated with increased service levels, please see the GO Rail Electrification EPR Addendum.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
11	Section 4.3: Baseline Conditions - Kitchener Corridor	We understand that the Kitchener line will go through expansion including Go Rail electrification. The line itself will experience expansion and track work to segments running through Peel Region- specifically Brampton. If there are any changes and impacts from a noise, air quality/ or overall environmental impacts to the segments within Peel, we will request to see the Amended Noise/Vibration Modelling & Impact Assessment Report and Amended Air Quality Modelling & Impact Assessment Report, once they have been completed.	Acknowledged. The Layover/Storage Yard Facility Construction Noise and Vibration Impact Assessment Report is now contained in Appendix K , the Layover/Storage Yard Facility Construction Air Quality Impact Assessment Report is contained in Appendix L , the Richmond Hill Corridor Operational Noise and Vibration Assessment is contained in Appendix M1 , and the Richmond Hill Corridor Operational Air Quality Assessment is contained in Appendix M2 . For more information regarding the system-wide Noise and Vibration and Air Quality Studies associated with increased service levels, please see the GO Rail Electrification EPR Addendum.
12	Section 4.3.3.5	We understand that most of the work is primarily within the Metrolinx GO ROW, save and except for segment KT-14 where some encroachment may occur onto lands to the south. We do not foresee any major impacts to the lands; however, this segment runs south of Steeles Avenue East and it is acknowledged that there is a pedestrian and cyclist pathway running north of the corridor. We want to ensure that this is maintained and if there are any impacts to the path that they do not jeopardize the pedestrian safety.	The pedestrian and cycling pathway has been included in EPR Chapter 4 Land Use and Socio-Economic Baseline Conditions for Segment KT-5 (previously KT-14).
13	Section 4.3.3.5: Track Segment KT-14 - Mile 11.20 to Mile 11.80	It is also acknowledged that this and other segments of the rail will pass through the Parkway Belt Industrial Secondary Plan and the intent of this plan is to protect the area for development for the industrial and commercial sector as well as transportation related services. The segments that will have work proposed should align with this intent for the surrounding community development.	Acknowledged. We believe that since the proposed track work is within the Metrolinx right-of-way, the Parkway Belt Industrial Secondary Plan area is compatible with the surrounding community development. Please note that the City of Brampton agrees with this conclusion.
Chapter 5			
14	Section 5.16.4: Visual/Aesthetics	Peel Planning is involved in the review of the Bramalea GO Station expansion and is commenting through the redevelopment process to protect for all regional interests.	Acknowledged.
General			
15	General	<p>"This project has similarities with the ongoing Metrolinx project for the Hurontario LRT. Peel Real Estate and Legal (P RE&L) and Metrolinx have been working cooperatively to transfer the various real estate interests required for the construction and long-term operation of that project. Peel RE&L would expect that similar cooperative strategies would be used for completion of this project. if and when it is approved for design and construction, and that the provincial agency and the Region would negotiate the following with respect to any potential impacts to the Regions Lands, Assets and Infrastructure:</p> <ul style="list-style-type: none"> • The Project Agreement (PA), Project Specific Output Specifications (PSOS) and Reference Concept Design (RCD), with Metrolinx to involve all necessary Regional departments at the earliest possible stage for comments, including at a minimum Peel Real Estate, Legal Services, Public Works, and Digital and Information Services (for any potential impacts to the Region's shared Public Sector Network – carries sensitive data including 911, Police / Ambulance / and Fire) to ensure all Regional infrastructure and land requirements are included and considered in the documents and agreements. • A Memorandum of Understanding at the outset of the project to govern the relationship between the two agencies, to outline: <ul style="list-style-type: none"> ○ which of the Region's expenses are covered (such as staff time and / or infrastructure protection and / or relocation costs)? ○ to outline considerations for the completion of any other project related agreements, such as realty transfer agreements or permissions to enter ○ to outline agreed upon standards and timelines for infrastructure design submissions, reviews, and approvals. • A standard form of Stratified Easement to be registered against the Region's right of way for any project within or crossing the Region's Right-of-Way. • A standard form of Infrastructure Easement for each water or wastewater asset in the event that the final alignment will require the relocation of any of Peel's water or sewer infrastructure outside of any dedicated right of ways or existing easements. Note: Any relocated Peel infrastructure must be relocated into easements that are in the name of the Regional Municipality of Peel and in accordance with the then current or applicable Region of Peel Public Works Design Standards Manuals. Shared easements between infrastructure types or different utility agencies will not be accepted or allowed. • If lands are expropriated by Metrolinx, from private owners where Peel has any registered or unregistered easement interest, those expropriations must be subject to the existing easement rights and must not extinguish those rights. 	Although Metrolinx does not expect any significant property taking within Peel Region for this project, it is anticipated that the same methodology as the Hurontario LRT for potential property and utility relocations (Public Sector Network – PSN Fiber) will be used.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
		<ul style="list-style-type: none"> Any construction may not restrict access to Peel 's existing infrastructure or easements. The above list is not necessarily exhaustive but is based on Real Estate's experiences with other similar projects such as the Hurontario LRT and the Mississauga Transitway." 	
16	General	These priorities set out in this report align well with our Public health objectives and we have no major objections to the proposed measures. We have interest in reviewing the Amended Noise/Vibration Modelling & Impact Assessment Report and Amended Air Quality Modelling & Impact Assessment Report, once they have been completed.	Acknowledged. The Layover/Storage Yard Facility Construction Noise and Vibration Impact Assessment Report is now contained in Appendix K , the Layover/Storage Yard Facility Construction Air Quality Impact Assessment Report is contained in Appendix L , the Richmond Hill Corridor Operational Noise and Vibration Assessment is contained in Appendix M1 , and the Richmond Hill Corridor Operational Air Quality Assessment is contained in Appendix M2 . For more information regarding the system-wide Noise and Vibration and Air Quality Studies associated with increased service levels, please see the GO Rail Electrification EPR Addendum.

TABLE 8-22 HALTON REGION DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Beach Layover Facility	<p>We understand that the preferred location/siting of the proposed Beach Layover Facility (and its ancillary works) were under review by Metrolinx at the time of preparing this Draft EPR and are therefore subject to further refinements/changes that will be addressed in the Final EPR. The Region would like to review the Final ERP when it is available and may provide additional comments.</p> <p>The Region staff do have no further comments at this time for the proposed Beach Layover Facility. We look forward to continued dialogue with the Project Team to ensure that the commitments included in Table 8-9 related to water and wastewater servicing requirements are satisfied during later project phases.</p>	Metrolinx appreciates Halton Region's review of the Draft Environmental Project Report. Referencing the comments received on May 29, 2020, Metrolinx can confirm that the Final EPR will be circulated, once available, and that the Region will continue to be consulted as the Project progresses.
2	Traffic Impact Study – Beach Layover Facility	The Region staff do not have any comments on analysis submitted and look forward to working with Metrolinx and the City of Burlington through future development application and/or permits processes with respect to the Brant Street/Gray's Lane intersection.	Metrolinx looks forward to engaging with Halton Region and other affected stakeholders for any required municipal permits and approvals, including those required to facilitate access at the Beach Layover Facility.

TABLE 8-23 CITY OF BRAMPTON DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Appendix G2 - Archeological Assessment Report	<p>City staff is interested in reviewing some of the documents/ reports cited in Schedule G - Archeological Assessment report, unfortunately we do not have copy and were hoping if Metrolinx could share. From Schedule G the reference page number with the report number is noted:</p> <ul style="list-style-type: none"> ASI 2020 (pg 45) ASI 2003a (pg 56) <p>Pages 172, 173, and 174. The maps reference AA reports that are not found in Appendix J – References Cited</p> <ul style="list-style-type: none"> ASI 2017 ASI 2009A, and ASI 2009 	<p>Map labels found on pages 172, 173, and 174 in Appendix G2 have been adjusted to match the bibliography (letters need to be reconciled with the year). As well, there is an error in the mapping found on these pages, as ASI 2009 and ASI 2009A are incorrect text labels (Georgetown South GO project did not extend this far, the area near Bramalea should be indicated as assessed under the 2017 GO Rail Network Electrification Project).</p> <p>The two reports referenced within the Stage 1 Archeological Assessment contained in Appendix G2 can be found in the following links for your reference:</p> <ul style="list-style-type: none"> Previous Archeological Assessments: https://asiheritage.sharepoint.com/:f/s/MetrolinxNTFTPAP/Euk8-kEYnmZOroYqjIDXBNoBT8s8yCGhbAd83sZnQLf7uw?e=IlpJTO 2017 GO Rail Network Electrification Stage 1 Archeological Assessment Report: http://www.metrolinx.com/en/electrification/appendix/Appendix%20D2%20Stage%201%20Archeological%20Assessment%20Report_Revised.pdf
2	Appendix A1, Fig KT-14	Please clarify if there would be any need for structural modifications to the Bramalea Bridge due to the planned track works	Metrolinx's Third Parties and Agreements Team is awaiting further outcomes from negotiations with CN (who owns the portion of the corridor over which the Bramalea RD bridge crosses). Once there are any outcomes resulting from the negotiations, Third Parties and Agreements Team will resume communications with Brampton's Tim Kocialek, Manager of Engineering, Capital Works.
3	Chapter 8, Table 8-9	Thanks for noting Brampton's concerns relating to any potential modifications to Bramalea Rd Bridge Structure. City anticipates response to the electrification work proposed on the bridge structure from Metrolinx.	Metrolinx's Third Parties and Agreements Team is awaiting further outcomes from negotiations with CN (who owns the portion of the corridor over which the Bramalea RD bridge crosses). Once there are any outcomes resulting from the negotiations, Third Parties and Agreements Team will resume communications with Brampton's Tim Kocialek, Manager of Engineering, Capital Works.
4	General	<p>Please advise sooner than later of any service level/frequency impacts on the Kitchener corridor (both within and outside of the study area), especially the implementation of two-way all-day 15 minutes service between Bramalea and Union</p> <p>Any such service changes will inform the update of our Transportation Master Plan and will need to be coded into our future year travel demand forecasting model(s).</p>	The goal of GO Expansion is to increase GO service to two way, all day on the corridor, including weekends. Metrolinx does not own the entirety of the Kitchener corridor, so service plans are dependent on negotiations to operate in parallel with our partners on the corridor. Details will be shared when they are available.
5	Chapter 3.13	Maintain the current Service levels on Kitchener Corridor during construction of rail improvements.	Agreed. Maintenance of current service levels during construction will be a key objective during the development of Construction Management Plans(s), which the EPR specifies will be developed during future project phases.
6	Chapter 3.2	Will the future service levels differ from the service levels outlined in the Full Business Case for the GO Expansion Program (Nov 2018).	The Full Business Case (as outlined in EPR Chapter 1) is used to determine whether a project should advance to the next stage. It is meant to prove that GO Expansion will provide more frequent service and will perform well and generate a positive benefit cost ratio. As such, a final service plan will be determined at a later stage.
7	Appendix A1 - Fig KT-11, KT-12 and KT-13	Segment between Torbram Rd and Bramalea GO Station - track infrastructure: Track 1 (the northern track) west of Up Express Spur merges with rail line going north and only two tracks continue further west. Kitchener IBC shows representative service pattern with trains at 10 minutes peak two-way electric service, in addition to diesel service. This would be in addition to the CN freight traffic, and VIA rail traffic. In light of a mix of traffic and operating jurisdictions, adding capacity/ redundancy on this segment of Kitchener Line would be of interest by continuing a third track nearer to Bramalea GO station. Was this considered?	There is no 3rd track being considered at this time. In the event of any changes, the City will be engaged in future discussions.
8	EPR and Appendix A1	The New Track and Facilities TPAP needs to address any new infrastructure and services arising from Metrolinx's Kitchener Corridor Expansion Airport Options study. This Initial Business Case for this study identified a short list of alternatives that could impact the planning of the "main line" Kitchener Corridor, one of which includes a tunnel starting at a point west of Bramalea Station (thereby by-passing this station and requiring electrification of the corridor through to the Brampton Station).	The New Track and Facilities TPAP scope is limited to new infrastructure required to achieve GO Expansion objectives. While Metrolinx does not own the section of the Kitchener corridor between Bramalea and Georgetown GO Stations, Metrolinx will continue to work closely with our partners to align future plans for that area, including where those plans intersect with the Airport Options study.
9	Appendix A1, Fig KT-11	Please ensure that the current infrastructure improvements do not preclude a future west-south rail connection from Kitchener Line to Airport, or a merge with the UP Express Line to enable a rail connection to the Airport.	Further to the response provided above, Metrolinx will continue to work with our internal partners to ensure that projects are aligned.
10	Chapter 6, Noise and Vibration Impact Assessment	City looks forward to reviewing the amended Noise/Vibration Modelling & Impact Assessment Report.	Acknowledged. The Layover/Storage Yard Facility Construction Noise and Vibration Impact Assessment Report is now contained in Appendix K , and the Richmond Hill Corridor Operational Noise and Vibration Assessment is contained in Appendix M1 . For more information regarding the system-wide Noise and Vibration Studies associated with increased service levels, please see the GO Rail Electrification EPR Addendum.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
11	Chapter 6, Air Quality Impact Assessment	City looks forward to reviewing the amended Air Quality Modelling & Impact Assessment Report.	Acknowledged. The Layover/Storage Yard Facility Construction Air Quality Impact Assessment Report is contained in Appendix L , and the Richmond Hill Corridor Operational Air Quality Assessment is contained in Appendix M2 . For more information regarding the system-wide Air Quality Studies associated with increased service levels, please see the GO Rail Electrification EPR Addendum.
12	Appendix A1 - Conceptual Corridor Plans Figure KT-12	<p>In Figure KT-12, the northern-most section of proposed track "New Track = 16.50 to 11.11" runs parallel to a tributary of Mimico Creek to the north. On examining aerial photography (see attached picture under TAB Graphics) it appears that the existing track is in close proximity to a meander which appears to be eroding the southern bank adjacent to the existing track. In Figure KT-12, it appears that this section of proposed track will be located even closer to the tributary and meander than the existing track. Please follow up with the Toronto and Region Conservation Authority (TRCA) to receive their comments on this potential Natural Hazards issue.</p> 	Acknowledged. Metrolinx has been in consultation with TRCA and TRCA has provided comments on potential natural hazards within their jurisdiction.
13	Appendix A1 - Conceptual Corridor Plans - Figure KT-14	In Figure KT-14, is our understanding that during large storm events, sections of both existing and proposed track at this location may be subjected to riverine flooding due to a spill from the adjacent Spring Creek to the west. Please follow up with the Toronto and Region Conservation Authority (TRCA) to receive their comments on this potential Natural Hazards issue.	Acknowledged. Metrolinx has been in consultation with TRCA and TRCA has provided comments on potential natural hazards within their jurisdiction.
14	General	Staff welcome the step forward that this study represents in bringing 15 minute, two-way all-day GO Rail services to core parts of its rail network, including the segment of the Kitchener Corridor between Union Station and Bramalea Station.	Thank you for this positive feedback.
15	Appendix G Archaeological Assessment Report	<p>Staff request revisions to the stated limits of two of the track segments in the study area:</p> <ul style="list-style-type: none"> - On page 56 of the Archaeological Assessment Report, it is stated that Track Segment KT-12 (Mile 16.10 to 16.60) is located east of Highway 407 to Torbram Road in the City of Mississauga. The portion of this segment from Highway 407 to a point approximately 600 metres to the east is in the City of Brampton. - On page 57 of the Archaeological Assessment Report, it is stated that Track Segment KT-13 (Mile 16.60 to 11.20) is located between Bramalea Road and west of Torbram Road in the City of Mississauga is accurate. The portion of this segment from Bramalea Road to a point approximately 600 metres east of Highway 407 is in the City of Brampton. <p>The references above are specific to the Archaeological Assessment Report, but all references to the limits of these segments found in the study documentation should be revised as needed.</p>	Revised segment description within Stage 1 Archaeological Assessment Report contained in Appendix G2 to provide clarity. Please refer to segment mapping contained within the report appendices for additional detail.
16	GO Rail Service	Staff request clarification as to whether, and if so, how, the future service concepts spoken to in the documentation differ from the service levels outlined in the Full Business Case for the GO Expansion Program. In general, staff wants to see as much new service as possible in the shortest time possible, as this supports the shift to sustainable modes of transportation called for in the City's Transportation Master Plan (and the Region of Peel's Long Range Transportation Plan). It further supports the targets and actions outlined in the City's Community Energy and Emission Reduction Plan, which seeks to reduce transportation's contributions to greenhouse gas emissions and fuel usage.	<p>The Full Business Case (as outline in EPR Chapter 1) will be used to determine whether a project advances to the next stage of study.</p> <p>Metrolinx does not own the entirety of the Kitchener corridor, therefore service plans are dependent on negotiations to operate in parallel with our partners on the corridor.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
			Nevertheless, we have already been able to capitalize on an even stronger working relationship we've built with CN to expand Kitchener service above what was contemplated in the Full Business Case. This includes the introduction of midday and late night (off-peak two-way service) to Kitchener in September 2019.
17	GO Rail Service	Staff requests that every effort be made to maintain current (at the time of the construction work) GO Rail service levels on the corridor during construction of the rail improvements. This applies to trips between Bramalea and Union and trips to/from points west of Bramalea.	Metrolinx is in agreement and service levels will be maintained during construction to the extent feasible.
18	Active Transportation	Staff see the potential for a multi-use trail adjacent to the Kitchener rail corridor in Brampton (and potentially beyond) – something comparable to the West Toronto Railpath. Staff would welcome the opportunity to discuss the possibility of incorporating plans for such a path, within and/or outside of the rail corridor right-of-way, in this study and in other Metrolinx's studies and projects for the Kitchener GO Rail Corridor.	The proposed request is outside of the New Track and Facilities TPAP scope. We suggest you submit this recommendation as a Third-Party request. Please contact Pallavi Saxena (Pallavi.Saxena@metrolinx.com).
19	Land Use	Staff note that the lands adjacent to the corridor are designated in the City of Brampton Official Plan as Parkway Belt, Open Space, Industrial, and Office with Business Corridor and that there are undeveloped lands in the vicinity of the rail corridor between Bramalea Road and the municipal border southeast of Highway 407. While staff do not anticipate that any adverse impacts on these lands will arise from this study, they will monitor the progress of the study and provide further comments as needed.	Acknowledged.
20	Land Use	Staff acknowledge that, while the proposed infrastructure work will primarily be undertaken within the existing right-of-way, there may be a need to acquire property on the south side of the rail corridor, potentially impacting existing industrial lands. Such land acquisition could impact the footprints of the existing employment/industrial uses. Staff further acknowledge that Metrolinx is not subject to municipal permits and approvals however but understand that Metrolinx's policy is to adhere to the intent of relevant permits and approvals to the best extent possible. As such, the City looks forward to future discussions, meetings, and agreements with Metrolinx during the detailed design stage of the project with the goal of minimizing potential conflicts on adjacent uses, where possible.	Thank you for this feedback. Metrolinx is in agreement.
21	Land Use	Brampton's Vision 2040 identifies localized food production as an opportunity to encourage stewardship and eco-conscious living, with this being part of a broader push for increased sustainability in Brampton. To that end, staff request the opportunity to discuss using lands within and adjacent to the rail right-of-way for community garden initiatives.	For safety and security reasons, Metrolinx does not permit access to its corridor and requires a minimum buffer of 30 meters for any development adjacent to the corridor.
22	Zoning	Staff note that the City of Brampton's Zoning By-law (270-2004) designates the rail corridor for "public ownership and utilities" and that the proposed track infrastructure conforms to the existing zoning.	Acknowledged.
23	Appendix G Archaeological Assessment Report	Staff request that AkGw-8 be added to Table 4-4 in the Archaeological Assessment Report, as it is located within one kilometer of the study area.	Site has been added to the Stage 1 Archaeological Assessment Report contained in Appendix G2 for what was formerly Segment KT-12 Table 4-4, now referred to as Segment KT-3 Table 4-5.
24	Appendix G Archaeological Assessment Report	Staff respectfully request revisions to the maps on pages 172, 173 and 174 of Appendix B to the Archaeological Assessment Report, as the Archaeological Assessment Reports that are referenced in the text labels (i.e. ASI 2009 and ASI 2009a) are incorrect. The area near Bramalea Station should be referenced as ASI 2017a, as this area was assessed under the 2017a GO Rail Network Electrification Project.	Previous assessment labels have been revised, as requested. Please see the Stage 1 Archaeological Assessment Report contained in Appendix G2 for further details.
25	Appendix G Archaeological Assessment Report	Staff note that the references that are cited (ASI 2003a, ASI 1990 and ASI 2017c) in Appendix J of the Archaeological Assessment Report require Project Information Form (PIF) numbers.	PIFs have been added to the Stage 1 Archaeological Assessment Report contained in Appendix G2 , as requested.
26	Appendix G Archaeological Assessment Report	Staff concur with the findings of the Cultural Heritage Assessment Report and have no further comments on this report at this time.	Acknowledged.
27	Parks Projects and Parks Operations	At this time Parks Projects and Parks Operations are satisfied with the reports and have no comments. Please keep us informed as this progresses.	Acknowledged.

TABLE 8-24 CITY OF BURLINGTON DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Permitting and Approvals Process	Are you able to provide clarification on how this facility falls within the development approval process? We are under the impression that as a Metrolinx facility, it is not subject to the regular municipal approval process – but how are servicing issues dealt with, specifically coordination with the Region of Halton?	A range of municipal permits and approvals may be required for the Project, particularly pertaining to municipally owned lands and infrastructure. Metrolinx will obtain all required permits and approvals. However, 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 municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. In terms of servicing, Metrolinx has undertaken investigations to identify any potential third-party utility conflicts with regards to the proposed Beach Layover and Walkers Line Layover as part of the New Track and Facilities TPAP. Any conflicts will be confirmed pending further investigations.
2	Traffic Impact Study	The Beach layover facility is partly located within the Burlington Mobility Hub. Site's Access # 1 to Brant Street through Grays Lane is within the mobility hub study area. The list of reports reviewed to prepare the traffic impact plan does not include the reports prepared in support of the proposed intensification. Please contact the City's Planning and Building Department to obtain the relevant reports. The traffic generated by the facility should fit in with the long-term traffic planning for this area.	Metrolinx does have access to information on the Burlington Mobility Hub, as provided by City of Burlington Staff. The document is Burlington GO Mobility Hub Draft Precinct Plan-May 2018. A review of this document shows that the block that the Beach facility is located is bordered by the Potential Active Transportation Connections Area. There is nothing in our proposed recommendations that should impact negatively any of the plans in the Burlington GO mobility hub plans. Metrolinx will cite this document within our references.
3	Stormwater Management	A detailed floodplain analysis, a hydrologic assessment, and a stormwater management report will be required as the development proposal moves forward.	Acknowledged. Please refer to the Preliminary Stormwater Management Assessment Report's contained in Appendix H , specifically the "Summary of Mitigation and Monitoring Commitments" section speaks to future studies and analysis.
4	Stormwater Management	The site is surrounded by many sensitive and constrained drainage features. The study team must coordinate with the City staff for stormwater servicing of the site.	The Design-Builder will coordinate directly with the City of Burlington when developing a site servicing plan. Please refer to the Preliminary Stormwater Management Assessment Report's contained in Appendix H for further details.
5	Stormwater Management	A recently completed floodplain mapping of the Hager-Rambo system has identified a potential spill along Plains road just south of Leighland Road. The study team will be required to further investigate this spill and implement flood mitigation measures if the spill reaches the Beach Layover site. Any development within the spill zone will require permission from Conservation Halton.	Acknowledged. Metrolinx would welcome any additional information about this spill. Associated requirements will be captured within the EPR to the extent feasible. Should it not be feasible to capture these requirements within the EPR, the Base Case/Design Table and Project Agreement may represent another opportunity to ensure these requirements are addressed.
6	Stormwater Management	The stormwater servicing of the site should align with the recommendations of the Area Specific Servicing Plans prepared for Burlington Mobility Hub and the Downtown Lands.	Acknowledged. Commitment has been included in the "Summary of Mitigation and Monitoring Commitments" section. Please refer to the Preliminary Stormwater Management Assessment Report's contained in Appendix H for further details.
7	Stormwater Management	The site has three drainage features that pass through the site. An open channel, a storm sewer and a third feature which is partly enclosed and partly open. Please provide details of how these features will be managed under the developed conditions.	This is beyond the scope of the conceptual design and will be addressed during future project phases. Please refer to the Preliminary Stormwater Management Assessment Report's contained in Appendix H for further details regarding future work commitments.
8	SWM Baseline Conditions	The study team is advised to contact the City to understand the existing baseline conditions and to establish criteria to preserve hydrologic features and functions.	Acknowledged. The City will be consulted during a later phase of the project. Please refer to the Preliminary Stormwater Management Assessment Report's contained in Appendix H for further details regarding future work commitments.
9	Stormwater Management	Please use the latest hydrologic and hydraulic studies to collect background information about the area and to determine flooding and erosion hazards.	Acknowledged. Metrolinx is committed to continued consultation with the relevant municipalities and Conservation Authorities. Please refer to Preliminary Stormwater Management Assessment Report's contained in Appendix H for a "Summary of Mitigation and Monitoring Commitments", which speak to future studies and analysis.
10	Stormwater Management	The mitigative measures should be based on the findings of the Flood Assessment reports and must align with the recommendations.	Acknowledged. This request has been documented and will be further reviewed during detailed design. Metrolinx is committed to continued consultation with the relevant municipalities and Conservation Authorities. Please refer to Preliminary Stormwater Management Report's contained in Appendix H for a "Summary of Mitigation and Monitoring Commitments", which speak to future studies and analysis.
11	Stormwater Management	The proposed development works must not cause any upstream or downstream flooding. A capacity assessment of the receiving systems may be required during detailed design. All discharge from the site must not exceed the available system capacity.	Acknowledged. This request has been documented and will be further reviewed during detailed design. Metrolinx is committed to continued consultation with the relevant municipalities and Conservation Authorities. Please refer to the Preliminary Stormwater Management Assessment Report's contained in Appendix H for a "Summary of Mitigation and Monitoring Commitments", which speak to future studies and analysis.
12	Stormwater Management	A very robust and fail-proof treatment system will be required that removes oil contamination from the runoff of the layover tracks. City of Burlington's storm sewer discharge by-law must be followed in this regard.	Acknowledged. Commitment has been included in the Preliminary Stormwater Management Assessment Report contained in Appendix H , "Summary of Mitigation and Monitoring Commitments" section.
13	Stormwater Management	The study team is strongly advised to coordinate with all agencies to prepare a mutually agreed terms of reference that outlines the scope of the required studies and design objectives.	Metrolinx is currently working with the relevant municipalities and Conservation Authorities to develop and maintain 'Design Tables' that document design objectives and other requirements that will be incorporated within the Project Agreement. This serves a similar function as a terms of reference.

TABLE 8-25 DURHAM REGION DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	General	We note that many of the project impacts on Durham Region's infrastructure and services, as well as the associated mitigation measures, remain to be determined during detailed design. We look forward to continued coordination between the Region and Metrolinx/Project Co. to ensure that our interests are addressed appropriately during the design and delivery stages of the project.	Acknowledged. Metrolinx is committed to ongoing consultation with Durham Region and all relevant municipalities/Conservation Authorities throughout future project stages including detailed design.
Chapter 1			
2	Section 1.6.6.8	This section describes the Bowmanville extension, with the current plan to use the CP GM Spur across Highway 401 (Option 2). However, the extension of the existing GO Subdivision tracks east of the existing end of track at the Oshawa GO Station is not addressed elsewhere in the report. The design shown in Appendix A1 (Figure LSE-11) indicates that at least the proposed new track could not be extended without running through the station building. As previously requested, a concept plan should be provided to show how the proposed rail extension would integrate with the existing, and proposed new, tracks and platforms at the Oshawa GO Station. This issue will also need to be addressed in detailed design.	The extension of the existing GO Subdivision tracks east of the existing end of track at the Oshawa GO Station is beyond the scope of this TPAP. Metrolinx agrees that additional discussion is needed once potential impacts to existing buildings and facilities are fully determined during detailed design. Metrolinx is committed to further working with Durham Region outside the scope of this TPAP to present an integrated view of the Lakeshore East corridor that considers more than just the scope of the New Track and Facilities Project.
Chapter 3			
3	Section 3.9, Figure 3-16	The draft general arrangement drawing for the proposed Thickson Road bridge expansion should be circulated for our review before it is included in the final (public) EPR.	A drawing has been included in EPR Chapter 3 (see Figure 3-16). and presented during the Durham TAC #3 meeting hosted July 29th.
Chapter 4			
4	Section 4.6.3.2	The description of existing land uses for Segment LSE-9 is incorrect. The actual existing land uses include the East Rail Maintenance Facility, industrial and commercial developments. The proposed in-boulevard paths noted under the Planned Land Use section are also identified in the Durham Transportation Master Plan.	Acknowledged. Please note that as part of preparing the Land Use and Socio-Economic Baseline Conditions and Impact Assessment Reports contained in Appendix D1 and Appendix D2 , respectively, land uses were generalized to allow for consistency across all municipalities. The Whitby Official Plan designations have been reviewed and confirmed in the vicinity of Thickson Road (now referred to in Segment LSE-2 and LSE-3).
5	Section 4.6.3.3	The existing boulevard multi-use path (MUP) along the south side of Victoria Street from Thickson Road to the signalized plaza entrance should be noted in the Existing Land Use section. This MUP is identified for extension to the Oshawa GO Station in the Durham Transportation Master Plan, as noted in the Planned Land Use section.	Acknowledged. Reference to the multi-use path has been included in the Land Use and Socio-Economic Baseline Conditions and Impact Assessment Reports contained in Appendix D1 and Appendix D2 , respectively. Please note that trails within 100 meters of the proposed infrastructure are referenced and shown within the mapping.
6	Section 4.6.3.4	The Existing Land Use section should note the presence of the Oshawa GO/Via Rail station at the east end of Track Segment LSE-11.	Acknowledged. Segment LSE-11 has been revised to include the presence of the Oshawa GO/Via Rail Station within the Land Use and Socio-Economic Baseline Conditions and Impact Assessment Reports contained in Appendix D1 and Appendix D2 , respectively.
Chapter 5			
7	Section 5.19.3.5	The land use impacts of the new track and platform at the Oshawa GO station include displacing a portion of the existing bus loop. This needs to be specifically identified, and mitigation proposed, which may include displacing a portion of the station's parking lot to relocate the bus loop. Coordination with Durham Region Transit is required on this matter.	Metrolinx is in the process of reviewing the impacts to the bus loop design and GO Station layout. Efforts will be made to mitigate impacts to parking spaces and the pedestrian path. Metrolinx will consult with the Durham Region, City of Oshawa, and Durham Transit once more information is available.
8	Section 5.19.3.5, Figure 5-22	The shading used for this figure is confusing, because the purple shade used to show property impacts is similar to the purple shading used on industrial lands, and the latter is not included in the legend.	Acknowledged. The potential property impacts layer symbol/colour has been revised to provide more clarity. Please see the maps contained within the Land Use and Socio-Economic Impact Assessment Report (Appendix D2).
9	Section 5.19.6	This section references the Richmond Hill corridor instead of the Lakeshore East corridor.	Acknowledged. The revision has been made within EPR Chapter 5.
10	Sections 5.19.7.2 & 5.19.7.3, Tables 5-76 & 5-77	In addition to the 750 mm concrete watermain (WM) that crosses the rail corridor at Thickson Road, there is also a 300 mm PVC WM that extends north from the bridge, west of the 750 mm WM. This WM, as well as the fittings and valves that connect it to the 750 mm WM immediately north of the bridge, could also be impacted by the proposed bridge expansion and retaining wall work. There is also a Regional storm sewer and outfall located in this area.	Noted. This information has also been shared with the Metrolinx Network-Wide Structures Project team working on the Thickson Road Bridge Expansion.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
11	Sections 5.19.7.2 & 5.19.7.3, Tables 5-76 & 5-77	The tables correctly list the existing Elexicon (former Whitby Hydro) aerial hydro crossing of the rail corridor at Thickson Road. However, it should be noted that Elexicon is currently designing two underground duct banks for this crossing.	Noted. Thank you for sharing this information. This has been shared with the Metrolinx Network-Wide Structures Project team.
12	Section 5.19.7.5, Table 5-79	The table identifies a sanitary sewer crossing of the rail corridor at Mile 11.25, but it does not identify a 250 mm sanitary sewer that runs parallel to the north side of the rail corridor from the Oshawa GO Station to the crossing at Mile 11.25. Sections of this sewer appear to be potentially impacted by the proposed new track and retaining wall in this area.	Noted. Metrolinx, through its consultant Gannett Fleming, will request the records for the 250mm sanitary from Durham Region. A conflict assessment will be performed on the item accordingly and any relevant information will be added to the Metrolinx New Track and Facilities TPAP.
Chapter 7			
13	Section 7.7.8	We recognize that the traffic impacts of the construction of the Thickson Road bridge expansion will be addressed during detailed design, through the generic measures noted in Sections 7.3 and 7.4.9.1, but given the unique and potentially significant traffic impacts of bridge construction, some discussion of project-specific potential impacts and commitments should be provided. For example, the Region would require maintaining Thickson Road open to traffic throughout the project, except for any brief closures that may be necessary for specific construction activities.	<p>Please be advised that the mitigation measures presented in Sections 7.3 and 7.4.9.1 are preliminary in nature and will be supplemented by additional, location-specific requirements that will be captured in the Construction Management Plan(s) and Traffic Control Management Plan(s).</p> <p>The Region's requirement to maintain Thickson Road open throughout the project (to the extent feasible) will be included within the Final EPR. Any additional requirements the Region can identify at this time will be considered for incorporation within the EPR.</p>
Chapter 8			
14	Section 8.1.1.2	The discussion of the Lakeshore East rail extension to Bowmanville is included in the section titled Barrie Rail Corridor Expansion Project TPAP Addendum. It appears that the section heading for the Bowmanville extension was omitted.	Acknowledged. This discrepancy is due to a missing section heading. Section 8.1.1.3 has been added to EPR Chapter 8 for the Bowmanville Extension.
15	Section 8.2.7.1	Durham Region is not listed as one of the third-party utility owners. Whitby Hydro and Veridian should be replaced with Elexicon.	Revised as requested in Section 8.2.7 of EPR Chapter 8.
Chapter 9			
16	Section 9.5.1	Coordination with the Region of Durham should include potential impacts and mitigation measures for Regional utilities (water and sewers) for the Thickson Road bridge expansion, as well as for the new track and retaining wall in Track Segments LSE-9, 10 and 11. Coordination with Durham Region Transit will also be required regarding potential impacts and mitigation measures for their operations regarding the new track and platform at the Oshawa GO Station.	Acknowledged. These requirements have been added to Section 9.5.1 of EPR Chapter 9.
Appendices			
17	Appendix A1, Figure LSE-11	The proposed concept plan for the new track and platform at the Oshawa GO Station should identify the impact on the existing bus loop and the impact on the existing parking that would result from replacing the displaced portion of the bus loop. A conceptual extension of tracks easterly, consistent with the plan for the Bowmanville GO extension, should also be shown.	Metrolinx is in the process of reviewing the impacts to the bus loop design and GO Station layout. Efforts will be made to mitigate impacts to parking spaces and the pedestrian path. Metrolinx will consult with the Durham Region, City of Oshawa, and Durham Transit once more information is available.
18	Appendix J, Tables 4-54 & 4-55	In addition to the 750 mm concrete watermain (WM) that crosses the rail corridor, there is also a 300 mm PVC WM that extends north from the bridge, west of the 750 mm WM. This WM, as well as the fittings and valves that connect it to the 750 mm WM immediately north of the bridge, could also be impacted by the proposed bridge expansion. There is also a Regional storm sewer and outfall located in this area.	Noted. This information has also been shared with the Metrolinx Network-Wide Structures Project team working on the Thickson Road Bridge Expansion.
19	Appendix J, Tables 4-54 & 4-55	The tables correctly list the existing Elexicon (former Whitby Hydro) aerial hydro crossing of the rail corridor at Thickson Road. However, it should be noted that Elexicon is currently designing two underground duct banks for this crossing.	Noted. Thank you for sharing this information. This has been shared with the Metrolinx Network-Wide Structures Project team.
20	Appendix J, Tables 4-60 & 4-61	The tables identify a sanitary sewer crossing of the rail corridor at Mile 11.25, but they do not identify a 250 mm sanitary sewer that runs parallel to the north side of the rail corridor from the Oshawa GO Station to the crossing at Mile 11.25. Sections of this sewer appear to be potentially impacted by the proposed new track and retaining wall in this area.	Noted. Metrolinx, through its consultant Gannett Fleming, will request the records for the 250mm sanitary from Durham Region., A conflict assessment will be performed on the item accordingly and any relevant information will be added to the Metrolinx New Track and Facilities TPAP.

TABLE 8-26 YORK REGION DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Third-Party Utility– Impact Assessment Report Appendix J - Appendix A1	According to the third-party report, changes to the designs are in process. Once the design is finalized provide an updated figure to proper provide comments.	Metrolinx will update the EPR to reflect the revised figure and will circulate it to York Region for review.
2	Third-Party Utility– Impact Assessment Report Appendix J - Appendix A1	Table 4-16 is part of BR 14 not part of BR-13. Please update table 4-17 and 4-18 accordingly.	Table 4-16 of the Third-Party Utility Impact Assessment Report contained in Appendix J covers the segment of track between mile 29.5 to 30.00, which is Figure BR-13. Table 4-17 covers the segment of track between mile 30.00-30.5 which is Figure BR-14. Table 4-18 covers the segment of track between mile 30.5-31.00 which is Figure BR-15. Updates are not required.
3	Third-Party Utility– Impact Assessment Report Appendix J - Appendix A1	Figure BR-19 – no regional infrastructure.	Only York Telecom Network assets have been identified in Figure BR-19. No York Region sewers were identified in Figure BR-19. Please see the Third-Party Utility Impact Assessment Report contained in Appendix J for further details.
4	Third-Party Utility– Impact Assessment Report Appendix J - Appendix A1	Note there is a 450 Diameter PVC forcemain crossing east-west from Cotter Street.	This item has been identified in Table 4-30 of the Third-Party Utility Impact Assessment Report contained in Appendix J . Please see UID 42080. It is a 450mm PVC forcemain in a 900mm steel cased.
5	Third-Party Utility– Impact Assessment Report Appendix J - Appendix A1	Note there is a 900mm forcemain crossing north of Water St and east of Doug Duncan Dr. More detail is needed to provide concrete comments. Update table 4-31 and 4-32 to detail Concrete pipe material on the 900 mm forcemain.	This item has been identified in segment BR-10 of the Third-Party Utility Impact Assessment Report contained in Appendix J . Please see UID 42028.
6	Third-Party Utility– Impact Assessment Report Appendix J - Appendix A2	Please note there is an 850mm sewer adjacent to the tracks. More detail is needed to provide concrete comments.	Noted. Metrolinx, through its consultant Gannett Fleming, will request the records for the 850mm sewer from York Region. Relevant information will be incorporated as applicable in future project phases.
7	Electrification Infrastructure	OCS wires/attachments/support structures/barriers etc. attached to the bridge structures. Ownership of each bridge affected should be clear (i.e. Region ownership and/or joint ownership). An agreement should be in place for future maintenance and rehabilitation and costs associated with temporary relocation/removal of the Metrolinx appurtenances when the time comes for rehabilitation work. The Maintenance Agreement should also include maintenance of the new barriers installed on the Roadway portion of the bridge. Who repairs and who pays to fix the barriers due to an MVC etc.?	Metrolinx has been working with John Kazilis and Vi Bui from the Region and is in the midst of executing the said Agreement. Costs related to implementation and maintenance of Electrification attachments will be taken on by Metrolinx, as well as any bridge modifications required to attain the minimum vertical clearance (MVC). The latest version of the Agreement which is in the works is currently being reviewed by the Region's Legal department. The technical staff, including Vi and John have noted that they are satisfied with the latest version.
8	Unionville Storage Yard	Access Roads from Metrolinx Construction Sites – mud mats to be implemented as per York Region specs at construction access points in addition to mud and dust control mitigation.	This requirement has been added to the EPR Chapter 5 under the Unionville Storage Yard specific Mitigation Measures (Additional Considerations Column) in Table 5-101, and also added to mitigation summary table in Natural Environment Impact Assessment Report contained in Appendix B2 .
9	Appendix A-1	The Region does not allow tie back (temporary or permanent) on the Regional Right-of-Way.	Noted. No change to the EPR required.
10	General	The Region will only accept wet well only pumping station for storm water management for any proposed road under rail grade separation (Wellington Grade Separation).	Noted; however, please be advised that the Wellington Grade Separation is not included within the scope of the New Track and Facilities TPAP.
11	Appendix A1: NTF TPAP Conceptual Corridor Plans	Please note that the Region was circulated on an Official Amendment Application and Zoning Bylaw Amendments for the properties to the southwest of the at-grade crossing at Wellington Street East. The application is to redesignate the subject properties to allow for 185 residential units (Town of Aurora application number (OPA-2020-01). These properties will impact the future plans to realign Berczy Street due to the grade separation project at Wellington Street East.	Acknowledged. Reference to proposed applications have been included based on available information. Please note that the scope at Aurora GO Station has been revised, and the proposed tracks at Aurora GO Station are to remain within the ROW. Therefore, there are no proposed footprint impacts on surrounding land uses due to new tracks. Please see the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 for further details.
12	Appendix D: NTF TPAP Final Draft Land Use & Socio-Economic Impact Assessment Report	If the Official Amendment Application and Zoning Bylaw Amendments applications are approved, Table 4.1 may need to be updated to include the proposed development as potentially being impacted. These properties will impact the future plans to realign Berczy Street due to the grade separation project at Wellington Street East.	Acknowledged. Reference to proposed applications have been included based on available information. Please note that the scope at Aurora GO Station has been revised, and the proposed tracks at Aurora GO Station are to remain within the ROW. Therefore, there are no proposed footprint impacts on surrounding land uses due to new tracks. Please see the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 for further details.
13	Appendix A1: NTF TPAP Conceptual Corridor Plans	Please note that the Town of Newmarket has initiated a Secondary Plan for this area identified as the Mullock Secondary Plan.	Acknowledged. Please note that the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 focuses on approved plans and policies. Since the Mullock Secondary Plan is ongoing, text has been included in Segment BR-8 to acknowledge that the City is preparing updated reports.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
14	Appendix A1: NTF TPAP Conceptual Corridor Plans	Please note that the Region was circulated on an Official Amendment Application for the properties to the north east of the grade crossing at Enterprise Blvd for 362 residential units (City of Markham application number PLAN 19 142690). It appears that the conceptual design does require property along the east side.	Acknowledged. Reference to 'future development' has been included in the applicable Segments in the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 .
15	Appendix A1: NTF TPAP Conceptual Corridor Plans	Please note that the Region was circulated on a pre-consultation application for an Official Amendment / Zoning Bylaw Amendment Application in 2019 for the properties to the north east of the grade crossing at Enterprise Blvd for three 39-storey high rise buildings and one 12-storey mid-rise building (City of Markham application number PRCN 19 115226). It appears that the conceptual design does require property along the east side.	Acknowledged. Reference to 'future development' has been included in the applicable Segments in the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 .
16	"Appendix K: Noise & Vibration Report (not provided)"	The Region is requesting that the Noise & Vibration Studies as it relates to this TPAP and the Addendum to the GO Rail Network Electrification EPR (2017) be shared with the Region for review and comments when it becomes available.	Acknowledged. The Layover/Storage Yard Facility Construction Noise and Vibration Impact Assessment Report is now contained in Appendix K , and the Richmond Hill Corridor Operational Noise and Vibration Assessment is contained in Appendix M1 . For more information regarding the system-wide Noise Studies associated with increased service levels, please see the GO Rail Electrification EPR Addendum.
17	Table 5-102	The table refers to both Metrolinx Vegetation Guideline 2020 and Metrolinx Vegetation Guideline 2019. Please review and amend for consistency.	Revised throughout the NTF EPR for consistency.
18	Section 7.4.1.3 and elsewhere	"Tree Protection Zone fencing In accordance with local by-law requirements" please amend to ". Local by-law and guideline requirements".	Requested amendment has been made in EPR Chapter 7, Section 7.4.1.3.
19	Section 7.4.1.3 and elsewhere	"Ensure precautions are being taken to minimize the spread of invasive species by cleaning equipment prior to moving sites" should be amended to reference the Clean Equipment Protocol for Industry which can be found at https://www.ontarioinvasiveplants.ca/wp-content/uploads/2016/07/Clean-Equipment-Protocol_June2016_D3_WEB-1.pdf	Requested amendment has been made in EPR Chapter 7, Section 7.4.1.3.
20	Table 5-102 and elsewhere	The Metrolinx Vegetation Guideline 2020 referenced throughout the document was not circulated for review or comment.	During the development of the Metrolinx Vegetation Guideline, Metrolinx consulted with the relevant municipalities and Conservation Authorities. The Draft Metrolinx Vegetation Guideline (2020) is available at the following URL for information: https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf
21	Chapter 5	Main Report, Page 458, Section 5.21.8 Traffic – The mitigation and monitoring commitments are missing in the report.	Table 5-111 [Summary of Traffic Mitigation and Monitoring Commitments] was under development at the time of the Draft EPR, as indicated in the note to draft. Please see EPR Chapter 7 and Traffic Impact Assessment Reports contained in Appendix I for relevant mitigation measures and commitments.
22	Traffic Impact Assessment	APPENDIX I - Traffic Impact Assessment Reports – There is only one traffic impact assessment report which focuses on the proposed Don Valley Layover for R.H. Line in the City of Toronto even though the report (Page 471) indicates that traffic impact assessments were completed for each of the three (3) proposed layover/storage facilities as part of the New Track and Facilities TPAP.	Correct. The additional draft TIAs were not available at the time the 75% Draft EPR was circulated to the Government Review Team. Draft Reports have since been sent to those municipalities having jurisdiction for proposed connections to the local road network and. TIAs will also be included within the next revision of the EPR.
23	Chapter 9	The report also asserts in Section 9.15.1.2 Unionville Storage Facility - A Traffic Impact Assessment was completed for the Unionville Storage Facility to determine the transportation impacts of the proposed facility (see Appendix I). However, it is missing in Appendix I.	Correct. The Unionville Storage Yard Traffic Impact Assessment Report was not available at the time the 75% Draft EPR was circulated to the Government Review Team. All Traffic Impact Assessment Reports are now contained in Appendix I .
24	Traffic Impact Assessment	In addition, there is no traffic impact assessment associated with the new track work or a reference to other Metrolinx's TPAP focusing on the following at-grade railway crossings. <ul style="list-style-type: none"> • St. Johns Sideroad • Mulock Road • Davis Drive 	Metrolinx is not proposing any crossing improvements as part of the New Track and Facilities TPAP scope. As such, Traffic Impact Assessments are only being completed for the proposed layover/storage yard sites.

TABLE 8-27 CITY OF MARKHAM DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	EPR - Section 3.8.2.1, 3.8.2.2	The City requests to review section 3.8.2.1. Site Servicing and 3.8.2.2 Drainage/stormwater Management, currently it is unavailable.	Acknowledged. This content will be included within the Final EPR and circulated during Notice of Completion. Please note that details have been taken from the Preliminary Stormwater Management Assessment for the Unionville Storage Facility contained in Appendix H , which was circulated to the City of Markham by Metrolinx following release of the Draft EPR.
2	EPR - Section 4.5.6.1	Section 4.5.6.1 pg. 223 2nd paragraph states "Although the proposed Unionville Storage Yard is further south than the employment/industrial areas described above...". There are no industrial areas with the historic Unionville Main Street. This should be revised to employment/residential.	Acknowledged. The text has been revised accordingly in EPR Chapter 4 Section 4.6.6.1.
3	EPR - Section 4.5.7	This Section discusses the need at the detail design to determine how stormwater will managed and notes the potential of the connection to City storm sewers located on Enterprise Blvd. which will be reviewed at detail design. Please note that City approval will be required to connect City sewers which may include quantity and quality control measures to meet City requirements.	Acknowledged. The text has been revised accordingly in EPR Chapter 4 Section 4.7.7.1. Please note that EPR Chapter 5 Section 5.18.7.1 discusses preliminary stormwater management assessment of the proposed Unionville Storage Yard and identifies proposed mitigation measures.
4	EPR Section - 3.7.5.18.1.2, 9.4.11, Land Use and Social Economic Report - Section 2.4	The City notes that the Report bases the property requirements on a typical platform template. However, through ongoing discussions with Metrolinx, Metrolinx has agreed in principle to accommodate a connection to the west side of the tracks. The tunnel that is being constructed currently as part of the Early Works package includes a breakout walls located at the west property limit. In order to successfully deliver connections to the west side, stairwells / ramps will be required. This should be recognized in the Report and taken into considerations in order to determine the additional property requirements in the detail design. Further, it should be recognized in the Report that further stormwater infrastructure design will be required to support this westerly connection.	The scope of the New Track and Facilities TPAP is limited to the anticipated platform footprint. Detailed design of the platform will be part of a separate contract at which point property requirements will be confirmed. Based on internal discussions with the Stouffville AFP Early Works team, no commitments have been made to proceed with any component of this westerly access beyond the installation of the knock-out panel in the pedestrian tunnel system. The requested ramps/stairs and property are beyond the scope of the Stouffville AFP Early Works project and as such, Metrolinx is not responsible for its resulting stormwater management requirements. We would also like to note that Metrolinx systems installed to manage stormwater under the current project was not designed to carry the added capacity requirements suggested here by the City. In addition, Metrolinx does not have influence and cannot take responsibility for lands outside of our ownership and control, such as the western property adjoining the station. We understand that the City has reached an agreement with the Adjacent landowner (Remington) to undertake this tunnel extension.
5	EPR Section 4.5.3.1, 5.18.3.1. Land Use and Social Economic Report - Section 4.4.1.1.1.	This section should also acknowledge the ongoing City's Markham Centre Trails EA and the Markham Centre Secondary Plan Update and the active transportation master plan.	Acknowledged. Formal reference to the active Transportation Master Plan has been included in the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 , and applicable segments within EPR Chapter 4 and Chapter 5. Please note that the Land Use and Socio-Economic Impact Assessment Report focuses on approved plans and policies. Since, the Markham Centre Trails EA and Markham Centre Secondary Plan is ongoing, text has been included to acknowledge that the City is preparing updated reports.
6	Land Use and Social Economic Report - Section 4.4.1.1.3	This section acknowledges Metrolinx commitment to work with adjacent landowner (Remington Group) for an integrated solution to accommodate all development. City of Markham would like to be updated on these discussions. This should be reflected in the main EPR. Because these discussions are ongoing the City would like to confirm that the PSOS documents will be written to allow for integrated solutions to the storage yard detail design.	Acknowledged. Mitigation language indicates that the City of Markham is to be updated/involved in these discussions. The next revision of the EPR will reflect consultation up to the Notice of Commencement and will present discussions with Remington that have occurred to date.
7	EPR Section 4.5.3.4, 4.5.3.5, 5.18.3.4. Land Use and Social Economic Report - Section 4.4.4.1.1	This section should also acknowledge the ongoing City's Mt. Joy Secondary Plan Study and also identify the existing recreational trail east of the rail corridor from Mountjoy Lake Park through Mt Joy GO Station to north of Bur Oak Avenue.	Acknowledged. Please note that the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 focuses on approved plans and policies. Since, the Mount Joy Secondary Plan Study is ongoing, text has been included to applicable segments within EPR Chapter 4 and Chapter 5 to acknowledge that the City is preparing updated studies.
8	Traffic Impact Study	The recommended summary provided in Section 2 is not further supported or detailed in the remainder of the report. Further the recommendation in section 2 is different than what is recommended in Section 5. Supporting rationale is required to reach the conclusions drawn in Section 2.	The Traffic Impact Assessment Reports contained in Appendix I are being reorganized to ensure the background of all recommendations is clearly described. The updated Traffic Impact Assessment Reports will be circulated along with the Final EPR.
9	EPR Section 8.2.4.3	Please update the report to reflect that the City of Markham staff did not received a response on April 7,2020. A Response was received from Metrolinx for City comment dated March 31,2020 to TAC #2 and POH on May 28,2020.	Revised as requested in EPR Chapter 8 Section 8.2.4.3.
10	Third Party Utility	Please be aware that streetlighting conflicts have not been identified, the City of Markham owns and maintains all streetlighting and associated cables within the City.	Noted. Streetlighting conflicts are captured through the conflicts with hydro companies (i.e., if there is a Hydro asset on the pole, they are typically the leader of the relocation). When streetlights are on independent poles (i.e., the City has their own pole lines independent of a hydro company), they have been captured and identified separately. Please see EPR Chapter 5 Section 5.18.9 for further details.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
11	Natural Environment Impact Assessment Report	<p>Section 4.4.1.2.1 – Please review and confirm the exact vegetation removals anticipated for the Unionville Storage Yard Location. Paragraph 3 indicates that “0.53 ha of CUM habitat and 0.28 ha CUW” will be removed. The previous paragraph only identifies the removal of CUM and CUT communities. It is also stated that deciduous woodland communities have been avoided, which includes CUW communities. Please clarify whether any CUW communities will be removed in the Unionville Storage Yard Location.</p> <p>a. Figure ST-4 (Stouffville Corridor Plans Mile 50.60 to 50.00). This figure illustrates vegetation removal for the Unionville Storage Yard. As noted above in Section 4.4.1.2.1, vegetation removal of CUM/CUT communities are expected in this location. The figure appears to identify WOD communities within the Rouge River valley lands and partially within the area of ‘Potential Property Impact’. City staff believe that the WOD communities in proximity to the rail corridor may be inaccurately identified and likely to be CUT communities. Please review this figure and the GIS layers. Please clarify whether WOD communities are to be removed.</p>	Figure ST-4 within the Natural Environment Impact Assessment Report contained in Appendix B2 has been revised to refine the ELC communities. CUW was incorrectly cited. The area of CUM and CUT communities have been recalculated.
12	Natural Environment Impact Assessment Report	Section 4.4.1 - The Unionville Storage Yard is located partially within the floodplain associated with the Rouge River. City staff discourage the construction of new infrastructure within the floodplain and rely on the Toronto and Region Conservation Authority to manage flood-related risks to this infrastructure.	Acknowledged. Metrolinx is in ongoing consultation with TRCA regarding the Unionville Storage Yard Facility.
13	Natural Environment Impact Assessment Report	Section 4.4.1 and 4.4.4 - Based on the Metrolinx’ Vegetation Compensation Guidelines, ecological compensation for the removal of habitat and trees within Markham’s Greenway System will be required at both Mt Joy and Unionville GO Stations. City staff look forward to working with Metrolinx to implement tree planting and enhancement projects within Markham.	Acknowledged. Metrolinx will engage the relevant municipalities during implementation of vegetation compensation plans.
14	Land Use & Socio-Economic Impact Assessment	<p>Planned Land Use (Unionville Storage Facility)</p> <ul style="list-style-type: none"> It should be acknowledged that the City of Markham is undertaking an update to the Markham Secondary Plan and the Active Transportation Master Plan, both of which will further define a more extensive and well-connected active transportation network. 	Acknowledged. Text has been revised within the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 .
15	Land Use & Socio-Economic Impact Assessment	<p>Planned Land Use (Mount Joy New Passing Track and New Platform)</p> <ul style="list-style-type: none"> It should be acknowledged that a MUP along Markham Road currently exists and a future MUP along Anderson Avenue connecting Major Mackenzie Drive to Bur Oak Avenue is planned. Furthermore, the City of Markham is undertaking the Markham Road-Mount Joy Secondary Plan and the Active Transportation Master Plan, both of which will further define a more extensive and well-connected active transportation network. 	Acknowledged. Text has been revised within the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 .
16	Property Impacts	<p>Mount Joy New Passing Track and New Platform (Page 355)</p> <ul style="list-style-type: none"> Figure 5-16 indicates property impacts to the existing Mount Joy Community Centre. Further review is required assessing the impacts to onsite operations. Also, further consultation on this matter is required with the appropriate Markham staff. 	Noted. The potential property impact shown in EPR Chapter 5 Figure 5-17 (previously Figure 5-16) was identified on the basis of a conceptual design. Metrolinx would be pleased to further discuss this issue once property requirements are confirmed during future project stages.
17	Unionville Storage Yard – Visual Impacts	<p>Unionville Storage Facility (Page 477)</p> <ul style="list-style-type: none"> The document states that the proposed access on Enterprise Boulevard is located close to a retaining wall and also located on a curve which may pose a sight distance concern. The document does not appropriately address this safety issue or make recommendations to mitigate this concern. Based on the technical information provided, Markham staff have concerns and are not in support of the proposed access. 	Metrolinx recommends a median opening which only allows left turns in. Looking at the angle at which drivers will be making left turns and to the proposed driveway, there should not be site distance problem. In addition, preventing left turns out will prevent the most serious of crashes (right angle). Right turns leaving the property should have sufficient sight distance for making a right-hand turn into the travel lanes. In summary, the design proposed in the report alleviates the problem of the most dangerous maneuver yet allows easy mobility to the site. Please note that the City of Markham will be involved in discussions before access changes are implemented.
18	Transportation Impact Study	The study indicates that the proposed access onto Enterprise Boulevard is located 60 m east of an abandoned and blocked driveway. Metrolinx has been made aware that the lands located on the north side of Enterprise Boulevard, immediately west of the GO rail tracks are owned by Remington and are to be secured to accommodate Phase 1 York University Campus parking needs. As such, the driveway located 60 m to the west will experience significant daily volumes and this should have been considered and included in the assessment.	<p>The City of Markham provided Metrolinx with the May 30, 2018 response to university and local government concerns for the expansion of York University. This document concentrated on the parking across enterprise Boulevard from University expansion. Any mention of the parking area to the west of the proposed Unionville storage yard site (north of the access road) was very minor, only showing 50 pedestrians needing to walk from the parking to the University.</p> <p>It would be helpful to have more finalized proposals from York University for this parking area. The amount of traffic leaving the Unionville facility is a small amount. In addition, the peak hours are different from the community peak hours. There should not be any problem for either of the driveways (Unionville facility and phase 1 York University campus parking). This would minimize the number of driveways on to Enterprise Boulevard. A small amount of traffic associated with the Unionville facility should have no impact on either the parking or maneuverability out of their new parking lot.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
19	Transportation Impact Study	<p>The study indicates that in order to have the proposed Metrolinx access operate at peak safety, it is advisable to construct a restrictive median with an opening that prohibits left turns out from the proposed access but allows left turns into the proposed access. It is unclear how the proposed movement restrictions could address sightline issues. For instance, the outbound right-turn vehicle from the proposed access will continue to experience inadequate sightlines.</p> <p>Markham Centre will continue to experience significant development growth, which will result in increased demand for all modes of travel. It is imperative that the introduction of a new access does not compromise the operations of Enterprise Boulevard and the safety of the various road users, not only based on current demands but recognizing the ultimate growth potential within Markham Centre. Based on the technical information provided, Markham staff do not support the proposed access.</p>	Sight distance for different maneuvers vary depending on the severity of the conflict (sideswipe, rear end versus 90° angle "T-bone" crash). Please keep in mind the proposal is for 6 parking spaces, representing an insignificant volume of traffic. Metrolinx will continue to work with Markham to design the access for this facility and are open to the possibility of sharing an access with the adjacent Remington development. Please see the Unionville Storage Yard Traffic Impact Assessment Report contained in Appendix I for further details.

TABLE 8-28 TOWN OF AURORA DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Appendix F - Throughout the report	The heritage status of CHR # BR-03 (136 Wellington Street East) and CHR # BR-02 (124 Wellington Street) needs to be updated as they were recently designated by Council. The Town does not prefer any options that involves relocating or demolishing the buildings on the said properties. Relocation or demolition of designated buildings will require Council's consent in accordance with the process outlined in the <i>Ontario Heritage Act</i> .	Acknowledged. The Cultural Heritage Report contained in Appendix F2 has been updated to reflect this new information.
2	Appendix F - Section 7.3.2.1 & Figure BR-13	The Cultural Heritage Assessment Report states that the proposed infrastructure expansion will not result in any footprint impact on CHR # BR-01 (Aurora Go Station Building). However, based on the Conceptual Corridor Plan (Figure BR-13), the building appears to be situated in the area where the new track and platform are being proposed. Please clarify if the building is proposed to be relocated. The relocation of the CHR # BR-01 must be coordinated with the Town and MTCSI to ensure the heritage integrity of the building will be protected, and that new location is appropriate for the interest of the community.	Acknowledged. However, due to recent scope change, there are no proposed impacts to the Aurora GO Station building. The proposed infrastructure improvements at this location will not require relocation of the building, as the proposed track work at Aurora GO Station is to remain within the Metrolinx ROW.
3	Appendix F - Table 7-1, 7-2, 7-3	The mitigation measures proposed to protect the heritage buildings must be reviewed and approved by the Town and MTSCI (only for CHR # BR-01).	Noted. Discussion regarding the requirement for municipal input has been updated in the Cultural Heritage Report contained in Appendix F2 for clarity.
4	Appendix E, Section 4.3.2.1 & 4.3.3.1	Please include mitigation measures in the Visual Impact Assessment report to alleviate the obstruction to the view to the Aurora GO Station building.	Due to recent scope change, this segment no longer includes a new platform. As such, the Visual Impact Assessment Report contained in Appendix E2 has been revised to reflect these changes.
5	Appendix D, Section 4.3.2.1.3 & 4.3.3.1.3	BR-13 and a portion of BR-14 are designated Promenade General- Special Design Area in the Official Plan for intensification with mixed use developments. Please demonstrate in the Land Use & Socio Eco Report how the proposed infrastructure expansion will not preclude future development opportunities in the vicinity.	Acknowledged. Please note that due to recent scope change, the proposed track design has been revised within the Aurora GO Station segments. The proposed tracks at Aurora GO Station are to remain within Metrolinx's ROW, and the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 has been revised to reflect this change in scope.
6	Appendix, Table 4-1	The sensitive facilities within the vicinity of BR-14 should include École élémentaire catholique Saint-Jean at 90 Walton Drive.	Acknowledged. This school has been added to sensitive facilities within the vicinity of Segment BR-3 (previously BR-14), as seen in the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 . Please note that only facilities within 100 meters of the proposed infrastructure have been included in the report.
7	EPR, Section 4.4.4.2	EPR indicates that no CHRs have been identified within 30m of segment BR-13. Isn't the Aurora GO Station building adjacent to the tracks, which is designated under Part III of the OHA, a significant CHR?	Aurora GO Station is within the Segment BR-2 and BR-3, and is identified as a PHPPS; however, the project scope has changed at this location and no direct impacts are anticipated. The Cultural Heritage Report contained in Appendix F2 has been revised to reflect this change.
8	EPR, Section 4.4.3.3, 4.4.3.4, 4.4.3.5, 4.4.3.6	The railway in the study area is described as not having any zoning designation. But the Town's zoning map shows that the entire study area is zoned E2 Employment under By-law 6000-17.	Acknowledged. These Segments within the Town of Aurora have been revised to reference the correct zoning under By-law 6000-17. Please see EPR Chapter 4 and Chapter 5 for revised zoning references.
9	Appendix E, Figure BR-14	Given 124 & 136 Wellington Street are designated properties adjacent to the proposed infrastructure, they meet the criteria of "High Impact Areas" and hence should be shown as "High Impact Areas" on the Visual Impact Assessment Barrier Corridor Plan for BR-14.	Due to recent scope change, Segment BR-2 and BR-3 no longer include a new platform. As such, both segments have been revised to reflect these changes. Please see the Visual Impact Assessment Report contained in Appendix E2 for further details.
10	Figure BR-13, pg 13	Proposed Track Design for New Track Eastside of East New Island Platform - 29.70 to 30.09 is shown cutting right through the existing Aurora GO train station. Is the plan to relocate the existing station?	This proposed track work and platform design at Aurora GO Station has been revised. Mapping in the EPR Appendix A1 has been updated accordingly to reflect the revised project scope.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
11	Figure BR-13, pg 13	What is the land acquisition progress on parcels identified as 'Potential Property Impact'? 92 & 101 Berczy Street by New Track Westside of West New Island Platform - 29.70 to 30.09 and 50, 54 & 70 Industrial Parkway South by New Track Eastside of East New Island Platform - 29.70 to 30.09.	The proposed improvements resulting in impacts shown for the properties noted have been de-scoped and therefore there are no anticipated property impacts for these parcels. For the applicable land acquisition process, please see EPR Chapter 9 Section 9.4.1.
12	Figure BR-14, pg 14	What is the land acquisition progress on parcels identified as 'Potential Property Impact'? 124 Wellington Street East & 128 Centre Street, by New Track Westside of West New Island Platform - 29.70 to 30.09 and 136 Wellington Street East & 136 Centre Street by New Track Eastside of East New Island Platform - 29.70 to 30.09	The proposed improvements resulting in impacts shown for the properties noted have been de-scoped and therefore there are no anticipated property impacts for these parcels. For the applicable land acquisition process, please see EPR Chapter 9 Section 9.4.1.
13	Figure BR-16, pg16	Any plans to improve the rail crossing at St. John's Sideroad?	Plans, if any, for improvements to the rail crossing at this location are outside the scope of the New Track and Facilities TPAP.
14	Pg vii, TABLE 0-1	Reference to Official Plan should be updated (one listed is dead link): www.aurora.ca/en/business-and-development/official-plan.aspx	Acknowledged. Official Plan link has been updated in EPR reference list
15	Page 2	3rd paragraph from bottom, is reference to 'institution lands' meant to be 'institutional'?	Correct. Edit Made.
16	Sections 4.3.2.1 & 4.3.3.1, page 40	Are references to 'the exiting Metrolinx rail corridor ROW' meant to be to the 'existing' ROW?	Correct. Edit Made.
17	Page 2 & Section 5.3.2.1 on pg 46 & Section 5.8.6.1 on pg 58	"It is understood that pedestrian tunnels servicing the new platforms for the Aurora GO Station have already been completed." When?	The pedestrian tunnels at Aurora GO Station were partially completed to cross below the existing track; however, they were not commissioned (http://www.metrolinx.com/en/regionalplanning/rer/20160712_Aurora_Tunnels_EN.pdf). It is anticipated that one of the tunnels will be connected as part of the 2nd phase of construction for work at Aurora GO. The final EPR will be updated accordingly to appropriately reflect the status of this work.
18	Pg 143: Metrolinx New Track & Facilities TPAP Field Survey Summary	"Anecdotal evidence (Metrolinx safety personnel and station attendant); new pedestrian tunnels already completed" Can this be confirmed? Not in use as far as I know.	See response above.
19	Page 358	Well Location: Address of Well Location 50 INDUSTRYM PKWY... this should read either 50 Industrial Parkway North, 50 Industrial Parkway South, or 50 Industry Street, if you could revise/clarify.	The address is listed in the MECP Well record and is as reported by the drilling contractor upon submission of the well record to the MECP. Only MECP can modify the Well Record. Please see Hydrogeological Impact Assessment Report contained in Appendix C2 for more information.
20	Sections 4.3.2.1.1 on pg 55	"Under the Town of Aurora Zoning By-law 6000-17, the rail corridor does not have a zoning designation." This is incorrect; although there is not one consistent zoning for the entire length of the rail corridor in Aurora, but all of it is covered by designations. The majority falls under Employment Zones, predominantly E2, some E1 and also a few exception zones. All of the corridor within BR-13, including the tracks adjacent the station, are zoned E2.	Acknowledged. These segments have been revised to reference the correct zoning under By-law 6000-17. Please see EPR Chapter 4 and Chapter 5 for revised zoning references.
21	Section 4.3.3.1.1 on pg 55	The zoning for the corridor in BR-14 is split between 3 zones directly north of the station and Wellington St E crossing, but predominantly E2 from there (including one E2 exception zone, E2(367)).	Acknowledged. This segment has been revised to reference the correct zoning under By-law 6000-17. Please see EPR Chapter 4 and Chapter 5 for revised zoning references.
22	Section 4.3.4.1.1 on pg 56	The rail corridor in BR-15 is all zoned E2.	Acknowledged. This segment has been revised to reference the correct zoning under By-law 6000-17. Please see EPR Chapter 4 and Chapter 5 for revised zoning references.
23	Section 4.3.5.1.1 on pg 57	BR-16 is E1 exception zones to the south, then EP (255), then RU (Rural). For the northern extent of BR-16, the zoning for the rail corridor is split between EP and O2(139).	Acknowledged. This segment has been revised to reference the correct zoning under By-law 6000-17. Please see EPR Chapter 4 and Chapter 5 for revised zoning references.
24	Section 4.3.6.1.1 on pg 58	As per the mapping, a portion of BR-17 is within Aurora, which isn't acknowledged. For the southern portion of BR-17 within Aurora, the zoning for the rail corridor is split between EP (Environmental Protection) and O2(139) (an Open Space exception zone).	Acknowledged. This segment has been revised to reference the correct zoning under By-law 6000-17. Please see EPR Chapter 4 and Chapter 5 for revised zoning references.
25	Section 4.7.1.1.2, TABLE 4-17 on pg 95	There is a French Catholic Elementary School at 90 Walton Drive, approximately 73 metres from the rail corridor.	Acknowledged. This school has been added to sensitive facilities within Segment BR-3 of the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 .
26	Sections 4.3.2.1.1 & 4.3.2.1.3 on pg 55, Sections 4.3.3.1.1 & 4.3.3.1.3 on pg's 55 & 56	Beyond just zoning, please acknowledge that the lands surrounding the station (the entirety of BR-13 and portion of BR-14) are designated Aurora Promenade and envisioned for redevelopment into compact mixed use including residential. The lands surrounding the Aurora GO Train Station are also identified by the Province as a Major Transit Station Area within the Growth Plan, which encourages residential density.	Acknowledged. Text has been revised within the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 , as well as applicable EPR Chapter 4 and 5 sections to address future development/vision of Aurora GO and surrounding area.
27	Appendix F TABLE 0-1, pg xiii & Page 42, footnote 48	Reference to Official Plan should be updated (one listed is dead link): www.aurora.ca/en/business-and-development/official-plan.aspx OR https://www.aurora.ca/en/your-government/resources/operating-budget/REVISED-2015-Official-Plan_Full-Documents-2-1.pdf	Acknowledged, the Land Use and Socio-Economic Impact Assessment Report contained in Appendix D2 has been updated to reflect this new information.

TABLE 8-29 CITY OF TORONTO DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
General			
1	General	It is noted that siting of Don Valley Layover and ancillary works still under development by Metrolinx and will be further addressed in next version of EPR. Comments pending next turn of document.	Acknowledged.
2	General	The EPR cannot be fully assessed due to several missing Appendices and Impact Assessments, including Noise and Vibration, Air Quality, and Climate Change and Sustainability as well as the Baseline Condition Reports for all sections. Provide outstanding documents for review once available.	The limitations on providing comments on the approximately 75% completion draft EPR are noted. Please be advised that the City has previously reviewed and commented on all Baseline Conditions Reports for this project, and that no dedicated Climate Change and Sustainability Impact Assessment Report will be prepared; climate change discussions have been incorporated within Chapter 6 of the EPR. Only the Noise/Vibration and Air Quality studies have not been made available at this time.
3	General	Reponses to City of Toronto comments on Baseline Condition Reports are not directly addressed in the EPR. Please revise and update BCRs accordingly.	Noted. Baseline Conditions reporting was finalized during GRT review of the Draft EPR and will be incorporated within the final version.
4	General	The Resources Road Layover is part of a TPAP Addendum but changes to environmental impacts still need to be addressed. Please confirm what evaluation is taking place for this facility and provide EPR materials related to the Resources Road Layover for review.	The changes to the Resources Road layover are being assessed under an Insignificant Addendum to the 2014 UP Express Electrification Environmental Project Report (EPR) and are not within the scope of the New Track and Facilities TPAP. Discussions on this facility are separate from the City of Toronto's comments on the New Track and Facilities Draft EPR.
5	General	Please refer to additional City of Toronto comments and requirements provided in the OS comment log under separate cover.	Acknowledged.
6	Don Valley Layover	There are many technical issues associated with servicing that have not been addressed/cannot be evaluated pending missing analysis or out of scope (e.g., servicing, impacts on open space). It is not clear if the DVL as currently proposed is feasible. This creates a risk for both Metrolinx and CoT if current location is carried forward.	Metrolinx understands the technical issues associated with the servicing at the Don Valley Layover site. The servicing concerns are being identified. Assessed, and will be carried through to detailed design. Metrolinx will ensure the servicing concerns are addressed to the extent possible during future project phases. However, 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 municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. Water, sanitary, and storm servicing will be reviewed during detailed design. Metrolinx will consult with the City of Toronto during detailed design to address impacts, if any, to municipal water, sanitary, and storm sewer systems. Metrolinx shall continue to communicate and engage with the City of Toronto during detailed design and construction planning to address municipal concerns.
7	Cultural Heritage	Report should be updated to address revised CHAR, particularly pertaining to the Don Valley Layover Facilities.	The report has been updated.
8	Utilities	"Please include the Potential Impact/Mitigation Measures from Utilities IA in the EPR document: In summary, the increased costs of maintenance and construction work, as well as the potential for cable fall fines could be used to encourage third-party utilities to bury all crossings even if typically, reluctant to do so due to the higher capital cost. If services are not buried, third-party utility owners will be required to coordinate their work in shorter operational windows and pay de-energizing costs. These costs will need to be included in their current agreements, the mechanism for which will require legal input. To mitigate the risks of cable fall for services that remain overhead, a fall protection system could be constructed over the OCS or passed onto Utility companies in the form of fines. The implementation of these fines will also require legal input. "	Potential Effects/Mitigation Measures from the Utilities Impact Assessment Report were largely captured within the Draft EPR in Table 5-110 [Summary of Utilities Mitigation and Monitoring Commitments]. This table will be expanded in the next revision of the EPR so that mitigation between the Utilities Impact Assessment Report and EPR is fully aligned.
9	Natural Environment	IVM (Integrated Vegetation Management) plan and Metrolinx' Vegetation Guideline (2020) are currently being reviewed by PFR. Any revisions or alterations to those documents shall also be reflected in the updated/ revised EPR.	Metrolinx will seek to align the Integrated Vegetation Management Plan and Vegetation Guideline with the New Track and Facilities TPAP EPR to the extent feasible.
10	Natural Environment	IVM plan shall only be implemented within the rail corridor. Any additional tree and/or vegetation removals or injuries will require a municipal permit and the appropriate compensation.	Noted. IVM plan shall only be implemented within the rail corridor. The Metrolinx Vegetation Guideline (2020) will be applied to non-Metrolinx lands
11	Don Valley Layover	The access road is currently used by City of Toronto staff and Hydro. The road is un-assumed and thus not considered a Transportation Services ROW. Additional discussions with the City and Hydro will be required regarding ownership of the road and future maintenance responsibilities.	Acknowledged.
Chapter 1			
12	Table 0-1 - General	Metrolinx's Vegetation Management Guidelines and Tree Removal Strategy is not listed as a resource but is listed many times in the EPR. This should be added to the document.	Metrolinx Vegetation Management Guidelines have been added to Table 0-1. Current Jan 24, 2020 draft is available here: https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegquide-final_draft_s001-qen-7761-005_reduced_size.pdf

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
13	1.6 Background & Planning Context, 4.1.3 Land Use and 6.9 Sustainability	Lower Don Valley is a protected natural feature (PPS 2.1.) and Lower Don Valley meets the criteria of a significant valley land (2.1.5) which does not permit development and site alteration in: ... c) significant valley lands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Mary's River); ... unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. These policies are not referenced or analyzed in terms of the assessment or mitigation.	While not specifically referenced or analyzed, the Baseline Conditions and Impact Assessment reports recognize the Don Valley as a feature of significance and the context of potential impacts are often cited in relation to the valley and its corridor. The PPS policies are not specifically addressed as the project is proceeding through the Transit Projects Regulation and not a Planning Act application. Nonetheless, Metrolinx is still ensuring potential impacts to the valley lands, including their ecological function, are not negatively impacted through the Impact Assessment studies completed in support of the TPAP. Mitigation has been identified that, when enacted, will ensure the project can be completed in a way that will not result in significant impacts.
14	Greenbelt Plan	City Planning has significant concerns with impacts, mitigation/compensation strategies and policy directions, as well as overall feasibility and the approach to public and local Councillor communication on this facility in such a prominent location. There is risk to entire project if this facility does not comply with City policy (and will not be able to get site plan approval or servicing connections) or is not feasible to construct. Conflict with existing land use and zoning policies is not something to be resolved through detailed design. These are issues that must be evaluated at the TPAP stage.	Metrolinx as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements. Metrolinx will engage with municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. Metrolinx has provided project briefing materials to the Councillors and also met with some Councillors with the wards located within the Don Valley Layover project boundary. Metrolinx will also be sending another set of briefing materials to update these individuals on the project progress and status. Metrolinx will continue to consider any concerns raised by the Councillors.
15	Greenbelt Plan	Address analysis for Policy 3.2.6 External Connections. DVL buildings, access and SWM requirements will reduce the extent of vegetation near the Don River and will reduce the ability of native plants and animals to use the valley system and may impact on movement corridors.	The Impact Assessment report recognized and addressed vegetation removals and committed to mitigation/compensation in accordance with Metrolinx's Vegetation Management Guidelines. Effects on animals due to vegetation loss from buildings and stormwater management requirements have also been assessed as a low to negligible impact, given the presence of an existing access road and the former laydown area lacking vegetation cover. Potential effects on the valley's function as a wildlife movement corridor is anticipated to be negligible due to the relatively broad width of the valley floor in this location and the presence of an existing access road, a rail bridge over the Don River, and fencing bordering the inactive rail corridor. The position of the proposed layover to one side of the valley along an existing rail bed and adjacent to the Don Valley Parkway means the core of the valley floor and its connection to the Don River will remain intact and available for wildlife movement.
Chapter 2			
16	Section 2.1.7 Pg 23	PF&R expects that tree impacts and removals required to protect for electrification of the Richmond Hill Corridor will follow the current vegetation removal and compensation strategy. All removals including those required to support access to the corridor will require approval by City of Toronto, Urban Forestry.	It is confirmed that vegetation removals associated with electrification of the Richmond Hill corridor will be in accordance with the Vegetation Removal and Compensation Program (2020).
Chapter 3			
17	Section 3.3.2 Pg 45	One of the criteria for identifying the preferred layover locations, especially the siting for the facilities should have been conservation efforts for ESA. Why was this not considered?	The siting of the Don Valley layover facility considered conservation of ESA lands through the consultation process described in Section 8.2.5 of the EPR, which led to Metrolinx shifting layover facilities from within the ESA to outside of it (to the extent possible). The Draft EPR showed the previous configuration associated with greater intrusion within the ESA. This has been updated in the next revision.
19	Section 3.8.3 Bullet 10 Pg 62	This bullet should also include mention of any negotiated upgrades to the LDT (ex. new surfacing, new water service or washroom, etc.).	The Final Land Use report and EPR will reflect any negotiated agreement for upgrades that are in place at the time of the Notice of Commencement.
29	Section 3.11 Pg 85	Metrolinx should fulfill and meet OP policies including an OPA for the disposal of open space and park land.	Acknowledged. 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 of Toronto to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.
21	Table 3-3 Pg 86-87	Summary of Property Requirements for the Don Valley Layover should be illustrated in plan view and submitted as Property Requisition Form to Real Estate Services for a full review. This should include the extent of land required for any staging and laydown to facilitate construction (ex. stockpiling, material delivery, vehicle parking, etc).	Submission of a Property Requisition Form to Real Estate Services for full review is premature at this time, particularly as staging and laydown areas will be determined during future project stages. Potential property impacts based on the conceptual design that forms the basis for approval are shown in the Conceptual Corridor Plans presented in Appendix A1 and A2.
22	Section 3.12.5.3 Pg 89-90	Why does this section not mention the need to pump out sanitary or anything related to the new facilities?	Sanitary requirements are tied to the bullet stating "Cleaning, servicing and temperature control of rolling stock.". However, a sub-bullet has been added to note this includes emptying sanitary tanks from rolling stock into temporary storage facilities. Temporary storage facilities will be pumped out at regular intervals.
23	Pg 95 Section 3.13.9	Metrolinx shall confirm the minimum width required to facilitate the equipment and vehicles listed in in the EPR as well as any waste management operations. It is the City of Toronto and PF&R's position that the width of this route should be minimized in order to meet City of Toronto Multi-use Trail Design Guidelines and provide additional landscape screening between any new infrastructure and publicly accessible spaces.	Acknowledged. Width of the access road has been minimized the extent possible necessary to meet operational requirements.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
24	EPR - Section 3.3: Stormwater Management Design Criteria Pg.19, Section 3.3.	It is noted in the report that proposed Layover facilities, adjacent to Don Valley Parkway on Richmond Hill Corridor are considered a NOT "Essential Emergency Services", and therefore there is no anticipated environmental impact concerns for the proposed private structures within the floodplain. By proceeding with this development, Metrolinx understands and accepts that it is responsibility, and there will be no liability to the City for any damages caused by flooding, to the proposed Metrolinx facilities / structures.	Comment noted. Metrolinx accepts liability and responsibility if there are any damages caused by flooding.
25	EPR - Section 3.3: Stormwater Management Design Criteria & Section 7 Future Work/commitments Pg.19 and Pg35	The concern is that the proposed development will have negative impact to the existing natural and designed features, e.g. total volume for flood storage. If existing volume, on subject site which has been dedicated to flooding storage will be occupied with proposed structures, then less storage will be available to mitigate the flooding risk. We note that the report identified future Metrolinx's commitments to perform cut-and-fill analysis for flood control. Once the analysis is done, please confirm that total storage available for flooding will not be reduced and the storage volume will be adequate to protect City's infrastructures, including access road, multipurpose trail, etc. from flooding.	Acknowledged. This request has been documented and will be further reviewed during future project phases. Metrolinx is committed to continued consultation with the City of Toronto and the Toronto and Region Conservation Authority.
26	3 Detailed Project Description 3.3.2 Siting of Layover Facilities page 141 of pdf	"Temporary/permanent easements may be required to construct and maintain the OCS infrastructure along the corridor. Users will be able to continue recreation and leisure activities; however, the setting/experience may change as a result due to the visual and noise impacts associated with the proposed works and increase in train service." "The Don Valley Layover is proposed within the Lower Don Parklands, and adjacent to the Lower Don Trail. Given this distance, and the tree cover between the park and the layover facility site, the presence of the layover may affect users' enjoyment of the park, specifically along the Lower Don Trail. The Don Valley Layover Facility is expected to alter visual aesthetics along the trail and the Don Valley Parkway." Impacts to the Lower Don Trail must be further articulated and explored. Of particular concern is the placement of a chain link fence around the newly upgraded access road, especially at locations where the access road and the trail are immediately adjacent to each other with minimal separation.	Acknowledged. Impacts to the Lower Don Trail will be further explored and articulated during future project phases via the development of Construction Management and Traffic Control and Management Plans. Please note that fencing is required to secure the layover facility; however, its extent will be minimized to the extent feasible. Areas between the Lower Don Valley Trail and access road will require a temporary fence during construction; however, the current conceptual design calls for bollards at this location, which are required to separate traffic from pedestrians.
27	3 Detailed Project Description 3.3.2 Siting of Layover Facilities page 141 of pdf	<ul style="list-style-type: none"> Feasibility studies - Don Valley facility buildings: The 7 criteria listed should have led to the conclusion that the site has significant issues that may not be able to be resolved. Please provide the detailed analysis for this site and the other locations considered. <ol style="list-style-type: none"> "Consideration of the proximity to existing utilities": We understand that there are significant issues with servicing and flooding." "Property suitability to satisfy minimum size requirements": Typically for development this analysis includes establishing realistic footprints in consideration of existing conditions, setbacks, landscape requirements, heritage adjacency factors, that would limit the site coverage area that can be achieved. A thorough analysis would not lead to the Don Valley service buildings being located where it is proposed. 	<p>This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.</p> <p>Though Metrolinx has considered other locations for the layover, it is not necessary for the EPR to provide detailed analysis for this site and the other considered locations to fulfill the requirements of the Transit Project Regulation.</p> <p>This location has been identified to meet project requirements. The layover is proposed in this location to ensure efficient movement of trains and reduce the bottleneck at Union station.</p>
28	3 Detailed Project Description 3.3.2 Siting of Layover Facilities page 141 of pdf	<ul style="list-style-type: none"> Feasibility studies - Don Valley facility buildings: <ol style="list-style-type: none"> These criteria do not allow for the evaluation of what could be termed 'Unique Site Conditions' and is therefore not a complete list of criteria that should be used to identify facility locations. The risk assessment should include items such as the unusual site location within a significant natural heritage system and cultural network, adjacency to treasured heritage views as well as unusual flood plain issues. These should be evaluated as major impediments to the appropriateness of this site for a service facility. From an urban design and public outrage perspective, it is the worst location to have chosen for these buildings - it is from the large gap in the feasibility criteria. It is noted as per heritage staff comments that the draft CHAR states that the proposed plan to introduce a layover facilities site under PEV bridge should be reconsidered and moved to another location. 	<ol style="list-style-type: none"> This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. The criteria presented within the EPR are what Metrolinx as the Proponent consider appropriate to achieve the objectives of the Project, as described within statement of purpose, and fulfills the requirements of the regulation. Please be advised that the Impact Assessment Reporting that was made available for comment was provided in draft form and will be updated prior to finalization.
29	3 Detailed Project Description 3.3.2 Siting of Layover Facilities page 141 of pdf	<p>Feasibility studies - Don Valley facility buildings:</p> <p>It is noted that as per Heritage staff comment on CHAR, HIAs should be committed to be completed during TPAP for 10/06 properties (identified PHPPSs) and for 9/06 properties (identified PHPs) to ensure sufficient mitigation measures and alternative options are considered prior to detailed design phase.</p>	Acknowledged.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
Chapter 4			
30	Table 4-2 Pg 101	Confirm which projects were impacted by not obtaining a PTE in time for the SAR and SWH assessments? Have these been completed yet? Will the documents be updated accordingly?	Subsequent to the issuance of the last Baseline Conditions Report, a spring field visit was conducted in the proposed footprint for the Don Valley Layover facility. Observations from this field visit will be provided in the Final Baseline Conditions Report.
31	Section 4.7.1.1 Wetlands Pg 240	Why is there no mention of the wetlands or marsh that was implemented within the Lower Don Parklands?	Recognition and description of the Chester Springs Wetlands has been added to the Baseline Conditions Report and the Impact Assessment reports.
32	Section 4.7.3.4 Planned Land Use Pg 252	PF&R would like to point out that Parks has a long-term License Agreement with Evergreen (NFP) for use of some of these lands (including below viaduct) to support activities such as public programming and temporary art installation. The space along the LDT will be modified in a way to change the experience for these users and the final space and design of any new infrastructure should respect/enhance the space.	Acknowledged. Additional text has been added to address potential socio-economic impacts regarding the Lower Don Trail.
33	EPR - Section 4.3: Development Impact on Drainage & Proposed Measures (Footprint Impacts) Pg. 27, Section 4.3	Please provide rationale as to why drainage from the tracks and paved areas are proposed to be collected into the on-site sanitary facility, instead of to be treated for quality prior to outletting to the Don River, from the site at a controlled rate.	It is our understanding that the City does not allow track drainage into the stormwater system, even after quality treatment. Also, TRCA noted in these comments that "In general, TRCA would prefer discharge into the municipal sanitary sewers." Please refer to Section 4.3 of the Preliminary Stormwater Management Report for the Don Valley layover contained in Appendix H.
34	EPR - Section 4.6: Construction Impacts Pg. 31, Section 4.6.4	Please note that since 2018, superpave mixes are mandatory for all new projects in the CoT. Superpave adopts use of Warm Mix Asphalt (instead of Hot Mix Asphalt), as identified in City specification TS 1151.	Thank you. This has been added to Section 4.6.4 of the Don Valley Stormwater Management Report.
35	4.6.7.1.2 Socio-Economic 4.7.2.1.3 Don Valley Layover Facility	<p><i>"Temporary/permanent easements may be required to construct and maintain the OCS infrastructure along the corridor. Users will be able to continue recreation and leisure activities; however, the setting/experience may change as a result due to the visual and noise impacts associated with the proposed works and increase in train service."</i></p> <p><i>"The Don Valley Layover is proposed within the Lower Don Parklands, and adjacent to the Lower Don Trail. Given this distance, and the tree cover between the park and the layover facility site, the presence of the layover may affect users' enjoyment of the park, specifically along the Lower Don Trail. The Don Valley Layover Facility is expected to alter visual aesthetics along the trail and the Don Valley Parkway."</i></p> <p>Impacts to the Lower Don Trail must be further articulated and explored. Of particular concern is the placement of a chain link fence around the newly upgraded access road, especially at locations where the access road and the trail are immediately adjacent to each other with minimal separation.</p>	Acknowledged. Impacts to the Lower Don Trail will be further explored and articulated during future project phases via the development of Construction Management and Traffic Control and Management Plans. Please note that fencing is required to secure the layover facility; however, its extent will be minimized to the extent feasible. Areas between the Lower Don Valley Trail and access road will require a temporary fence during construction; however, the current conceptual design calls for bollards at this location, which are required to separate traffic from pedestrians.
36	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	<ul style="list-style-type: none"> The Downtown Secondary Plan is in full force and effect and should be identified in discussion and analysis. Parts of the Don Valley Layover/Richmond Hill Corridor are within this secondary plan area. This plan includes policies for expanded parks and public realm including the Don Valley and adjacent areas to the north as part of a key strategy called the Core Circle. 7.7. The Core Circle is a circuit of public spaces that connects existing natural features around Downtown, including the Rosedale Valley, Don River Valley, the ravine system, Toronto Islands, the Garrison Creek watershed and the historic Lake Iroquois shoreline. By improving access to and connections along the circuit over time, the Core Circle will form a legible public realm network. The Core Circle is shown on Map 41-6. 7.8. The Core Circle will be connected with a continuous pedestrian and cycle route and provide users with an immersive natural experience. 7.9. The ecological functions and natural features of the Rosedale Valley and Don River Valley Ravines will be recognized and protected. 7.10. Parks and open spaces in the Core Circle will be designed to serve local neighbourhood residents, workers, and the city as a whole, and will become an integral part of the Core Circle. 	Acknowledged. Revised segments to include reference to Downtown Secondary Plan policies within the impact assessment report, as requested. 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 municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. Text has been revised within Impact Assessment report to make this clear.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
		<ul style="list-style-type: none"> 7.11. Development adjacent to parks, open spaces and natural areas within the Core Circle will improve physical and visual access to the Core Circle using elements such as stairs, ramps, bridges, signage, viewpoints, interpretation elements and other means, as appropriate. The Don Valley Layover is not consistent with this strategy. Note that the King Parliament Secondary Plan is under review and policy changes are expected. 	
37	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	<p>Sections on existing and planned land uses should address agreement with Evergreen, Parks and Public Realm Plan (Downtown Secondary Plan) and other initiatives. The lower Don River Valley is undergoing significant public and private investments as a major public open space with trail connections linking the valley to the many diverse neighbouring communities and a regional park destination and link between the waterfront and the Don Valley system. Examples include Corktown Common, Don Mouth Naturalization, East Harbour, Wascatonache, Riverfront Ribbon (Evergreen) including realignment of rail corridors to east side of the river. Increasing numbers of people will be using this trail system. The existing and planned land uses need to include the PFR Master Plan and other relevant directions or planned capital works.</p> <p>PF&R has a minimum 5 year license agreement with Evergreen to support activities such as public programming and temporary art installations. One of the areas included in the agreement is below the viaduct.</p>	The City's agreement with Evergreen Brickworks has been referred to within Section 5.6.1.1.2 of the Land Use and Socio-Economic Impact Assessment Report (see Appendix D2). Toronto's PFR Master Plan and other relevant documents that were used to complete the assessment of potential land use and socio-economic impacts are identified within Table 0-1 of the Impact Assessment report.
38	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+) - and 5.20.3.1 Potential Effects & Mitigation Measures: Don Valley Layover Facility (specific reference p. 492 PDF)	<p>EPR should demonstrate that other alternatives have been explored for feasibility.</p> <p>Utilities or services may be located within, or cross the floodplain, including a) transportation and above-ground utilities, which may be permitted only to cross the floodplain if there is no reasonable alternative (OP 3.4.7).</p>	<p>This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.</p> <p>It is not necessary for the EPR to demonstrate that other locations have been explored for feasibility to fulfill the requirements of the Transit Project Regulation.</p>
39	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	<p>An assessment of the impacts to the natural heritage system will need to be satisfactorily completed before any land is conveyed for DVL.</p> <p>Consents to sever land or approval of plans of subdivision will not be permitted for any parcel of land that is entirely within or part of the natural heritage system unless:</p> <ol style="list-style-type: none"> the land is being conveyed to the Toronto and Region Conservation Authority or other public agencies; [Decision by L.P.A.T. not yet determined: the land is within an approved Special Policy Area]; or an assessment of the impacts to the natural heritage system has been satisfactorily completed (OP 3.4.12). 	Comment Noted. Although Metrolinx as a Provincial Agency is not subject to municipal permits and approvals, Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, including Official Plan policies.
40	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	<p>EPR shall demonstrate that potential adverse impacts will be minimized to extent possible and Metrolinx must provide a restoration plan.</p> <p><i>Development is generally not permitted in the natural heritage system illustrated on Map 9. Where the underlying land use designation provides for development in or near the natural heritage system, development will:</i></p> <ol style="list-style-type: none"> recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and minimize adverse impacts and when possible, restore and enhance the natural heritage system (OP 3.4.11) 	<p>The EPR demonstrates that potential adverse impacts identified on the basis of the conceptual design have been mitigated to the extent possible and notes that additional mitigation will be developed as the design matures.</p> <p>Restoration of vegetation disturbances will be in accordance with the On-Corridor Vegetation Removal and Compensation Plan (2020); however, Metrolinx would welcome the City's input on specific enhancements to be considered during detail design.</p>
41	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	<p>Confirm if road servicing requirements will impact on ESA and how much area and identify what restoration and enhancements will be implemented.</p> <p><i>for ESAs...New or expanding infrastructure should be avoided unless there is no reasonable alternative, adverse impacts are minimized and natural features and ecological functions are restored or enhanced where feasible (OP 3.4.14).</i></p>	<p>The details of road servicing requirements and methods for snow and ice clearing are not know at this time. Given the position of the access road within the central portion of the valley floor and adjacent to the Don River, it is recommended that alternative approaches to de-icing be considered and addressed as part of the Environmental Management Plan.</p> <p>Area of ESA impacted by the access road will be negligible as its alignment is coincident with the location of an existing and actively used access road.</p> <p>Restoration for vegetation removal will be achieved in accordance with Metrolinx's Vegetation Management Guidelines.</p>
42	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	PF&R has a minimum 5 year license agreement with Evergreen to support activities such as public programming and temporary art installations. One of the areas included in the agreement is below the	References to the 5-year license agreement with Evergreen has been added and impacts to this space discussed within Section 5.6.1.1.2 of the Land Use and Socio-Economic Impact Assessment Report (see Appendix D2).

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
		viaduct. Provide an analysis of impacts on public space. <i>Within the Green Space System, development will not result in the loss of public space (OP 2.3.2.5).</i>	
43	Sections 4.7.3.2 -4.7.3.5 (PDF page 346+)	Public transit facilities supported by appropriate assessment are permitted in Natural Areas (note some of layover uses may not comply with zoning and land use designation). EPR has not demonstrated that there is no reasonable alternative location for the DVL. <i>Requires assessment of reasonable alternatives to permit transit uses in natural areas and they must be designed to have only minimal adverse impacts on natural features and functions, and that restore and enhance existing vegetation and other natural heritage features (OP 4.3.3).</i>	This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.
Chapter 5			
44	5.20.1 Natural Environment	Potential Effects & Mitigation Measures: Don Valley Layover Facility - Terrestrial Environment - Aquatic Please include the following recommendation from the IA in the EPR document: The concept layout includes the use of a ditches and four culvert outlets as part of the stormwater management of the layover. To avoid potential impacts related to storm drainage discharge to the Don River, including water quality and erosion control, it is recommended the ditches be designed as a part of an integrated Low Impact Development (LID) stormwater management system during detailed design. This system may include bioswales/ditches, bio-retention in open areas, tree planters along sidewalks and parking lots, and permeable pavements in the parking lot and sidewalks.	The requested amendment has been made.
45	5.20.4 Utilities	Potential Effects & Mitigation Measures: Segment RH-6 – Mile 4.10 to Mile 4.65 Please include the following recommendation from the IA in the EPR document: The following potential conflicts with OCS have been identified in Table 4-77. These conflicts are spatial and/or electrical in nature. Conflicts are mitigated by the removal, relocation, reconfiguration or burial of overhead utilities. It should be noted that high-voltage utilities (115 kV and higher) are currently being reviewed in conjunction with Hydro One on a case-by-case basis.	The requested amendment has been made.
46	Table 5 Summary	Traffic is not included in the Table 5 Summary, please include in the table and provide for review and comment.	Section 5 presents identified “footprint” impacts and associated mitigation identified for the Project. The primary impacts related to traffic are expected to result from the construction and operations phases and have been discussed in detail in EPR Section 6.5, 7.3 and 7.4.9, accordingly. Please refer to Appendix I for the Traffic Impact Studies completed for each of the proposed layovers/storage facilities proposed within the New Track and Facilities TPAP.
47	Table 5-102	Compensation ratios will be to the satisfaction and approval of the municipality and its applicable bylaws.	No edit made. Metrolinx is committed to implementing compensation per the IVM (Integrated Vegetation Management) plan and Metrolinx Vegetation Guideline (2020).
48	Table 5-102, Tree removal strategy	All vegetation material including wood, bark, leaves, chips, sawdust, debris, etc. that is infected with pests and/or disease (ie: ash trees) must be disposed of at a registered waste facility and will be the sole responsibility of the Contractor.	Noted. Removal of vegetation infected with pests and/or disease (i.e., ash trees) will be disposed of at a registered waste facility and will be the sole responsibility of the Contractor in accordance with Metrolinx's Vegetation Management Guideline.
49	Table 5-102, Don Valley Layover - Richmond Hill Corridor	Submit an Erosion & Sediment Control Plan to TRCA for approval. Submit approval to the City for review and comment.	ECS plans will be available during future project phases. The ESC plans will be submitted for comment and Metrolinx will consider any feedback received.
50	Table 5-114	Utility Infrastructure Relocation Plan should mention impacts to all trees and vegetation that will require removal or injury due to the anticipated utilities relocation.	The requested amendment has been made.
51	Table 5-104 Pg 442-443	Metrolinx is to ensure that the LDT remains open and accessible to the public, or an alternative temporary detour is provided for the duration of construction. PF&R and the Ward Councilors must be notified prior to release of a public notice. Appropriate signage must be on site prior to construction.	Acknowledged. Mitigation language has been included to ensure that the Lower Don Trail remains open during construction and that Ward Councilors are notified.
52	Table 5-115 Pg 463	Summary of EMI/EMF Mitigation and Monitoring Commitments shall include mention that any open space and parkland used for temporary staging and laydown requires a Record of Site Conditions under the Ontario Environmental Protection Act, Part XV.1 of the Act.	This request is not a requirement of the Environmental Protection Act. No changes made to EPR at this time.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
53	5.20.3.1 Potential Effects & Mitigation Measures: Don Valley Layover Facility (P. 493 Pdf) And Table 5-104 Summary Of Land Use & Socio-Economic Mitigation And Monitoring Commitments (P. 539 Pdf)	<p>City Planning has significant concerns with impacts, mitigation/compensation strategies and policy directions, as well as overall feasibility and the approach to public and local Councilor communication on this facility in such a prominent location.</p> <p>There is risk to entire project if this facility does not comply with City policy (and will not be able to get site plan approval or servicing connections) or is not feasible to construct.</p> <p>Conflict with existing land use and zoning policies is not something to be resolved through detailed design. These are issues that must be evaluated at the TPAP stage.</p>	<p>Metrolinx as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements. Metrolinx will engage with the municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.</p> <p>Metrolinx has provided project briefing materials to local Councilors and also met with some Councilors with wards located within the Don Valley Layover project boundary (refer to EPR Chapter 8 for a summary of these discussions). Metrolinx will be sending additional briefing materials to update local Councilors on the project progress and its status. Metrolinx will continue to consider any concerns raised by Councilors.</p>
54	5.20.3.1 Potential Effects & Mitigation Measures: Don Valley Layover Facility (p. 493 PDF)	<p>EPR states there are no anticipated adverse effects on recreational amenities resulting from the implementation of layover infrastructure identified as part of the conceptual design.</p> <p>Have adverse odour impacts from sanitary storage and potential septic tank been evaluated? Mitigation for noise, odour, access are needed if this location goes forward.</p>	<p>Adverse odor impacts resulting from the sanitary storage facility have not been evaluated in detail at this time; however, Metrolinx agrees this should be further considered during future project phases. Section 5.20.3.1 has been updated to reflect this.</p>
55	5.20.1 Natural Environment and p.414 PDF	<p>Additional information is needed on visual and NH impacts of the ditches and four culvert outlets.</p>	<p>Requested information will need to be deferred to future design phases. Size, depth and culvert locations/end treatments is not known at this time.</p>
56	p. 485 pdf – Section 5.20.4.1 - Potential Effects & Mitigation Measures: Don Valley Layover Facility	<p>Please add bolded text to: Local municipalities and key stakeholders, including representatives from local community and city-wide users such as Friends of the Don, Cycle Toronto, the Don River Valley Public Art organization and other relevant partners, will be provided with the opportunity to influence public elements of the layover facility detail design (e.g., elements such as retaining wall aesthetics, landscape architecture, application of anti-graffiti coatings, etc.).</p>	<p>Metrolinx will not be bolding this text. It is Metrolinx's practice not to identify stakeholder groups by name as it risks precluding other groups that may be consulted.</p>
57	Table 5-103 Summary Of Hydrogeology Mitigation And Monitoring Commitments	<p>Mitigation tables shall include requirement that any sanitary waste disposal holding tanks located within a floodplain, an area subject to flooding, and where ground water levels may cause hydrostatic pressures on the waste disposal system, shall comply with Ontario Building Code Section 8.1.2.1; (e) Class 5; and Section 8.2.2.1 to 8.2.2.2 inclusive for application, type and construction; shall have working capacities equal to or not less than [10,000 liters per day] and ECA approvals under Ontario Water Resources Act (OWRA) standards Article 8.2.2.4, Holding Tanks, (2) for greater capacities, including maximum capacity limits.</p> <p>The system must also comply with CoT Resiliency Guideline and TRCA restrictions regarding floodplain and flood elevations.</p>	<p>The requested content has been added to the Summary Table of Hydrogeological Mitigation and Monitoring Commitments. A commitment for future work has also been inserted stating that future design phases must assess sanitary disposal requirements for compliance with the City of Toronto Resiliency Guideline and TRCA restrictions regarding floodplain and flood elevations.</p>
Chapter 6			
58	6.6.3 Don Valley Layover Facility – Richmond Hill Corridor	<p>Traffic is not included in this section. Please include in Section 6.6.3 and provide information for review and comment.</p>	<p>This was under development at the time of the draft EPR, as indicated in the note to draft. Identified traffic impacts and associated recommendations to address them are provided in Section 6.5.4 of the revised EPR.</p>
59	1.6.5 PPS (p.111 PDF) and 6.9.1.1. (p.578 PDF) and 4.1.3.1 (p. 200 PDF)	<p>Lower Don Valley is a protected natural feature (PPS 2.1.) and Lower Don Valley meets the criteria of a significant valley land (2.1.5) which does not permit development and site alteration in: ... c) significant valley lands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Mary's River); ... unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. These policies are not referenced or analyzed in terms of the assessment or mitigation.</p>	<p>While not specifically referenced or analyzed, the Baseline Conditions Report and Impact Assessment report recognize the Don Valley as a feature of significance and the context of potential impacts are often cited in relation to the valley and its corridor. The PPS policies are not specifically addressed as the project is proceeding through the Transit Projects Regulation and not a Planning Act application.</p>
60	Greenbelt Plan	<ul style="list-style-type: none"> City Planning has significant concerns with impacts, mitigation/compensation strategies and policy directions, as well as overall feasibility and the approach to public and local Councilor communication on this facility in such a prominent location. There is risk to entire project if this facility does not comply with City policy (and will not be able to get site plan approval or servicing connections) or is not feasible to construct. Conflict with existing land use and zoning policies is not something to be resolved through detailed design. These are issues that must be evaluated at the TPAP stage. 	<p>Metrolinx as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements. Metrolinx will engage with the municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.</p> <p>Metrolinx has provided project briefing materials to local Councilors and also met with some Councilors with wards located within the Don Valley Layover project boundary (refer to EPR Chapter 8 for a summary of these discussions). Metrolinx will be sending additional briefing materials to update local Councilors on the project progress and its status. Metrolinx will continue to consider any concerns raised by Councilors.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
61	Greenbelt Plan	<ul style="list-style-type: none"> Address analysis for Policy 3.2.6 External Connections. DVL buildings, access and SWM requirements will reduce the extent of vegetation near the Don River and will reduce the ability of native plants and animals to use the valley system and may impact on movement corridors. 	The Natural Environment Impact Assessment report recognized and addressed vegetation removals and committed to mitigation/compensation in accordance with Metrolinx's Vegetation Management Guidelines. Effects on animals due to vegetation loss from buildings and the stormwater management requirements has also been assessed as a low to negligible impact, given the presence of an existing access road and the former laydown area lacking vegetation cover. Potential effects on the valley's function as a wildlife movement corridor is anticipated to be negligible due to the relatively broad width of the valley floor in this location and the presence of an existing access road, rail bridge over the Don River and fencing bordering the inactive rail corridor. The position of the proposed layover to one side of the valley along an existing rail bed and adjacent to the Don Valley Parkway means the core of the valley floor and its connection to the Don River will remain intact and available for wildlife movement.
62	Section 6.9.1.1 (p. 577 PDF) and 3.3.2 Siting of New Layover Facility & Storage Yard Locations (p. 141 PDF)	<ul style="list-style-type: none"> How has proposal for Don Valley Layover been assessed with the criteria in this section, including how proponents take into account climate change mitigation and adaptation during both the assessment of alternatives to the undertaking and alternative methods of implementing the undertaking. What alternatives were analyzed? OP policies require analysis of alternatives before allowing new infrastructure in natural heritage/ESA. While design process appears to analyze engineering requirements (track, land), key feasibility issues (access, servicing, flooding) and impacts (natural heritage, cultural heritage, recreation/parks) are not considered. 	<p>This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. As such, the EPR does not require a discussion of 'alternatives' to fulfill the requirements of the Transit Projects Regulation.</p> <p>Although Metrolinx as a Provincial Agency is not subject to municipal permits and approvals, Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, including Official Plan policies.</p>
63	6.9.2 Sustainability (p. 489-90 PDF)	Don Valley Layover does not address sustainability for natural and cultural heritage and long term vision of Don Valley natural/recreational system – it compromises the ability of future generations to meet their needs and disregards the inherent interrelationships between our environment, the people living in it, and the economy within which we interact (criteria set out page 489 PDF).	Metrolinx disagrees with the statement that the proposed Don Valley Layover facility compromises the ability of future generations to meet their needs and disregards the inherent interrelationships between our environment, the people living in it, and the economy within which we interact. This infrastructure is essential if Metrolinx is to achieve desired service targets that, when enacted, will remove a substantial amount of traffic from local roads and provide a framework for more sustainable regional movement across southern Ontario.
64	Section 6.9 (p. 577 PDF)	Report identifies proposed layover facilities and storage yard as industrial facilities -- this is not consistent with policy frameworks set out in previous comments.	<p>Metrolinx as an Agency of the Province is not required to comply with municipal planning policy. However, mitigation measures such as visual screening and separation barriers between the facility and the Lower Don Trail will be incorporated into the design to ensure that the impacts on the users are reduced.</p> <p>Metrolinx will continue to engage with the City to incorporate the city's requirements as a best practice, where practical to the extent possible.</p>
65	Section 6.9.2.4	The NTF EPR (Section 6.9.2.4) references Metrolinx's commitment to developing and implementing a Community Benefits Agreement based on the Community Benefits Framework. Please provide more information and City can liaise with appropriate staff and work with Metrolinx for outreach to community partners.	Subject to further review with the Sustainability team, the Community Benefits committee will not be implemented for this project; however, Metrolinx will look to consult with the City at a later time. This statement will be amended in future revisions of the EPR.
66	p.511	<p>Please explain how this analysis on p. 511 aligns with comment in Land Use report: "that in addition, the layover facilities will be designed/built above the 100-year flood level, therefore there are no anticipated environmental impacts associated with placement of these facilities in a floodplain" (p.49 Land Use pdf).</p> <p>Address any required investigation and analysis to confirm flooding impacts including 2D modeling as recommended by TRCA and provide any results to the City of Toronto for review.</p>	Acknowledged. Will update this analysis to align with the Preliminary Stormwater Management Impact Assessment Report
Chapter 7			
67	7.4.2.1 & 7.5.2	Groundwater management plan should be reviewed and approved by the City of Toronto prior to the construction of segments within Toronto.	Acknowledged. Included text within Section 6 of the Hydrogeology Impact Assessment Report indicating the document "should be reviewed by appropriate regulatory agencies prior to finalization".
68	7.4.4.1	Soil baseline conditions studies do not appear to be described. For laydown areas in the City of Toronto, baseline soil quality study should be carried out prior to use as construction laydown, to ensure the site is restored to baseline conditions.	Soil baseline conditions studies are not described in Section 7.4.4 [Property]; however, preliminary soils assessments are described elsewhere in the EPR (primarily as part of archaeological and hydrogeological discussions). This was felt to be an appropriate approach as identification of laydown areas will occur during future project stages. The City's requirement to assess baseline soil conditions will be captured during the development of Soil and Excavated Materials Management Plan(s).
69	7.5.13.2	Phase II ESA should be undertaken in consultation with the City of Toronto for the Don Valley Layover facility.	A Phase I ESA is underway to reflect the revised configuration of the Don Valley Layover (layover configuration changed following the last revision of the EPR). The results of this study will be included in the following revision of the EPR. Metrolinx will need to review the results of the Phase I ESA before committing to a Phase II study.
70	7.2	Please indicate all laydown, staging areas and access points as they will also have an impact on trees and vegetation. Submit an EPR addendum once these have been confirmed for City of Toronto Urban Forestry review and comment.	Construction laydown, staging areas and access points will be identified during detail design and impacts on trees and vegetation will be addressed through development of Construction Management Plans(s). The project as a whole will be reviewed following the TPAP during detail design/construction and Metrolinx will comply with O. Reg. 231/08 for reviewing any changes to the project

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			following completion of the TPAP. Please refer to Section 9.19 of the Draft EPR, which provides additional information for how the TPAP Addendum process has been considered within this TPAP.
71	7.3	Traffic Control and Management Plan should take into account any trees or vegetation that will require proactive pruning/injury/removal/clearing due to the high volume of large vehicles that might require more clearance.	Thank you for this comment. It has been incorporated within Section 7.3 of the EPR.
Chapter 8			
72	Table 8-5 Pg 565-566	Document is missing all of the public feedback from the PICs held in February 2020. Please include.	The Section on consultation has been expanded to include additional information/comments/responses that were not available at the time the Draft EPR was developed. Please refer to EPR Chapter 8 for specifics.
73	Section 8.2.4 Other Stakeholders Pg 572	No mention of connecting with various interest groups (ex. Friends of the Don). Metrolinx to confirm if and how that outreach occurred.	The Section on consultation has been expanded to include additional information/comments/responses that were not available at the time the Draft EPR was developed. Please refer to EPR Chapter 8 for specifics.
74	8.1 Consultation and Engagement Strategy (p. 634) and 3.3.2 Siting of New Layover Facility & Storage Yard Locations (p. 141 PDF)	Were other locations for the layover considered for service to Barrie and Milton corridors and have any of them been explained to the public and stakeholders?	This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. As such, no layover locations have been presented to the public or stakeholders aside from those which Metrolinx is seeking approval for.
75	8.1.2.1 Stakeholder Contact List (p. 543-544)	Please provide Stakeholder Contact List Appendix P1.	The Stakeholder Contact List has been included within Consultation Record contained within Appendix P.
76	8.2.6 Elected Officials (p. 694 PDF)	Has Councilor Wong-Tam been briefed? This project may also impact Councilor Layton's ward. Please update on status of addressing Councilor Fletcher's questions about which community groups have been directly informed regarding the Don Valley Layover project.	Metrolinx sent briefing packages to Councilors Wong-Tam and Layton via e-mail on January 7, 2020. Chapter 8 of the EPR presents all consultation completed in support of the TPAP.
77	8.1 and 8.2.1.3 Summary of Public Meetings	"A stakeholder Contact List includes community/interest groups. A copy of the Stakeholder Contact List can be found in Appendix P1." Please provide Stakeholder Contact List Appendix P1.	The Stakeholder Contact List has been included within Consultation Record contained within Appendix P.
78	TABLE 8-9 SUMMARY OF PRE-PLANNING PHASE MUNICIPAL TAC COMMENTS RECEIVED (JUNE 2019 TO MARCH 13, 2020)	Table shall be updated to include all comments provided up until the Notice of Completion.	Metrolinx is in agreement.
Chapter 9			
79	9.3.3, Municipal	Compliance with municipal bylaws to obtain the necessary permits for tree removals/injuries will be required for private and municipal property as well as boundary trees shared with Metrolinx. Only trees located on Metrolinx's rail corridor are not subject to the application fees or permits. Compensation for trees regulated under the bylaw (MCC813, Article III) that have been removed in Metrolinx rail corridor still apply.	Metrolinx believe this comment may be superseded by the Integrated Vegetation Management Plan and Metrolinx Vegetation Guideline (2020) that are currently under review by the City of Toronto. The EPR has been updated to reflect the current status of these discussions at the time the report is finalized.
80	9.3.3	Metrolinx shall keep a detailed list of all trees removed on Metrolinx property and will submit this list at the request of the City/Urban Forestry.	As is current practice for GO Expansion, tree removal permits are not obtained from the City of Toronto for trees located within Metrolinx lands; however, Metrolinx will continue to ensure that all required mitigation measures related to tree removals are in place, and work will be undertaken in accordance with best management practices. This includes the preparation of an arborist report which will provide an inventory of trees to be removed from Metrolinx lands. Metrolinx will continue to notify the communities in which we work in accordance with our existing notification protocol.
81	Table 9-3 Pg 625	This chart should include restoration to the satisfaction of both TRCA and City of Toronto compensation requirements.	Table 9-3 will be amended by adding rows stating that a field requirement will be ensuring vegetation restoration will be in accordance with the OnCorr Vegetation Removal and Compensation Plan (2020). The Vegetation Removal and Compensation Plan presents Metrolinx's committed actions for all vegetation compensation, tree end use and integrated vegetation management for this project.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
82	9.4.10 Don Valley Layover Facility 9.4.10 page 715 of pdf	Feasibility studies - Don Valley facility buildings: Further to the comments above, this says further stormwater management assessment " will be fulfilled during detailed design ", and includes the significant concerns regarding the flood prone area and recent flooding events. This should be a factor in the feasibility criteria as noted in above comments, and should not be left to detailed design. Please indicate why this was not part of the criteria used to assess different locations prior to choosing this site.	This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. The criteria presented within the EPR are what Metrolinx as the Proponent considers appropriate to achieve the objectives of the Project, as described within statement of purpose, and is fulfills the requirements of the regulation.
Appendices			
83	Appendix A-1, A-2	Property requirement drawings were provided in EPR Appendix A-1, A-2. Please add property lines/individual property parcel labels to the drawings.	It is Metrolinx's practice not to add property parcel labels in public materials. The limits of the Metrolinx rail right-of-way are shown in Appendix A1 and A2 .
84	Appendix A1 - Conceptual Corridor Plans Fig RH-1 to RH-5	There are significant impacts on the Lower Don Trail from Eastern Ave north of Riverdale Park West. Metrolinx to confirm if there are any fee simple property acquisitions proposed. Metrolinx shall maintain a minimum 1 m lateral clearance zone from the existing trail edge to the access route to meet Toronto's Multi-Use Trail Design Guidelines.	There are no fee simple property acquisitions proposed for Electrification as they relate to improvements along the Lower Don Trail since any proposed OCS would be within Metrolinx ROW. Based on the current RCD, the "building complex" area is over 1m away from the trail edge; however, there is an area on the access road that is less than 1m from the trail edge (existing condition). Metrolinx will try to maintain the requested minimum clearance where possible.
85	Appendix A1 - Conceptual Corridor Plans Fig RH-3	There will be impacts to public access for the LDT, especially the trail crossing at the south end. Metrolinx shall follow all communication protocols with respect to this impact as there are many public interest groups in this area. The City and Councilor's office shall be notified in advance of any impacts to the LDT and both the City and Councilor's office shall review and approve any public notice prior to release.	Metrolinx's Community Relations Team will share relevant information with the City and Elected Officials for information prior to construction.
86	Appendix A1 - Conceptual Corridor Plans Fig RH-4 - RH-5	PF&R acknowledges that the current TPAP IAS plan does not match the current RCD. These drawings should include the ESA limits in order to the City to properly review the impacts in this area. Including justifying why the new facility cannot be moved further north and away from the viaduct structure (ex. closer to the hydro towers).	The limit of the ESA, corresponding to the Prince Edward Viaduct will be applied to drawings. The configuration of the Don Valley layover site plan has been revised several times in response to the City of Toronto's comments and it is our opinion that this configuration best balances the interests of both Metrolinx and the City. This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. It is not necessary for the EPR to provide additional justification for the proposed siting of this layover facility to fulfill the requirements of the Transit Project Regulation.
87	Appendix A2 - Conceptual Facility Site Plans Plan 1 of 5	The gate at the south end would indicate that Metrolinx intends on using the LDT to access their fenced area. Is this true or can Metrolinx accommodate a turn-around space within their fenced limits as previously discussed?	The Lower Don Trail will not be part of the access road, which will be dedicated to Metrolinx. The proposed access road currently makes use of an existing, informal access point for City and Hydro One staff. Proposed turnarounds for emergency vehicles are shown on the updated site plan.
88	Appendix A-1, A-2	It appears that there are permanent structures that will be placed outside of the existing Metrolinx ROW. Please note any land acquisitions that will be required.	The figures within Appendix A1 and A2 currently show where it will be necessary to construct beyond the existing Metrolinx right of way. The Reference Concept Design package will be share with the City, which includes a Property Plan that notes property needs identified on the basis of the conceptual design; however, exact property needs, including areas needed for staging and laydown, will be determined during future project phases.
90	Appendix G - 4.6.3 Don Valley Layover Location 4.6.7 Track Segment RH-4	This section is a placeholder for Potential Effects and Mitigation Measures for the Don Valley Layover Facility. However, there is no description as referenced. Please provide further details for review and comment.	Mitigation measures and impacts for the updated Don Valley Layover have been added (as per comment below).
91	Appendix G - TABLE 5-1 Summary of Stage 1 Archaeology Mitigation and Monitoring Commitments	This section references Potential Effects and Mitigation Measures for the Don Valley Layover Facility. However, there is no description as referenced. Page 138 of the document includes a full list of mitigation measures and impacts for the Don Valley Layover. Please provide a summary of these in the main body of the report.	Effects and mitigation measures have been incorporated in the Don Valley Layover segments.
92	Appendix E 4.6.1 Don Valley Layover Location	Please provide a rating for the impacts identified in this section e.g. low, moderate, high.	The configuration of the Don Valley Layover has been revised since the circulation of the Draft EPR. Therefore, the impact assessment has been revised to reflect the magnitude and type of impacts that may result from the final configuration.
93	Appendix E	"A Design Excellence process will be followed detailed design."	The Metrolinx Design Excellence Team has provided input throughout the development of the RCD. They will continue to be involved during future project phases as the design of the proposed Don Valley layover progresses.

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	Don Valley Layover page 16	<p>The text refers to a Design Excellence process in detailed design phase only however Design Excellence and Urban Design review must occur during initial site layout and not left to detailed design. This has been typical practice on other transit projects such as the Eglinton and Finch LRT for all sites such as the layout and orientation of TPSS buildings.</p> <p>A significant degree of negative visual impact comes from the proximity and visibility of the facility buildings to the trail and bridge, caused by the initial site layout that does not minimize its footprint, or provide major setbacks from the trail and does not have an appropriate distance to the heritage bridge. In addition, elements must be strategically located and concealed with view studies from the trail. Then this analysis has to work with the function requirements at early stages. At present the layout is unacceptable and must be significantly improved. Please revise:</p> <p><i>A Design Excellence process "and urban design review" will be followed "during initial site layout through to" detailed design.</i></p>	
94	Appendix E 2.3 Retaining Walls page 18	<p>Add the following: "Mitigation measures for retaining walls include the use of patterning in concrete adjacent sensitive uses; and site plan grading design for underpass areas to minimize wall heights and maximize planting wherever possible."</p> <p>Retaining Wall aesthetic mitigation measures have already been proposed on Lake Shore East Corridor through the use of form liners for concrete patterning adjacent sensitive uses such as school, parks and residential. This should be captured in the document.</p> <p>Retaining walls for underpasses in Scarborough Junction at Poplar Rd and other areas are to have site plan design and grading to minimize walls and heights and maximize planting wherever possible, for aesthetic and maintenance cost reasons. Please include.</p>	<p>This section is not intended to address impacts due to retaining walls, but rather to explain why retaining walls may be needed to support the proposed infrastructure.</p> <p>Mitigation measures for each segment are addressed throughout Section 4.1 of Appendix E.</p>
95	Appendix E 2.3 Retaining Walls page 18	<p>Add the following: "Mitigation measures for retaining walls may also include for selected sensitive use areas, planting shrubs and trees in front where space permits, on city ROW lands, subject to city review."</p>	<p>This section is not intended to address impacts due to retaining walls, but rather to explain why retaining walls may be needed to support the proposed infrastructure.</p> <p>Mitigation measures for each segment are addressed throughout Section 4.1 of Appendix E.</p>
96	Appendix E page 23, page 25-26	<p>Bridge Protection Barriers to be designed with Design Excellence and agreements with municipality on materials and design (as per current and past agreements with the City that have prioritized high profile public realm bridges with associated design details). All bridge elements to be designed with Heritage staff recommendations where relevant. Is this included in the document? Please provide.</p>	<p>Please Refer to the Cultural Heritage reporting contained within Appendix F for this discussion.</p>
97	Appendix E Don Valley Layover pages 45 - 49 Figure 2-14,	<p>Update plans for revised location and layout.</p>	<p>Revisions made as requested.</p>
98	Appendix E Don Valley Layover page 89-94, Figure 4-24 to 4-29	<p>A series of existing views leading up to the bridge from the trail should be included as part of baseline conditions. It will show the significance of the bridge view within the context of the trail and identify urban design and heritage views.</p>	<p>Additional existing views have been added to Appendix A of the Visual Baseline Conditions Report (see EPR Appendix E1)</p>
99	Appendix E Omission - Public Art Plan Context	<p>The existing Don River Valley Public Art Plan impacts have not been included in the document or in Cultural Heritage report. As part of visual impact assessment, the site should be evaluated within this cultural context. At the very least it should be stated that the proposed servicing facility site is in the middle of the public art plan route.</p>	<p>Revisions made as requested.</p>
100	Appendix E Don Valley Layover page 89, Figure 4-24	<p>Existing Birds Eye View: Update location. Due to revised location, please add the view from the north of the bridge.</p>	<p>The renderings have been updated to reflect the current layover configuration. A number of views have been provided; however, we are unable to accommodate all of the requested renderings from the City of Toronto.</p>
101	Appendix E Don Valley Layover page 90, Figure 4-25	<ul style="list-style-type: none"> • Proposed Birds Eye View: <ul style="list-style-type: none"> d. Due to revised location, please add the view from the north of the bridge. 	<p>The renderings have been updated to reflect the current layover configuration. A number of views have been provided; however, we are unable to accommodate all of the requested renderings requested by the City of Toronto.</p>

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		e. In this view the trail is closer to the facility than shown. Ensure it is correct when the north view is added.	
102	Appendix E Don Valley Layover page 91-92, Figure 4-26, 4-27	Views from Don Valley Parkway Please provide the actual view from the parkway - going south on parkway. Presumably it is not visible from the northbound lanes but if it is please provide view.	The renderings have been updated to reflect the current layover configuration. A number of views have been provided; however, we are unable to accommodate all of the requested renderings requested by the City of Toronto.
103	Appendix E Don Valley Layover page 93-94, Figure 4-28, 4-29	View of Viaduct from lower Don Valley Trail <ul style="list-style-type: none"> Please provide more views: <ul style="list-style-type: none"> views closer to the arches from the south a view close to the facility from the south views from the opposite direction in similar fashion views of the revised scheme and site plan options in a compact footprint that maximizes space to the trail 	The renderings have been updated to reflect the current layover configuration. A number of views have been provided; however, we are unable to accommodate all of the requested renderings requested by the City of Toronto.
104	Appendix E Don Valley Layover page 94, Figure 4-29	View of Viaduct from lower Don Valley Trail: The views depicted do not provide a realistic view of what is currently understood to be proposed. Provide a realistic depiction of what Metrolinx is securing for the building and landscape. Furthermore, the rendering appears to show perimeter landscaping however none has been confirmed. Additional consultation with the City is required to develop the design standards for buildings, screening, and landscaping.	The rendering has been updated to reflect the current Don Valley Layover configuration. The intent of the rendering is to provide a conceptual idea of what the facility may look like based on conceptual design information (location, size and orientation of layover facilities). Details such as landscaping are to be confirmed during future design phases. Metrolinx is in agreement that additional coordination with the City is required on matters such as landscaping, etc.
105	Appendix E Don Valley Layover page 94, Figure 4-29	<ul style="list-style-type: none"> Due to the iconic heritage value and natural context of this site, views from the trail should be considered in the assessments. City Planning has concerns with the EPR analysis and impacts which are detailed under separate cover. Additional consultation with the City is required to develop the design standards required for buildings, screening, and landscaping. 	Acknowledged. Mitigation measures include continued consultation with the City of Toronto through future project phases.
106	D Appendix E on Valley Layover page 94, Figure 4-29	<ul style="list-style-type: none"> This is not an appropriate location for the facility given the importance of the park space and the iconic heritage bridge. Please provide feasibility studies for alternative locations that were reviewed. If this proves to be the only feasible location, the buildings and parking lot should be located to minimize visual impact as viewed from the trail. Subject to further Heritage staff recommendations. 	This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. The conceptual design for the Don Valley layover facility has been revised from what was presented in the draft EPR following consultation with the City of Toronto and Metrolinx looks forward to continued consultation with the City of Toronto during future project phases.
107	Appendix E Don Valley Layover page 94, Figure 4-29	<ul style="list-style-type: none"> Include the following design mitigation measures: <ul style="list-style-type: none"> Minimize footprint of the facility and maximize distance to the trail; locate all equipment to be concealed from view; Locate the facility out of view to the bridge so that they are not seen adjacent to each other; Provide a generous landscape buffer around the facility site for screening; Provide high quality architecture and landscape design of all elements; organize mechanical equipment, doors, windows; Respond to public art potential for the trail in recognition of the existing Don River Valley Public Art Plan; As buildings and grounds will be visible from above, provide a green roof and artful landscape design; Adhere to Toronto Green Standards; A landscape architect and architect must be on the design from preliminary site layout to end; All the above to the satisfaction of Heritage/Urban Design and Parks staff <p>All of the above should also be included in the Output Specifications.</p>	<ol style="list-style-type: none"> To the extent possible, Metrolinx will aim to minimize the facility footprint, maximize distance to the trail. This will be revisited during detailed design. Discussion has been added to the EPR. Given the location of the layover facility, Metrolinx' objective is to minimize visual impacts to the extent possible; however, it would be challenging to keep it out of view from the bridge. Metrolinx will aim to provide a landscape buffer around the facility to the extent possible to minimize visual impacts. The layover facility will adhere to Metrolinx design guidelines for layover facilities. Metrolinx will consider the park setting to minimize visual impacts as required. Any initiative relating to public art will be a City of Toronto responsibility. Metrolinx will address landscape design but not public art. Metrolinx can work to meet the intent of the City of Toronto Green Standards as required. The requirement for an architect and landscape architect will be provided as a commitment in the EPR; however, the design of the layover will be in accordance with the Metrolinx design guidelines for layover facilities. The design of the layover can be shared with the City for staff information through the Transit Expansion Office once available. <p>The above will be included as commitments in the EPR. Metrolinx will be required to meet these commitments as per applicable law.</p>
108	Appendix E	"Office and maintenance building are ...typically structural steel buildings."	While it is felt there is no harm in stating Metrolinx's typical requirements for these buildings, it is confirmed that layover buildings will undergo a Design Excellence exercise and will not be stand pre-fabricated structures in this location.

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	Don Valley Layover page 88	Please revise this statement as this assumption does not need to be a given. The Don Valley facility should not be a prefab structural steel building due to its adjacency to a high profile public realm trail and iconic heritage bridge.	
109	Appendix E Don Valley Layover page 95	Please edit the second sentence on the page for accuracy, as follows: "The views to the bridge will most likely be altered to have direct adverse impacts due to the proposed structures/building as part of the layover facility." Please provide an accurate image depicting altered views. As long as the facility with 3 buildings and a parking lot are located in close proximity to the bridge, they will negatively impact the view.	Text revised as requested. The rendering has been updated to reflect the current Don Valley Layover configuration. The intent of the rendering is to provide a conceptual idea of what the facility may look like based on conceptual design information (location, size and orientation of layover facilities). Details such as landscaping are to be confirmed during future design phases. Metrolinx is in agreement that additional coordination with the City is required on matters such as landscaping, etc.
110	Appendix E Don Valley Layover page 95	Please edit the first sentence of the second paragraph on the page, as follows: "A Design Excellence process and urban design review will be followed during initial site layout through to detailed design." The text refers to a Design Excellence process in detailed design phase. Design Excellence and Urban Design review must occur during initial site layout and not left to detailed design. A significant degree of negative visual impact comes from the proximity and visibility of the facility buildings to the trail and bridge due to the initial site layout. In addition elements must be strategically located and concealed with view studies from the trail. .	The Metrolinx Design Excellence Team has provided input throughout the development of the RCD. They will continue to be involved during future project phases as the design of the proposed Don Valley layover progresses. This will extend to future project phases as well.
111	Appendix E Don Valley Layover page 95	"Special consideration should be given to the aesthetic design of the Don Valley Layover as much as possible during detailed design." The City agrees with this statement and believes it should be extended to include initial site layout through to detailed design.	Acknowledged; however, Metrolinx considers it premature to fully complete Design Excellence process and Urban Design Review on the basis of the conceptual design for which approval is being sought under the Transit Project Regulation.
112	Appendix E Don Valley Layover page 95, and repeated on page 98	"A Design Excellence process will be followed to integrate the new infrastructure design into the existing environment to reduce the extent of visual impacts...This may be accomplished (if feasible) through visual screening measures such as fencing, use of locally-sourced or significant building materials, and/or vegetative buffers where suitable with surrounding land uses." The proposed visual screening measures are not sufficient to mitigate the negative visual impacts. Additional consultation with the City is required to develop the design standards required for buildings, screening, and landscaping. Agreed mitigation measures should be included in the Output Specifications.	The proposed visual screening measures will be reexamined and expanded during future project phases. Mitigation that appears in the EPR has been developed on the basis of conceptual design only. Metrolinx looks forward to further discussions with the City on measures related to buildings, screenings and landscaping, etc.
113	Appendix E Don Valley Layover Facility page 108	"As part of detailed design, efforts will be made to minimize visual impacts as much as possible." "A Design Excellence process will be followed to integrate the new infrastructure design into the existing environment to reduce the extent of visual impacts." Please revise these sentences as follows: A Design Excellence process and urban design review with the City will be followed during initial site layout through to detailed design to minimize footprint, maximize distance to the trail and heritage bridge, secure high quality architecture and landscape design, secure Toronto Green Standards, consider public art potential for the site.	Metrolinx is unable to fully address this comment as the Design Excellence process will be completed/applied during future project phases. Instead this section has been edited as follows: "A Design Excellence process and urban design review with the City of Toronto will be furthered during future project phases with the intent of minimizing footprint, maximizing distance to the trail and heritage bridge, securing high quality architecture and landscape design, securing Toronto Green Standards to the extent feasible as determined by Metrolinx, and considering public art potential for the site."
114	Appendix E Lakeshore East page 113	Add retaining walls to moderate potential visual impact. There are the 6 areas adjacent to sensitive uses with walls of significant height at parks, school and residential use adjacencies. Enhanced wall treatments are already proposed here.	Revisions made as requested.
115	Appendix E Don Valley Layover - Measures page 113	The text City Planning objects to is cited here and is not an acceptable mitigation measure. Prior to detailed design, the location, site organization and footprint must be redesigned. Refer to comment for IA report page 108 above for proposed text amendment.	The location, site organization and footprint will be further developed during future design phases; however, Metrolinx will not be making further changes to the conceptual design as part of the TPAP Process. Our Design Excellence team is providing input throughout the development of the RCD. The RCD will be further developed during future project phases and the Metrolinx Design Excellence team will continue to provide input.

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116	Appendix E Visual Impact Report	Renderings provided for the Layover and Facility under the Bloor St Viaduct. (Appendix E) do not identify all impacted areas. Note that track layover area is only identified as an impact in two of the three "after" renderings. Additional renderings are required, including renderings showing visual impact in winter.	The renderings are intended to show the facility in the context of the existing landscape. Metrolinx will provide the City with any available renderings.
117	Appendix D	This proposal results in a physical loss of open space and parkland but there is no acknowledgement of this fact, nor how the OP policies are being addressed. Revise the report accordingly.	Section 5.6.1.1.1 of the Land Use Impact Assessment Report notes there is a footprint impact on existing natural area land uses as a result of the proposed facility. Metrolinx as a Provincial Agency is not subject to municipal permits and approvals, Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, including Official Plan policies.
118	Appendix D Executive Summary - Richmond Hill Corridor, Pg 2	Metrolinx to provide support for the statement "The proposed infrastructure is generally in compliance with current zoning"?	The zoning by-law indicates that zone Open Space Natural (ON) permits emergency services, public utility and transportation uses. 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 municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals. Text has been revised within Impact Assessment report to make this clear.
119	Appendix D Check reference number for comment about license agreement, Pg 86-87	It is not clear how Metrolinx can state that there are no adverse effects on recreation amenities or land use seeing that the City of Toronto is losing physical open space and parkland. The City has a license agreement in place with Evergreen - Refer to EPR comments.	Most of the proposed Don Valley layover is to be located within Metrolinx's existing rail right of way or will make use of the existing access that the City of Toronto and others use to access the lands beneath the Prince Edward Viaduct. Those lands beneath the viaduct are currently disturbed and stripped of vegetation. Statements within the EPR concerning no adverse impacts to recreational amenities were made in reference to features such as the Lower Don Trail, which will continue to operate as the existing condition following construction. The City's agreement with Evergreen Brickworks has been referred to within Section 5.6.1.1.2 of the Land Use and Socio-Economic Impact Assessment Report (see Appendix D2); however, as this proposal is not yet enacted, an alternate location can be selected that will allow the proposal to proceed.
120	Appendix D Table 5-1, Pg 109-110	Summary of Land Use and Social-Economic Mitigation and Monitoring Commitments - Potential Effects should note OPA requirement for the disposal of open space/parkland and how Metrolinx plans to mitigate impacts to TRCA/City.	Although Metrolinx as a Provincial Agency is not subject to municipal permits and approvals, Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, including Official Plan policies. Please refer to the mitigation summary tables within Chapter 5 and elsewhere within the EPR for a discussion of how Metrolinx intends to mitigate potential impacts to the TRCA/City.
121	Appendix D 3.2 Carry Out Impact Assessment Page 47 of pdf	For Step 3 it is noted that consultation with stakeholders such as the surrounding area community who use the park (which is a larger radius of affected residents for a park with city-wide users), Friends of the Don, the Don River Valley Public Art organization and other relevant parties, has not been done in a meaningful way and should be undertaken.	Metrolinx stands behind the consultation process that has been completed to date and will continue to engage with interested and affected stakeholders through activities such as the 2nd round of public consultation (Summer 2020). Please refer to Chapter 8 of the EPR for a thorough discussion of consultation efforts completed in support of the New Track and Facilities TPAP.
122	Appendix D 5 Summary of Mitigation and Monitoring Commitments Page 120 of pdf	For the third line regarding 'Don Valley Layover Facility' the 3rd and last column for Mitigation Measures/Commitments, please add "consultation with stakeholders such as the surrounding area community appropriate to a park with city-wide users, Friends of the Don, Cycle Toronto, the Don River Valley Public Art organization and other relevant parties."	It is Metrolinx's practice not to identify stakeholder groups by name as it risks precluding other groups that may be consulted. No change made.
123	Appendix D 4.6 Richmond Hill Corridor, 4.6.1 Don Valley Layover Location And Table 5-1 Summary Of Land Use & Socio- Economic Mitigation And Monitoring Commitments (P. 120 Pdf)	Zoning issues are not minor zoning conflicts when proposal does not meet intent of Official Plan and is not supported by City Planning staff.	Acknowledged. 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 of Toronto to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.
124	Appendix D 4.6 Richmond Hill Corridor, 4.6.1 Don Valley Layover Location And Table 5-1 Summary Of Land Use & Socio- Economic Mitigation And	<ul style="list-style-type: none"> • Mitigation should address compensation and improvements to parks and lands within green spaces. Development adjacent to a park shall: <ul style="list-style-type: none"> ○ be set back to allow the building and any of its exterior features and amenities to be provided and maintained on the development site; ○ provide an appropriate interface between public and private lands; ○ achieve Ontario Building Code setbacks related to fire separation on the development site; ○ be oriented to maximize public access and views to the park; ○ be designed to have an attractive façade with animated uses at grade; 	Additional mitigation recommendations have been included in Don Valley Layover segments of the Land Use Impact Assessment Report.

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	Monitoring Commitments (P. 120 Pdf)	<ul style="list-style-type: none"> ○ provide for casual overlook, increasing the passive surveillance and safety of the park; and ○ avoid locating loading and servicing areas adjacent to the park. 	
125	Appendix D Section 7 (p. 125 pdf)	The IA report states Metrolinx will consult with, and have consideration for, municipal planning policies with regard to specific projects (or components thereof) and will comply with municipal requests when and where reasonable and feasible. The Don Valley Layover does not comply with City policies and the City strongly requests that this proposal be reconsidered.	Metrolinx as a Crown Agency of the Province of Ontario is not subject to municipal permits and approvals. However, mitigation measures such as visual screening and separation barriers between the facility and the Lower Don Trail will be incorporated into the design to ensure that the impacts on the users are reduced. Metrolinx will continue to engage with the City to incorporate the city's requirements as a best practice, where practical to the extent possible.
126	Appendix D Section 7 (p. 125 pdf)	City notes the commitment to submit building permits and Site Plan approvals (e.g., Layover/Storage Yard Facilities) to provide the municipality with an opportunity to comment and submit applications relating to municipal heritage permits for alterations to cultural heritage resources and landscapes. Compliance with higher order policies (e.g. OP) and zoning by-laws is needed for site plan approval. The proposal does not meet many OP policies and there are zoning issues. Site Plan Approval is required for various servicing connections.	Comment Noted. Although Metrolinx as a Provincial Agency is not subject to municipal permits and approvals, Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, including Official Plan policies.
127	Appendix D Section 7 (p. 125 pdf)	City notes the commitment to submit building permits and Site Plan approvals (e.g., Layover/Storage Yard Facilities) to provide the municipality with an opportunity to comment and submit applications relating to municipal heritage permits for alterations to cultural heritage resources and landscapes. Don Valley Layover facility is considered a significant alteration and requires TPB approval. Please advise on how the timing and political risk of these approvals is factored into project timelines and feasibility.	Alterations to cultural heritage resources and landscapes are not anticipated as a result of the Don Valley Layover and there will be no direct impacts to the Prince Edward Viaduct. Metrolinx will reassess this at the detail design stage and will work with the City to ensure indirect impacts resulting from construction of the layover are monitored and mitigated.
128	Appendix D 4.6.1.1.3 Mitigation Measures	Zoning review should be undertaken by Toronto Buildings to confirm that the activities associated with the facility are permitted. Further review of the Don Valley Layover proposal's compliance with zoning for use, height, gfa and setbacks are needed to assess whether zoning issues are minor and meet OP/higher order policies. City cannot support zoning changes that do not meet intent of OP or site plan that does not comply with zoning.	Acknowledged. 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 of Toronto to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.
129	Appendix D Figure 4-21 Excerpt Of The City Of Toronto's Online Zoning Map	Zoning analysis does not address areas not covered by By-law 569-2013 adjacent to Don Valley Layover.	Figure 4-21 and this section of the Land Use Report address applicable zoning for the lands that are expected to host the layover facility.
130	Appendix D 4.6.1.1.2 Socio-Economic and 4.6.1.1.3 Mitigation Measures	The Don Valley Layover facility includes sanitary storage and potential septic tank. Consider and evaluate odour impacts on recreational amenities as an adverse impact on trail/park use.	Acknowledged. Reference to potential odors has been included in anticipated socio-economic impacts within this segment.
131	Appendix D 3.4.1 Development within Floodplains (p.49 pdf)	As part of PPS analysis the report concludes <i>"that In addition, the layover facilities will be designed/built above the 100-year flood level, therefore there are no anticipated environmental impacts associated with placement of these facilities in a floodplain"</i> . Please provide additional information that this project will meet PPS and OP objectives, as well as climate change goals in Metrolinx's Sustainability Strategy.	Metrolinx policy is to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, including Official Plan policies. In this instance it would be premature to commit to full adherence to OP objectives as well as the climate change goals in Metrolinx's sustainability Strategy as we are currently at a conceptual level of design.
132	Appendix D Layover Facility Compliance With Section 3.1.7 Of The Pps 9 (P. 50 Pdf)	The feasibility that layover facilities will be built such that the finished floor (and hence all equipment) will be set at a minimum above the 100-year floodplain needs to be addressed in TPAP, not as design criteria to be considered during the detailed design phase. If this cannot be demonstrated at this point in the process and comply with PPS, the impacts and risks for this location may be too great.	The Reference Concept Design is being further reconfigured to address the City and TRCA's floodproofing concerns. The Final EPR will document the results of these currently ongoing discussion and present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration.
133	Appendix D 3.4.4 Greenbelt Plan	<i>"For the Project, the proposed layovers are required to achieve increased service along the rail corridors, and thus there is no reasonable alternatives to their proposed location and design."</i> Please demonstrate to the City that other locations on the rail corridor were analyzed for this layover facility.	This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.
134	Appendix D 3.4.4 Greenbelt Plan	Lower Don Valley is designated as Urban River Valley in Schedule 1. Infrastructure is permitted under Policy 6.2.3. However the DVL facility is contrary to promoting protection of natural and open space lands in the lower Don Valley, DVL will have significant visual impact on and constrain use of	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 of Toronto to incorporate municipal requirements as a best practice, where practical,

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		significant cultural resources (BSV) and will detract from the natural setting and DVL promotes the vision of using the lower Don Valley as place for infrastructure rather than gateway to rural landscape (Policy 1.2.3 Urban River Valley Goals).	and may obtain associated permits and approvals. Please refer to Table 5-104 within Chapter 5 of the EPR for how Metrolinx intends to mitigate the visual impacts of the proposed Don Valley Layover Facility.
135	Appendix D 3.4.4 Greenbelt Plan	Address analysis for Policy 3.2.6 External Connections. DVL buildings, access and SWM requirements will reduce the extent of vegetation near the Don River and will reduce the ability of native plants and animals to use the valley system and may impact on movement corridors.	Vegetation will be compensated per Metrolinx vegetation protocol; however, it is acknowledged that the layover construction will result in an increase in impervious area that will need to be treated via SWM measures. The natural environment assessment [Section 4.6.1.1.] does not support the conclusion that the proposed works will reduce the ability of native plants and animals to use the valley system and negatively impact movement corridors.
136	Appendix B Section 6.2.2. Conservation Authority Regulations	Natural Environment IA report references consultation with TRCA. Please include feedback and inputs from consultation with TRCA within this report.	Consultation with TRCA is thoroughly documented within Chapter 8 of the EPR. Please see Section 8.2.4.4 of the EPR for specific details. This consultation supported the overall development of the conceptual design, including its natural environment aspects.
137	Appendix B Table 5-1	Compensation and permitting requirements will be to the satisfaction and approval of Urban Forestry. Submit landscape plans with planting details in the arborist report.	A tree inventory (arborist report) is being prepared for the electrification component of this project. The results will be provided to the City. Proposed approaches to on-site (and off-site if necessary) restoration/compensation will be achieved in accordance with Metrolinx's Vegetation Management Guidelines.
138	Appendix B 6 - permits/ approvals	Include reference to municipal permits and approvals. This proposed layover facility is in a Ravine and Natural Feature Protection regulated land within the City of Toronto.	Reference to municipal permits and approvals have been included in the Permit/Approval section of the Impact Assessment Report.
139	Appendix B Section 4.7.5.1.1, Pg 65	Confirm and illustrate in plan view whether the maximum 7m vegetation clearance zone is within or beyond the existing fencing along the Richmond Hill rail corridor. Is there in fact a need to remove additional vegetation outside those limits and beyond Metrolinx property? Assuming that the OCS can function within the existing fencing, could trees just be trimmed rather than removed? Review and advise.	The proposed maximum 7m vegetation clearance zone is illustrated on Figures RH-1 through RH-6 in the Natural Environment Impact Assessment Report. While the 7m Vegetation Clearing Zone occurs almost entirely within the existing fencing along the Richmond Hill rail corridor there is a requirement for the vegetation clearing to extend beyond the existing fencing for a portion of the rail corridor within the Project study area segment RH-3 and therefore beyond the Metrolinx property. In this location, trimming is a viable option for vegetation management per the Metrolinx Vegetation Management Guidelines and should be utilized where possible through this section of the corridor.
140	Appendix B Section 4.8 and 7.2, Pg 68 and 496	Any construction staging areas not identified at this stage and determined by PCo through detailed design will require an amendment to the license agreement between the City and Metrolinx. The City will not enter into a separate third party agreement for temporary access to City owned lands. Metrolinx to advise Real Estate of these areas as soon as possible.	As part of ongoing discussions, Metrolinx will coordinate with the City regarding this agreement. However, please note that it is anticipated that the layover facility site itself will be used for the staging area. No additional City owned lands are anticipated for the staging areas.
141	Appendix B Section 4.8.4 and 4.8.7, Pg 68 and 73	Will the equipment required for the installation of the track infrastructure and new switches and layover facilities exceed the capacity of a narrowed access route?	Provisionally, the answer is no. However, this will be addressed during the detailed design and the detailed constructability phase.
142	Appendix B General	The document should mention preservation of existing wetlands in the area of the Don Valley Layover as mentioned in the Lower Don Trail Master Plan.	Recognition and description of the Chester Springs Wetlands has been added to the Baseline Conditions Report and the Impact Assessment report.
143	Appendix B General	Please ensure that the studies address the Development Criteria in Parks and Open Space Areas: Any development provided for in Parks and Open Space Areas will: a. protect, enhance or restore trees, vegetation and other natural heritage features and maintain or improve connectivity between natural heritage features; b. preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights; c. maintain, and where possible create linkages between parks and open spaces to create continuous recreational corridors; d. maintain or expand the size and improve the usability of publicly owned Parks and Open Space Areas for public parks, recreational and cultural purposes; e. respect the physical form, design, character and function of Parks and Open Space Areas; and f. provide comfortable and safe pedestrian conditions.	The Development Criteria in Parks and Open Space Areas is noted; however, this municipal criterion is not a guiding principle for Metrolinx and for this particular project, which is proceeding through the Transit Projects Regulation. The development criteria will be applied to the extent feasible, as determine by Metrolinx, which is within their purview as a provincial agency.
144	Appendix C Sec 5.7 O&M, Sec 5.8 Construction RH-1,2,3,4,5, and 6	Soil Management Plan, Groundwater Management Plan, and Spill Contingency and Prevention Plans are referenced but no details are presented at this juncture. Subsequent reviews of these plans by the City of Toronto will be required as project delivery progresses.	Acknowledged.

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145	Appendix C TABLE 3-1 Baseline Conditions Report Gap Analysis and Future Work for Study Area Segments RH-1,2,3 4,5, and 6	If a hydrogeology study or Phase II ESA is not available, confirm if one will be conducted to address baseline conditions and assess potential impacts and required mitigation measures.	It was found necessary to revise the Phase 1 ESA study previously completed for the Don Valley layover after the facility was shifted to new lands in response to feedback from the City of Toronto. The study and its recommendations will be incorporated into the EPR following the Notice of Commencement. It cannot be confirmed whether a Phase II ESA is warranted until the results of the Phase I ESA are available. The Hydrogeology Impact Assessment Report that was completed on the basis of a conceptual design was presented within the EPR as Appendix C2 . Identified impacts and associated mitigation will be reviewed and expanded, where required, during the development of the Groundwater Management Plan.
146	Appendix H Sec 5.0 Table 5-1	Please include a reference to the TRCA criteria: rip-rap at culvert outlet should be set at an elevation above the 25-year storm flood line. Reference: TRCA SWM Criteria manual, Section 2.4 Outfall Structure and Plunge Pool; trca.ca>conservation>understand>swm-criteria-2012	This reference has been added to the Preliminary Stormwater Management Assessment completed for the proposed Don Valley Layover Facility and is also captured within Tables 5-107 of the revised EPR.
147	Appendix J 4.6.2 Track Segment RH-1 -RH-6 – Mile 1.60 to Mile 4.65	No evidence of coordination with or feedback from Hydro One regarding High-voltage utilities for the Richmond Hill corridor. Reference to Hydro One correspondence and directives is required. Utility Impact Assessment must be reviewed and coordinated between Metrolinx and the utility stakeholders, being Hydro One, Bell, Rogers, etc.	Metrolinx and Gannett Fleming are coordinating with Hydro One simultaneously while the Metrolinx New Track and Facilities TPAP is being developed. Meeting was held between Metrolinx and HONI on June 9, 2020. Feedback received will be incorporated into the revised site layout following issuance of the Notice of Study Commencement. Survey and SUE investigations are currently in progress and is expected to be completed by mid-July 2020.
148	Appendix J 4.7.1 Operation of New Track /Switch Infrastructure	Placeholder states that this section is only relevant to the Noise/Vibration/Air Quality IA reports. Clarification is required regarding why Utilities would be excluded from this section.	It is because potential impacts associated with utilities will occur during the construction stage, not the operational stage. Impacts and associated mitigation related to utilities is captured within Section 5.20.9, Section 7.4.10, Section 7.5.10 and elsewhere.
149	Appendix J 4.7.2 Operation of New Layover/Storage Yard Facilities	Placeholder states that this section is only relevant to the Noise/Vibration/Air Quality, Traffic, EMI/EMF IA reports. Clarification is required regarding why Utilities would be excluded from this section.	It is because potential impacts associated with utilities will occur during the construction stage, not the operational stage. Impacts and associated mitigation related to utilities is captured within Section 5.20.9, Section 7.4.10, Section 7.5.10 and elsewhere.
150	Appendix J Pg. 9/13	A key concern of Toronto Water is that there is a proposed combined sewer shown on the circulated preliminary drawings. i.e. sanitary sewer that will also receive CB flows. This is not indicated. New combined sewers will not be approved by the MECP as per Procedure F-6-1. TW would like to see 1) a reference to sanitary servicing 2) a reference to drinking water works servicing and 3) to know at this stage that these concerns will be addressed in a subsequent report/submission.	Acknowledged. The proposed sanitary sewer is provided for collecting track drainage and will discharge into the proposed facility sanitary system which will be regularly cleaned out. Toronto Water's concern are noted and will be applicable to future project phases.
151	Appendix F	Staff note the preferred location/siting of the proposed Don Valley Layover Facility and its ancillary works were under review by Metrolinx at the time of preparing the report. Heritage staff will review and provide comment upon the revision of the document.	Acknowledged.
152	Appendix F	The draft CHAR states that the proposed plan to introduce a layover facilities site under PEV bridge should be reconsidered and moved to another location.	Analysis of impacts of the layover facility were reviewed again and it is confirmed that the proposed layover facility will result in indirect impacts to the bridge. The report analysis has been further detailed to expand on the rationale for this conclusion. Determination of impacts considers the extent to which the property's cultural heritage values will be affected and through assessment of factors such as the scale or severity of the impact, whether any changes are temporary or permanent, and if the alterations are reversible or irreversible.
153	Appendix F Executive Summary, pg ii	As the report states: <i>"Given the importance and location of some cultural heritage resources (CHRs), consultation with Municipal heritage staff and other jurisdictions will be undertaken as appropriate to determine if Metrolinx New Track & Facilities TPAP proposed infrastructure will be subject to specific policies within heritage districts or conservation areas (parks)."</i> It should also be clarified that all requirements for consultation with the Toronto Preservation Board and necessary approvals under the Ontario Heritage Act will be adhered to.	The report has been updated to reflect this new information
154	Appendix F Executive Summary, pg iii, Table 0-1	The report and Table 0-1 should clearly identify if the PEV bridge has been identified as a PHPPS.	The Prince Edward Viaduct is designated under Part IV of the <i>Ontario Heritage Act</i> and is considered to be of local cultural heritage value. It has not been evaluated using Ontario Regulation 10/06 of the Ontario Heritage Act as it is not currently owned by the Province, nor has there been an agreement put into place giving Metrolinx authority to alter the asset.
155	Appendix F Executive Summary, pg iii	HIAs should be committed to be completed during TPAP for 10/06 properties (identified PHPPSs) and for 9/06 properties (identified PHPs) to ensure sufficient mitigation measures and alternative options are considered prior to detailed design phase.	The report has included clarifications as suggested.

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156	Appendix F Section 7.8, pg 87	<p>The report should be revised to identify the proposed works at the PEV bridge as a potential "direct" adverse impact, rather than "indirect". The report currently identifies potential "indirect" negative impacts to the PEV bridge, however these would be categorized as direct adverse impacts based on their description on page 63, which includes:</p> <p><i>"introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features".</i></p>	<p>Analysis of impacts of the layover facility were reviewed again and it is confirmed that the proposed layover facility will result in indirect impacts to the bridge. The report analysis has been further detailed to expand on the rationale for this conclusion. Determination of impacts considers the extent to which the property's cultural heritage values will be affected and through assessment of factors such as the scale or severity of the impact, whether any changes are temporary or permanent, and if the alterations are reversible or irreversible.</p>
157	Appendix N Executive Summary	<p>No mitigation measures are proposed to reduce the higher than base levels of EMF detected at Richmond Hill Corridor. It is expected that EMF levels will be re-assessed on completion of the works to confirm that they have not increased as a result of the project.</p>	<p>Acknowledged. The following commitments from Metrolinx's 2017 Electrification EPR have been added to the EMI/EMF commitments table:</p> <ul style="list-style-type: none"> • Confirmation/Re-assessment of ELF EMF levels post-electrification, and locations where higher-than-background ELF EMF was measured. • Re-assessment of EMI levels post-electrification, and a selection of EMI sensitive locations identified during baseline surveys.
158	Appendix N Executive Summary	<p>The Executive Summary states that radiated magnetic fields can affect passengers. Please also include commentary on the potential risk of radiated magnetic fields affecting sensitive third party receptors e.g. medical centres, audio/visual facilities, university test labs.</p>	<p>The document states that Radiated Magnetic Fields can damage the belongings, i.e., magnetic media, of passengers, not the passengers themselves. The primary danger to passengers is (non-ionizing radiation) EMF ELF. However, it falls off very quickly. The primary concern for third-party receptors is RF EMI, which could affect the equipment, not the people directly.</p>
159	Appendix N 4.7.2	<p>No construction staging plans are provided at this conceptual design stage and the impact on the existing EMF mitigation methods has not been addressed. Confirm at what project stage assessment will be undertaken and made available for City of Toronto review.</p>	<p>The mitigation measures are not influenced or affected by the fact that construction staging is unknown at this time. Mitigation and Monitoring Commitments, as listed in Table 5 apply.</p>
160	Appendix N	<p>It is noted that while Metrolinx has prepared an EMC Control Plan, which may provide further detail and clarification, this has not currently been provided for review. Please provide a copy of the EMC Control Plan for comment once available.</p>	<p>Acknowledged. It has since been confirmed that the EMC standards will be developed by Metrolinx (and the Contractor) in future project phases. As such, text has been revised throughout the report to clarify that the EMC Control Plan will be prepared at a later date.</p> <p>Also as noted, the EPS - 4000 is obsolete; please see the following standards for reference http://www.gosite.ca/engineering_public/electrification_standards.aspx</p>
161	Appendix N 4.7	<p>Regarding construction impacts, there is no reference to a testing and commissioning stage for the Electrification system (e.g. short circuit testing) and associated potential EMI/EMF impact. Confirm if this is captured in the EMC Control Plan.</p>	<p>The Summary of Mitigation and Monitoring Commitments table says that Future Work includes this statement, which applies to "All Electrification Project Components." The section reads, "Demonstrate compliance through field measurements and testing under actual operating conditions, as well as remediation measures if allowable thresholds are exceeded." This is intended to convey that the work noted in the comment will take place, via the EMC Control Plan, which is also mentioned.</p>
162	Appendix N - Appendix A	<p>Sensitive third party receptors are not identified in the Impact Assessment plans. Confirm if nearby adjacent buildings, for example York University Station, contain equipment sensitive to EMI/EMF.</p>	<p>Sensitive receptors were identified in the companion IA referenced as Appendix J2. Measurements were conducted and mitigation measures were listed. This report covers only the "New Track and Facilities" scope as an adjunct to that work. York University Station, referenced in the original comment, is a significant distance from the limits of electrification proposed under the New Track and Facilities TPAP, which extend from the Union Station Rail Corridor to approximately Pottery Road in the City of Toronto.</p>
163	Appendix I Table 0-1 References and Supporting Documents	<p><i>The City of Toronto, Guideline for the Preparation of Transportation Impact Studies 2003</i> http://arris.ca/~arris2/ARCHIVE/traffic-impact-studyguidelines.Pdf</p> <p>The referenced TIS Guidelines are an older version. The most recent version should be referenced: <i>Guidelines for the Preparation of Transportation Impact Studies (2013)</i></p> <p>These guidelines are not posted online but available upon request.</p>	<p>The current version of this document will be reviewed and cited within the EPR and its traffic studies.</p>
164	Appendix I Table 0-1 References and Supporting Documents	<p><i>The City of Toronto Article 30: PARKING AND LOADING REQUIREMENTS</i></p> <p>https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/current-planning/parking_standards.pdf</p> <p>These are not the City of Toronto's loading and parking requirements. Toronto's parking and loading requirements are contained in the City-Wide Zoning By-Law 569-2013 and other supporting documents: https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200.htm https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter220.htm</p>	<p>The current version of this document will be reviewed and cited within the EPR and its traffic studies.</p>

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
165	Appendix I Table 0-1 References and Supporting Documents	Please include the following in the document reference: <i>Development Infrastructure Policy & Standards (DIPS)</i> https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/development-infrastructure-policy-standards-dips/	The current version of this document will be reviewed and cited within the EPR and its traffic studies.
166	Appendix I 1.1 Proposed Site Features	A multi-modal transportation viewpoint and analysis should be employed for the TIS Report. Nowhere in the TIS Report is the Lower Don River Multi-Use Trail and potential impacts to cyclists and pedestrians identified. The new Don Valley Layover Facility will be adjacent to this popular north south trail that connects the Toronto Waterfront with the Don and Taylor Creek Trails.	The trail and current access to the existing utility building is already separated. The amount of traffic is minimal and should not pose a discomfort to cyclists and pedestrians. Trail users will be physically separated from trail users through bollards or other means. A multi-modal transportation viewpoint and analysis is not required at this conceptual design stage, in our opinion.
167	Appendix I 2 Proposed Access to the Layover Facility	The proposed access and egress points from and to the Don Valley Parkway Bayview-Bloor ramp that will now be formalized will require further study to articulate the geometric design and safety. The posted speed limit along the ramp road is 60 km/h, so vehicles need to be able to safely exit and merge with traffic.	Agreed. This will take place during future project phases, as it is beyond the current level of conceptual design.
168	Appendix I 2.1 Methodology of the Study Other elements within the traffic study methodology	<i>"This study will also compare the proposal with regulations for parking requirements endorsed by City of Toronto, in the City of Toronto Article 30: Parking Requirements."</i> Article 30 is part of the Ontario Development Code and are Not City of Toronto parking requirements. Toronto parking requirements are found in Chapter 200 of the City-Wide Zoning By-law 569-2013. https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200.htm The parking analysis must be revised using these requirements.	The reference will be changed in the document to the Toronto parking requirements are found in Chapter 200 of the City-Wide Zoning By-law 569-2013. https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200.htm When using the above source for the Don Valley facility there was a requirement for one parking space. The category is "Railway Service and Repair Yard; Railway Station" it calls for 0.1 space per 100 square meters. If the Staff Office (the approximate size of a single wide mobile home or 100 square meters) and the dimensions of the properties holding tank and sanitary waste disposal facility 900 square meters, you only have 1,000 square meters. Using the Toronto Chapter 200 standards, that would equal one parking space. This is why we used the method based on employees and visitors. Metrolinx has utilized a method for sizing employee parking lots based on the shift with the greatest number of employees, with visitors and deliveries taken into account.
169	Appendix I 3.1 Justification for an Abbreviated Traffic Impact Study	The old 2003 TIS Guidelines are cited here. Section 2.2 of The Guidelines for the Preparation of Transportation Impact Studies (2013) states the following: 2.2 When Required. <ul style="list-style-type: none"> In most cases, a TIS will be required if the proposed development adds more than 100 peak-hour, peak-direction vehicle trips to the transportation system. However, there will be situations when the 100 trip threshold is not reached and a TIS is still required, such as: The vehicle traffic generated by the development is expected to trigger a critical capacity or level-of-service condition at one or more of the surrounding signalized intersections (i.e., volume-to-capacity ratios are greater than 1.0 or level-of-service exceeds 'E' for either through movements or shared/exclusive turning lanes on intersection approaches); The development proposal is in an area with significant levels of existing vehicle or pedestrian traffic congestion, and/or a high expected rate of population or employment growth; The development proposal incorporates direct vehicle access to either a major or minor arterial road; The development proposal is not captured in local land-use/transportation plans; and The development proposal requires an amendment to the OP. In this case, a TIS Report is required for Don Valley Layover Facility not due to projected traffic volumes but based on the last 3 bullets of Section 2.2 of the 2013 TIS Guidelines. The Proposed Development will connect directly with the Don Valley Parkway Bayview-Bloor ramp connector, which is classed as a major arterial road. Furthermore, the Proposed Development has not been identified on any previous land-use or transportation plans and under the City of Toronto Official Plan, the land use designation for the Subject Site is natural areas. <ul style="list-style-type: none"> It is the opinion of Transportation Services that an expanded Transportation Impact Study that includes a multi-modal analysis of impacts resulting from the Proposed Development is required. A detailed analysis of proposed site access including the geometry of the access road and road / ramp connections with the Don Valley Parkway Bayview-Bloor ramp should be further explored. A parking study that includes supporting data should also be included. 	Even though this development can be seen to meet the last three bullets under 2.2 of the TIS Guidelines for the traffic studies, outbound trips during the peak of the facility is 14. This new development is so minor that the study concentrated specifically on areas that could pose a problem. The current report handles the potential real impact on the Don Valley Parkway connector. The recommendations call for a significant design improvement over the ramps that currently exist. The report also recognizes that these are major highway facilities. For this reason, the report has mentioned that not only should the ramps be built to high standards, but also, signing and marking be clear that these ramps are not to the highway system. This will be further considered during future project phases.
170	Appendix I	Please provide more details for the traffic volumes shown in Table 3-1. What is the year shown and were any growth rates applied to the original volume data?	Traffic data received from the City is included within Appendix B of the Transportation Study. The data used is from 2017 (the last year for which information was available) A 1% annual growth rate was applied.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
	3.1 Justification for an Abbreviated Traffic Impact Study TABLE 3-1		
171	Appendix I 3.2 Estimated Site Trip Generation	"This study presumed that 25% of the total anticipated visitors would arrive within the peak hour, and the rest will arrive within the remaining seven hours of the shift." Please provide further details regarding visitors and how they differ from a typical employee. What parking provisions are available for visitors? Do they just use employee parking?	The reason that 75% of the visitors and deliveries would arrive outside the peak hour is because these individuals are not essential to the operation of the facility, meaning they do not need to arrive at the same times as employees undergoing shift change. The conceptual nature of the design does not currently differentiate between employee and visitor parking.
172	Appendix I 3.2 Estimated Site Trip Generation	"Delivery truck arrivals are expected to be uniformly distributed throughout the 8-hour shifts." Please provide further details regarding delivery trucks including the type, size and frequency and whether deliveries would occur during off-peak and overnight hours. Also note the low bridge height (2.1m) under the Don Valley Parkway Bayview-Bloor ramp road. Outbound large trucks will most likely need to egress and travel eastbound on the ramp road only.	Bridge clearance issues are noted. Additional details regarding the type, size and frequency of delivery vehicles entering the facility are not known at this time.
173	Appendix I 3.3 Estimating Future Roadway Network and Traffic Conditions	The methodology for the traffic analysis should be included and should comply with <i>The Guideline for the Preparation of Transportation Impact Studies (2013)</i> . <ul style="list-style-type: none"> Was Synchro modeling software used? Highway Capacity Manual? What were the assumptions? If Synchro was used, then the output sheets should be included in the appendices. 	Since the traffic from this facility is so minimal, the decision was made to use a planning method based on the latest principles of the Highway Capacity Manual. Any more detail than this would not provide more value to recommendations for this report.
174	Appendix I 4.1 On-Site Pedestrian and Vehicular Circulation	A detailed design for the access roadway needs to be explored. It should be designed to City of Toronto Standards. The City's Development Infrastructure Policy & Standards (DIPS) should be reviewed for appropriate road cross-sections that include pedestrian sidewalks. <u>Development Infrastructure Policy & Standards (DIPS)</u> https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/development-infrastructure-policy-standards-dips/ The access road must meet all City of Toronto engineering and roadwork design standards: <u>Construction Specifications and Drawings for Road Works</u> https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/construction-specifications-road-works/	Metrolinx will work with the City to negotiate terms of an agreement regarding future operation and maintenance responsibilities; the level of design of the access road will be based on the agreement.
175	Appendix I 4.2 Parking Recommendations	See Comments #3. and #7. On-site parking requirements need to be recalculated using the appropriate City standards and rates.	No rates that are better than those ones used were found. Warehouses are much larger than the layover facility and have far fewer employees per square foot than these layover or storage facilities.
176	Appendix I 5 Major Findings and Recommendations - Point 1	Deceleration and acceleration lanes are proposed at the access and egress points with the Don Valley Parkway Bayview-Bloor ramp road. Are such upgrades required based on the projected low site generated traffic volumes? Note that the eastbound egress is only 100m west is the DVP southbound ramp and adding an acceleration lane may be difficult. Further designs of these deceleration and acceleration ramps should be articulated on detailed design drawings.	The deceleration and acceleration lanes are not proposed due to expected traffic. They are proposed strictly as a safety precaution and to assist in driver expectancy. However, the fact that this is a free-flowing Expressway type facility it is important to make any entrances or exits to it smooth and safe. It is for this reason those acceleration and deceleration lanes were proposed. Please note that this is only a recommendation at this time and access requirements will be developed and refined during future project phases.
177	Appendix I 5 Major Findings and Recommendations - Point 6	Detailed discussions are required with the Cycling and Pedestrian Projects Section of Transportation Services and the Parks, Forestry and Recreation Division. What are the impacts of the proposed chain link fence to the Lower Don Trail? A suitable design must be reached by all stakeholders.	Acknowledged. The fence is currently a design concept that will be subject to refinement during future project phases. Consultation with the City of Toronto and the Cycling and Pedestrian Projects Section of Transportation Services in particular will be required. Please note the chain-link fence adjacent to the Lower Don Valley Trail is a temporary condition that is required to isolate Metrolinx's work zone from pedestrians and cyclists. Bollards are currently envisioned for the permanent condition in areas between the access road and the trail.
178	Appendix I DWG NO. RHL-FAC-C-0104	Metrolinx must provide improvements to the entire access road including its ramp and connection points, not just to the point where the proposed access gate is located.	Acknowledged. This request has been documented and will be further reviewed during detailed design. Metrolinx is committed to continued consultation with the City of Toronto during future project phases.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
179	Appendix I DWG NO. RHL-FAC-C-0104	The proposed gate must be approved by City of Toronto and Toronto Hydro, who will also be users of the upgraded access road.	Acknowledged.

TABLE 8-30 CITY OF MISSISSAUGA DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Appendix B: Final Draft Natural Environment Impact Assessment Report	Pg. 2, Kitchener Corridor, 1st paragraph, 2nd sentence – references Lakeshore West Corridor...should be Kitchener Corridor. Also mentions that: "Most of the proposed track work is within an actively used and managed portion of the existing Metrolinx rail corridor ROW"	Thank you. The correct corridor has been identified in the Natural Environment Impact Assessment Report contained in Appendix B2 .
2		The City of Mississauga understands that no property impacts are anticipated from the proposed infrastructure, however, are subject to change. As such, Mississauga wish to be kept apprised of any track work anticipated beyond the Metrolinx Kitchener Corridor ROW (Segments KT-11 and KT-12) and continue to receive updates about the Project, as new information becomes available.	Metrolinx is in agreement and the City of Mississauga will continue to receive project updates, particularly if additional track work is deemed necessary in Segments KT-11 and KT-12. Please see EPR Appendix A1 for detailed mapping of these segments.
3	Appendices K, L, and M	Are the links for Appendix K, L, and M available?	Appendix K is now to contain the Layover/Storage Yard Facility Construction Noise and Vibration Impact Assessment Report and Appendix L is to contain the Layover/Storage Yard Facility Air Quality Impact Assessment Report. Climate Change considerations have been captured within EPR Chapter 6 Section 6.8.

TABLE 8-31 CITY OF BARRIE DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1		The City strongly supports Metrolinx's efforts to implement the GO Expansion project.	Thank you for this positive feedback.
2		The City operates a shortline rail system that utilizes the existing track in the location where the proposed track is identified from mile 63.40 to approximate mile 62.30 in order to access the Beeton Subdivision and provide connectivity to the Meaford Subdivision/Utopia Yard. The proposed replacement track must maintain this connectivity. All work to maintain this connectivity would be at Metrolinx's cost.	The RCD developed for this section of track has taken into consideration the City's shortline rail system and does not anticipate impacts to the connectivity.
3		There is a significant grade differential at the proposed track location from mile 62.30 to 62.80. The City requests confirmation on how the proposed track and the connection to the Beeton Subdivision will be configured to maintain connectivity.	Track Connections and elevations will be provided as part of the Barrie Corridor track RCD. Horizontal alignments and vertical profiles depicting top of rail elevations for where proposed OnCorr Track Work will be part of this package.
4		The City requests that if the crossing on Essa Road requires replacement for the proposed new track that Metrolinx install a rail crossing with flashing lights, bells and gates.	Details of the crossing at Essa Road are subject of ongoing discussions with the City of Barrie and Metrolinx' commercial management team.
5		The City notes that there have been significant First Nations archaeological discoveries in proximity to the Allandale Station. The City recommends that Metrolinx liaise with the City's Archeological Coordinator.	Coordination with the City of Barrie is ongoing. Metrolinx will continue to coordinate with municipalities throughout detailed design and future project phases.
6		The City recommends that Metrolinx liaise with the City's Stakeholder and Special Project Coordinator to discuss coordination with First Nations.	Coordination with the City of Barrie is ongoing. Metrolinx will continue to coordinate with municipalities throughout detailed design and future project phases.

TABLE 8-32 CITY OF OSHAWA DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Impacts to Oshawa GO Station	The potential impacts to the existing Oshawa GO Station should be clearly identified. In this regard, Metrolinx is requested to confirm whether or not the pedestrian walkway to the west parking lot and the bus loop be impacted during construction, and if so, whether these facilities will be shifted north on a temporary basis. Likewise, potential impacts on the number of parking spaces being provided during construction are requested.	Metrolinx is in the process of reviewing the impacts to the bus loop design and GO Station layout. Efforts will be made to mitigate impacts to parking spaces and the pedestrian path. Metrolinx will consult with the City of Oshawa, Durham Region, and Durham Transit once more information is available.
2	Stormwater Management	Metrolinx is requested to confirm whether the existing storm sewer outfall located near the area of the proposed station platform, and the associated storm sewer easement, will be impacted. Likewise, confirmation is requested as to whether there will be any potential impacts due to construction on the outfall structure or the drainage ditch leading east, including due to overland flow. Staff note that the storm water management infrastructure at the Oshawa GO Station and along the adjacent segment of Thornton Road South are owned by the Region of Durham.	This comment is noted; however, Metrolinx is unable to address it at this time based on the conceptual nature of the current design. This will be addressed during a detailed design and Metrolinx will continue to consult with the City of Oshawa regarding the proposed platform.
3	Consultation Process	Metrolinx is requested to give the City the opportunity to provide comments during the detailed design phase for the proposed works, including in relation to the storm water management system and any potential impacts.	Acknowledged. The City of Oshawa will continue to be engaged during future project stages.
4	Impacts to train service	Information regarding any potential impacts to existing service during construction is requested as soon as possible, in order to inform riders so they may be able to adjust their commuting schedules accordingly.	Acknowledged. Metrolinx will provide this information once it becomes available, prior to construction.
5	Planned train service increase	Information as to whether or not the increased service and added platform/track will add jobs at the Oshawa GO Station site is requested.	GO Expansion as a whole will provide job opportunities for the local construction industry, as well as benefit local businesses.
6	Impacts to other planned rail expansions	Confirmation that the new track and platform will not adversely impact the planned Bowmanville Rail Service Expansion is requested, given that the proposed new tracks, as shown in Attachments 2 and 3, would not be able to be extended eastward due to the existing station building.	Metrolinx is working with the Bowmanville Expansion team internally to ensure the projects are coordinated. Metrolinx will share details with the City once they become available.
7	Request for information	City staff request that a concept plan be provided to demonstrate how the proposed new tracks in the Draft E.P.R. would integrate with the existing and proposed tracks and platforms at the Oshawa GO Station required for Bowmanville Rail Service Expansion.	Metrolinx is with the Bowmanville Expansion team internally to ensure the projects are coordinated. Metrolinx will share details with the City once they become available.

TABLE 8-33 TOWN OF OAKVILLE DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Chapter 4	4.2.3.3 and 4.2.3.4 Planned Land Use - the report should include discussion that these segments/projects are both within a Provincially designated Urban Growth Centre. Midtown Oakville is a designated urban growth centre in the province's Places to Grow growth plan and a mobility hub within the Metrolinx regional transportation plan, The Big Move. Midtown Oakville is envisioned to be a vibrant, transit-supportive, mixed-use urban community, as identified in the Livable Oakville Plan.	Acknowledged. Text included in the Land Use and Socio-Economic Baseline Conditions and Impact Assessment Reports contained in Appendix D1 and Appendix D2 , respectively, to identify mobility hub, midtown Oakville and Oakville as an urban growth center. Please note that the proposed infrastructure (tracks) within these segments are proposed within the Metrolinx rail right-of-way.

8.2.8.5 Conservation Authority Review Agency Comments Received on Draft EPR

Table 8-34 to Table 8-37 below contain each comment (verbatim) submitted by each Conservation Authority as well as how the comment was considered and responded to by Metrolinx.

TABLE 8-34 TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) DRAFT EPR COMMENTS AND RESPONSES

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPONENT RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPONENT RESPONSE
A1	Draft EPR and Appendix A1	Screening All Sites	TRCA staff has screened the entire study area to determine which works are within TRCA regulated areas: Lakeshore West Corridor Beach Layover Facility – City of Burlington – outside TRCA jurisdiction Track work at Cornwall Rd and Chartwell Rd – outside TRCA jurisdiction Track work near Long Branch Station – not regulated Kitchener Corridor Track work near Bramalea Station (between Steeles Ave W and Torbram Rd) – regulated by TRCA (comments to be submitted separately) Track work at Goreway Drive and Hwy 427 – regulated by TRCA (comments to be submitted separately) Barrie Corridor Track work at York University Station – not regulated Track work near Aurora Station, Newmarket Station, and Allandale Waterfront Station – outside TRCA jurisdiction Stouffville Corridor Track work south of Kennedy GO Station – not regulated Unionville Storage Yard and track work – regulated by TRCA (comments to be submitted separately) Mount Joy GO Station – regulated by TRCA (comments to be submitted separately) Lakeshore East Corridor Eglinton GO Station track work – not regulated Oshawa GO Station track work – outside TRCA jurisdiction Richmond Hill Corridor Don Valley Layover – regulated by TRCA (comments provided in May 29, 2020 letter) Track work from Pottery Rd to Adelaide Street East – regulated by TRCA (comments provided in Appendix B) Electrification of Richmond Hill Corridor Bridge and Rail Overpass Modifications (Previous comment no.: 67)	Acknowledged. Thank you.	All regions and comments have been combined in this document. Modifications to sections are as follows: Richmond Hill Corridor comments labeled as "A.#", starting on page 1. Appendix B starts at no. A.36 Kitchener Corridor comments labeled as "B.#", starting on page 18. Stouffville Corridor comments labeled as "C.#", starting on page 22. Numbering from Attachment #2_City of Toronto and TRCA Draft EPR Comments_Responses.pdf is cross-referenced at the end of each comment in column 4.	Acknowledged. Thank you for providing this direction for interpreting TRCA's latest comments.
TRCA Comments Applicable to Works Within the City of Toronto						
A2	PSOS Document Items to Include	New Comment			It is the understanding of TRCA staff as per several meetings with Metrolinx and some outstanding comments, that the following outstanding items will be addressed as part of the various stages of design: a. To the extent feasible, proposed infrastructure will be located completely outside of the TRCA Regulatory floodplain. b. Richmond Hill Corridor, Don Valley Layover Site Plan shows some proposed infrastructure north of the Prince Edward Viaduct that	Thank you for summarizing TRCA staff's understanding of these items. A response has been provided to each of them below. a. This is correct; however, we are anticipating some construction activity within the Regulatory floodplain. The RCD demonstrates it is feasible to construct layover buildings above the regulatory storm elevation of 83.9 m (plus 0.3 m freeboard); however, some layover elements such as the access road and parking area, etc., will remain at existing

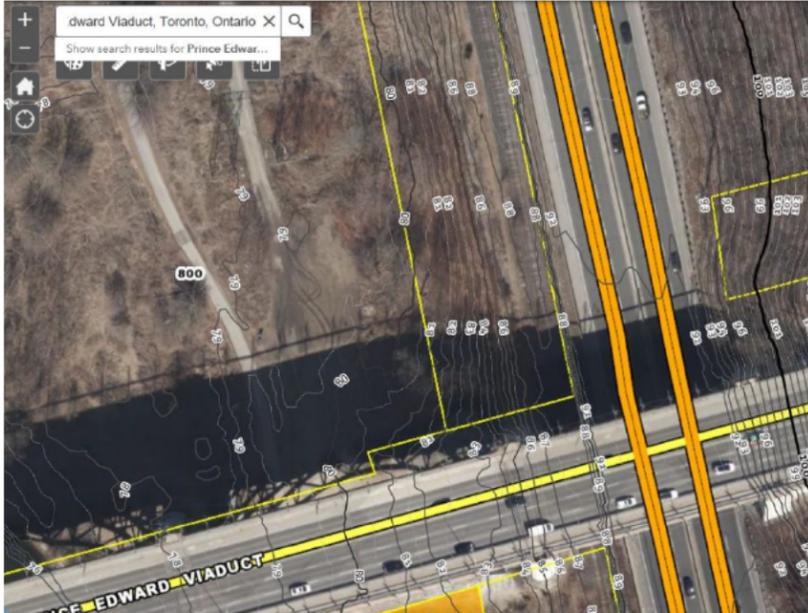
ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPONENT RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPONENT RESPONSE
					<p>appears to be within the TRCA Regulated floodplain. The following is required for this:</p> <ul style="list-style-type: none"> i. Please quantify and minimize the amount of fill proposed at this location to the greatest extent technically feasible. Please floodproof all infrastructure to 84.23masl (TRCA Regulatory floodplain plus 0.3m freeboard). ii. Please provide a signed and stamped letter by a professional structural engineer that the proposed infrastructure can withstand the depths (based on an elevation of 83.93masl) and velocities (0.985m/s) of the TRCA Regulatory storm. iii. It appears that there is only one location where it is not feasible to locate proposed infrastructure completely outside of the TRCA Regulatory floodplain, the small area just north of the Prince Edward Viaduct, as such, all proposed infrastructure (buildings, electrical equipment, etc.) shall be floodproofed to Regulatory floodplain plus 0.3m or an elevation of 84.23masl in this area. Access roads do not need to be floodproofed, however, hydraulic openings are required under access roads that are raised above existing ground and perpendicular to flow. These hydraulic openings may need to be culverts, or bridge piers (i.e., the access road is elevated on supporting piers) based on the results of the detailed hydraulic analysis, which should include 2D hydraulic analysis to ensure that the hydraulic conveyance is conserved and make sure there are no on-site or off-site impacts. <p>c. A 2D hydraulic analysis should be completed to examine whether there are any impacts to existing infrastructure, buildings and roads as this is a flood vulnerable cluster, and it needs to be ensured that proposed works do not produce any rise in water surface elevations or loss of attenuation of flow which will increase risk to existing infrastructure, buildings and roads. The 2D hydraulic modelling itself is typically an iterative process with a few grading scenarios that should be run and examined until an ultimate preliminary design is conceived to the satisfaction of TRCA.</p> <p>d. On all proposed drawings, please indicate whether the access route is existing, proposed, or existing and will be widened under proposed conditions. All proposed access routes should be outside of the TRCA 25-year floodplain and 25-year erosion hazard of the Don River. As such, please lay over the TRCA 25-year floodplain on all drawings. Please also calculate the 25-year erosion hazard (with the help of a professional fluvial geomorphologist)</p>	<p>elevation to reduce fill requirements within the floodplain.</p> <ul style="list-style-type: none"> b. Regarding the proposed infrastructure north of the Prince Edward Viaduct within TRCA's Regulated floodplain: c. Metrolinx is committed to minimizing the amount of fill at this location to the extent feasible; however the requested quantification must be deferred to the Project's detailed design phase. <ul style="list-style-type: none"> i. The RCD demonstrated this requirement is feasible ii. This request can be accommodated during the Project's detailed design phase. iii. Metrolinx can confirm that buildings and electrical equipment will be floodproofed to an elevation of 84.23masl. The current RCD includes hydraulic openings under access roads that are raised above existing ground and perpendicular to flow. The exact sizing and design of these culverts will be determined during detail design as part of the 2D hydraulic modelling exercise that will be completed for the proposed layover. d. Metrolinx is in agreement on the need for 2D hydraulic analysis at this location. Completion of a preliminary 2D hydraulic analysis on the basis of the RCD is proposed, although the results of this work will not be available in time for it to be documented within the Project's Environmental Project Report (EPR). Additional modelling runs/scenarios will be required during future project phases, as the RCD is less advanced than a preliminary design. The commitment for additional 2D hydraulic analysis is documented within the EPR. e. Acknowledged. This requirement will be reflected in the Construction Management Plan and/or Traffic Control and Management Plan to be prepared during detailed design, as applicable. f. Acknowledged. This requirement will be reflected in the Construction Management Plan and/or Traffic Control and Management Plan to be prepared during detailed design, as applicable. g. At this time permeable pavements are not required per Metrolinx Standards. A SWM plan will be prepared for the site to assess SWM requirements as feasible. h. At this time permeable pavements are not required per Metrolinx Standards. A SWM

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPOSER RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPOSER RESPONSE
					<p>and provide this on all drawings. If it is not feasible to locate the access routes outside of the 25-year floodplain and 25-year erosion hazard in some areas, please provide strong rationale as to why.</p> <p>e. Please also ensure there is no net fill in the floodplain due to the widening of existing or proposed access routes. An incremental 0.3m elevation cut and fill analysis will be required.</p> <p>f. Please indicate the material of these access routes, they should be previous surfaces that allow for stormwater management.</p> <p>g. Please ensure the area north of the Prince Edward Viaduct is designed with previous surfaces to the degree possible for better stormwater management.</p> <p>h. It should be noted that temporary erosion and sediment control plans will be required at detailed design; once all design comments have been addressed and the project design has been finalized. At this time, please clarify what the "Permanent" erosion and sediment control fence (typ.) called out on drawings is for, as erosion and sediment control measures are typically temporary in nature.</p> <p>We would like to see these outstanding items included in the PSOS document.</p>	<p>plan will be prepared for the site to assess SWM requirements as feasible.</p> <p>i. Metrolinx is in agreement on the need for temporary erosion and sediment control plans during detailed design. The identification of permanent erosion and sediment control measures on the site plan was a drafting error and will be corrected. TRCA will be provided the opportunity to review the ESC Plan during detailed design.</p> <p>It is not necessarily the case that all detail design commitments must be documented within the OS/PSOS. These items will be included within the Environmental Project Report (EPR). Commitments made in the EPR are binding for Metrolinx and its Contractors and do not need to be explicitly duplicated.</p>
A3	EPR (April 2020) & Don Valley Layover Site Plan (May 4, 2020) Section 3.3.2	Siting of New Layover Facility Locations	<p>TRCA's infrastructure policies seek to first avoid, then mitigate, natural hazards where possible. Infrastructure should avoid locating within the Natural System and be situated at appropriate locations to avoid natural hazards. TRCA staff have expressed in previous meetings that the proposed site of the layover facility in the Don Valley should be avoided due to regular flooding and impacts to ecological function. Whether other locations outside of the floodplain have been considered is not clear in the EPR Document.</p> <p>Additionally, the EPR has not sufficiently demonstrated that all feasible alternative sites have been explored since the siting of layover facilities only considered operation and constructability factors in the selection criteria and did not consider flooding hazards associated with this location. In line with TRCA's The Living City Policies, development associated with new or expanded infrastructure must demonstrate that all feasible alternative sites have been explored through the environmental assessment process. It has not been demonstrated that all feasible alternative sites were explored, as the EPR documents that only one site was considered for the layover. Given that this area of the Don Valley frequently floods, TRCA staff do not consider this site to be appropriate for a layover facility and other sites and technologies should be examined.</p> <p>(Previous comment no.: 1)</p>	<p>Metrolinx has regard for the TRCA Living Cities Policy; however, it is not necessary to demonstrate within the EPR that all feasible alternative sites have been explored to fulfill the requirements of the Transit Projects Regulation.</p> <p>This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.</p> <p>Nonetheless, Metrolinx has worked with TRCA throughout the pre-planning phase of the TPAP to address TRCA's concerns to the extent feasible, including but not limited to revising the Don Valley Layover configuration to reduce natural hazard impacts. The Final EPR will document the results of these currently ongoing discussion and</p>	<p>TRCA infrastructure policies require avoidance to be demonstrated as a part of the strategy for reducing impacts to the natural heritage system. It has not been demonstrated that locations for facilities avoiding the natural heritage system have been assessed. However, it appears that minimization, mitigation and/or compensation are the only available avenues for reducing ecological impacts as a part of this process. Although Metrolinx is aiming to satisfy the Transit Projects Regulation, political and community interest in this project is high, and it would be beneficial to provide an explanation as to what other locations were considered and why these sites were selected as the preferred.</p>	<p>This comment is acknowledged and Metrolinx considered several options for the proposed siting of this layover facility; however, the currently proposed location remains preferred due to the following:</p> <p>The site is within close proximity to Union Station.</p> <p>The site has existing tracks from previous train operations; therefore, no additional tracks will be required.</p> <p>Metrolinx owns the Don Branch rail corridor; therefore, a portion of the proposed site is owned by Metrolinx.</p> <p>The site is large enough to accommodate the required infrastructure for train storage.</p> <p>The facility is easily accessible by emergency respondents and permanent staff.</p> <p>The Bala subdivision, which runs along the west bank of the Don River was previously considered as an alternative site for the layover; however, the alignment is not conducive to storing 3 trains and additional property would be required for the layover buildings. The additional property requirements would impact areas directly adjacent to the tracks.</p>

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				present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration		
A4	EPR (April 2020) Section 3.3.2	Assessment Criteria	Additionally, natural hazards such as flooding and erosion should be a determining factor used in assessing location/sites for infrastructure, especially within a valley corridor. 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 as part of the EPR. (Previous comment no.: 2)	Metrolinx is in an agreement that natural hazards should be given consideration in assessing the location of potential infrastructure. However, this project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). It is not necessary for the EPR to include an evaluation table to fulfill the requirements of the Transit Project Regulation	We look forward to further review once it is available. Please also refer to the response for A.3.	Please see the response to Item A3.
A5	EPR (April 2020) Section 3.3.2	Impact Assessment	It is important to not only look at impacts of the project on natural hazards like flood and erosion risks, but also how these projects will impact these features, individually and cumulatively, during construction and operation. (Previous comment no.: 3)	Agreed. The EPR appropriately identifies potential impacts during both the construction and operation phases based on the conceptual level of design for which approval is being sought under the Transit Projects Regulation.	We look forward to further review once it is available. Please see response to Comment A.3.	Acknowledged. Metrolinx will continue to coordinate with TRCA during future phases of the Project.
A6	EPR (April 2020) Section 3.8	Flood Prevention Impacts	We understand that these new facilities are required to achieve targeted GO Expansion service levels and that the site is mostly owned by Metrolinx and has existing tracks. As we have stated in various meetings, the site is highly flood prone. While the site could be floodproofed from a technical perspective, the measures would be detrimental to the ecological functions of the valley and river and have impacts to upstream and downstream properties. With the understanding that this site will flood, it is TRCA policy to avoid public and private expenditure for emergency operations, evacuation, and restoration due to natural hazards by siting infrastructure in appropriate locations. (Previous comment no.: 4)	Acknowledged. Metrolinx is in ongoing discussions with TRCA to ensure potential negative impacts at this site are identified as appropriate and mitigation measures are implemented accordingly. The Final EPR will document the results of these currently ongoing discussion and present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration	TRCA staff appreciate the efforts Metrolinx has made to reconfigure the project components for this new facility in a flood vulnerable location, as well as incorporating some of TRCA earlier comments into the site layout design. It is noted that the new design proposed just north of the Prince Edward Viaduct can be floodproofed to the Regulatory. Relocating the buildings to 83.9 m is a significant improvement to flood concerns from the previous designs. We look forward to reviewing the grading plan to confirm this once it is available.	Thank you for your acknowledgement of Metrolinx's efforts in addressing the feedback received from the TRCA. We also look forward to continuing working with the TRCA and Grading Plans will be provided for review once available during future project phases.
A7	Don Valley Layover Site Plan (May 4, 2020)	The Living City Policies	Only if it has been established that avoidance is not feasible can TRCA consider proposed new, replacement, or expanded infrastructure. It must them 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 properties within valley and stream corridors. • There is no impediment to the safe passage of flood flows. • Infrastructure has been designed in a manner that minimizes the 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. 	Acknowledged. Please note RCD is not advanced enough to inform the calculations/drawings/analysis requested here by TRCA; however, Metrolinx is committed to continued consultation with the municipalities and Conservation Authority having jurisdiction to further develop the proposed site plan design to demonstrate that these issues will be addressed as appropriate during future project phases. Metrolinx notes that the Stormwater Management Impact	Thank you for the various discussions regarding the Don Valley Layover facility and for making modifications to the Reference Concept Design (RCD). We appreciate the opportunity to provide input on this important transit expansion. It is our understanding that the RCD will be used to guide the next stage of design, but that it will be amended if the hydraulic and other future assessments determine that the RCD design does not address TRCA concerns. Please confirm. TRCA staff appreciate the efforts Metrolinx has made to reconfigure the project components for this new facility in a flood vulnerable location, as well as incorporating some of TRCA earlier comments into the site layout design. It is noted that the new design proposed just north of the Prince Edward Viaduct can be floodproofed to the	It is correct that the RCD will be used to guide the next stage of design; however, please note that its intent is to demonstrate the feasibility of the proposed work. ProjectCo will be given firm constraints related to accommodating applicable storm/floodplain elevations and other TRCA policies, as documented within the Project Agreement, EPR, etc. Metrolinx would be pleased to discuss specific TRCA concerns in the event the results of the preliminary 2D hydraulic analysis completed for the RCD raises questions about the overall feasibility of the proposed layover. Metrolinx remains committed to working with TRCA to complete a preliminary 2D hydraulic analysis on the basis of the RCD

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			<ul style="list-style-type: none"> 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. (Previous comment no.: 5)	Assessment Report is preliminary and is based on the current RCD; however, please refer to the SWM Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which speak to TRCA requirements. Further mitigation measures will be identified as appropriate during future project phases.	Regulatory. Relocating the buildings to 83.9 m is a significant improvement to flood concerns from the previous designs. While ideally the hydraulic modeling would be undertaken at this stage, which TRCA was ready to carry out, we understand that the modelling will be undertaken as part of the next stage of design. It is noted that the culverts at the access road just north of the Prince Edward Viaduct will be based on a detailed hydraulic analysis to protect conveyance of flood waters as per note 4 on drawing and this is satisfactory at this stage. TRCA staff look forward to receiving the results of the cut/fill analysis as they become available. TRCA staff also look forward to receiving the grading plan to undertake the preliminary 2D hydraulic analysis to ensure there are no off-site impacts. We would like to repeat that the 2D modelling could be undertaken at this stage, by TRCA staff and if the grading plan were provided, in a matter of days. We would still like to offer this option as our preferred option.	before the Project advances to the next stage of design.
A8	Don Valley Layover Site Plan (May 4, 2020) Site Plans 3, 4, 5	The Living City Policies - Flooding	The May 2020 revised design shows that although most of the layover track is outside of the floodplain, the rest of the proposed works (i.e. office, electrical, sanitary buildings) are entirely within the floodplain. It is TRCA policy to not place new infrastructure in flood prone areas to ensure that there is no flood risk to life or property. As such, please explore options that examine the placement of the Don Valley Layover so that all proposed infrastructure is completely outside of the TRCA Regulatory floodplain. As per The Living City, all development must meet the minimum requirements for safe access and demonstrate to the satisfaction of TRCA that: <ul style="list-style-type: none"> Risks due to both flooding and erosion have been addressed. Within the flood hazard, flood depth and velocity criteria for vehicular access and emergency services have been met. Within the flood hazard, filling or regrading to achieve compliance with flood depth and velocity criteria shall not be permitted unless such works are associated with an environmental assessment process or technical report supported by TRCA. Where applicable, confirmation from the affected municipal emergency services that flood emergency response procedures have been developed and can be implemented to the satisfaction of the municipality. Intrusions on natural features, areas, and systems contributing to the conservation of land are avoided or mitigated. Negative or adverse hydrological or ecological impacts are avoided and mitigated. The level of ingress/egress available is appropriate to effectively manage the risks associated with the use. (Previous comment no.: 6)	Acknowledged. Please note that Metrolinx is in the process of updating the RCD as per recent discussions with TRCA and City of Toronto during TAC #7 (August 18th) and the call with TRCA on August 19th. Metrolinx is committed to continued consultation with TRCA and the City to further develop the proposed site plan design to demonstrate that access design will be addressed as appropriate during future project phases. Metrolinx notes that the Stormwater Management Impact Assessment Report is preliminary and is based on the current RCD; however, please refer to the SWM Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which speak to TRCA requirements. Further mitigation measures will be identified as appropriate during future project phases.	TRCA staff look forward to reviewing the complete Don Valley Layover design as the design becomes available, original comment remains until that information is available for review.	Acknowledged. Metrolinx can confirm TRCA will continue to be provided with the opportunity to review and comment on the design during future project phases.
A9	Don Valley Layover Site Plan (May 4, 2020)	Swales, Outfalls & Retaining Walls	The May 2020 revised design shows swales with proposed outfalls; and proposed retaining walls in various locations. Please note that: <ol style="list-style-type: none"> proposed swales to proposed precast concrete culverts which appears to be a new outfall to the Don River. All proposed outfalls need to meet TRCA Appendix E.2 criteria as such: <ol style="list-style-type: none"> should be at an oblique angle to the watercourse and supported by a fluvial geomorphologist. 	<ol style="list-style-type: none"> Acknowledged. Requirements will be included in the report under "Summary of Mitigation and Monitoring Commitments". Retaining walls have been minimized to the extent feasible but will be required if 	This comment remains outstanding. TRCA preference is that this be undertaken at this stage. We look forward to further review once it is available. It is noted that the culverts at the access road just north of the Prince Edward Viaduct will be based on a detailed hydraulic analysis as per note 4 on drawing. Please note	The hydraulic modeling is being completed outside of the EPR. The results will be provided to Project Co for consideration in their design. The SWM plan will need to be further reviewed and assessed during detailed

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			<p>b. Please note that retaining walls are not typically supported in floodplains. As such, please provide strong rationale as to why a retaining wall is necessary in this location, otherwise please revise design. If in some areas this is meant to be a floodwall or concrete collar for flood protection, please ensure that the design is as such, and that it can withstand the depths and velocities of the TRCA Regulatory storm and appropriate long-term maintenance plans will need to be prepared accordingly. Please also note that TRCA cannot support fill within the floodplain, as such, a retaining wall should not be replaced with fill.</p> <p>(Previous comment no.: 7)</p>	<p>the facility's buildings are to be constructed at the regulatory floodplain elevation, per TRCA's request. The TRCA's comments concerning the need for retaining walls to withstand the depths and velocities of the TRCA Regulatory storm are noted and will be carried forward into future design phases.</p>	<p>that these hydraulic openings may need to be culverts, or bridge piers (i.e. the access road is elevated on supporting piers) based on the results of the detailed hydraulic analysis, which should include 2D hydraulic analysis to ensure that the hydraulic conveyance is conserved and make sure there are no on-site or off-site impacts.</p>	<p>design. The plans will be reviewed with TRCA in the future phase.</p> <p>The proposed retaining walls on the RCD plans are minimized. The retaining walls are required to reduce fill within the floodplain. The retaining walls will be designed per applicable flooding requirements.</p>
A10	Don Valley Layover Site Plan (May 4, 2020)	Elevations & Grading	<p>The May 2020 revised design appears to show that the proposed tracks will be laid over or adjacent to the existing tracks at this location. It is not clear what the elevation is, however, it appears that it is likely the same as the existing tracks. Please provide spot elevations for all proposed trail tracks and infrastructure so that it can be confirmed that the proposed tracks will not be impacted by the TRCA Regulatory floodplain. Please also provide the grading extents within the floodplain so that it can be confirmed that all proposed grading is outside the floodplain and there is no fill proposed within the floodplain with the exception of works proposed on Drawing Site Plan (3 of 5) just north of the Prince Edward Viaduct.</p> <p>(Previous comment no.: 8)</p>	<p>Spot elevations have been provided in the updated RCD based on the survey which was completed in July 2020. Tracks for train storage will be reconstructed to match the current elevation and will not impact the regulatory floodplain.</p> <p>Cut/fill analysis for the proposed layover configuration is underway and results will be discussed with TRCA for the purposes of completing a preliminary 2-D hydraulic analysis.</p>	<p>This comment remains outstanding. TRCA staff look forward to receiving the results of the cut/fill analysis as they become available.</p>	<p>Acknowledged. Metrolinx remains committed to working with TRCA to complete a preliminary 2D hydraulic analysis on the basis of the RCD before the Project advances to the next stage of design.</p>
A11	Don Valley Layover Site Plan (May 4, 2020) Site Plan (3 of 5)	Infrastructure in Floodplain	<p>Based on the May 2020 revised design, proposed infrastructure north of the Prince Edward Viaduct appears to be within the TRCA Regulated floodplain. The following is required at this stage for this:</p> <ul style="list-style-type: none"> • Please quantify and minimize the amount of fill proposed at this location to the greatest extent technically feasible. • Please floodproof all infrastructure to 84.23masl (TRCA Regulatory floodplain plus 0.3m freeboard). • Please provide a signed and stamped letter by a professional structural engineer that the proposed infrastructure can withstand the depths (based on an elevation of 83.93masl) and velocities (0.985m/s) of the TRCA Regulatory storm. <p>Given that the TRCA Regulatory water surface elevation is 83.93masl in this area, the proposed infrastructure north of Prince Edward Viaduct needs to be minimized in footprint and be situated on as high existing ground as possible to minimize fill within the floodplain, and ensure that it can be feasibly floodproofed and that risk to flooding is minimized. Table 1 below provides a summary of approximate floodplain elevations north of the Prince Edward Viaduct in this location. Please ensure that the existing ground for the proposed infrastructure is at minimum outside the 25-year design storm. Also, the 100-year design storm at this location is 80.8masl, and the proposed infrastructure should aim to locate outside of this existing ground elevation.</p> <p>Table 1: Summary of Approximate Floodplain Elevations north of Prince Edward Viaduct based on design storm return period</p>	<p>Acknowledged. Metrolinx is in ongoing discussions with TRCA to ensure potential negative impacts at this site are identified as appropriate and mitigation measures are implemented accordingly. The Final EPR will document the results of these currently ongoing discussion and present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration</p> <p>Cut/fill analysis for the proposed layover configuration is underway and results will be discussed with TRCA for the purposes of completing a preliminary 2-D hydraulic analysis.</p>	<p>It is noted that the new design proposed just north of the Prince Edward Viaduct can be floodproofed to the Regulatory. It is also noted that the culverts at the access road just north of the Prince Edward Viaduct will be based on a detailed hydraulic analysis to protect conveyance of flood waters as per note 4 on drawing and this is satisfactory at this stage. TRCA staff look forward to receiving the results of the cut/fill analysis as they become available.</p> <p>TRCA staff also look forward to receiving the grading plan to undertake the preliminary 2D hydraulic analysis to ensure there are no off-site impacts. Please confirm when we can anticipate conducting the preliminary 2D analysis? Please note that TRCA staff will only undertake the 2D analysis for Metrolinx prior to ProjectCo. involvement – this is still our preference. ProjectCo. will need to hire the appropriate technical staff to undertake the modelling in later stages for TRCA review.</p>	<p>It is anticipated that the XYZ input file will be shared with the TRCA once the Don Valley Layover 2D modelling agreement has been finalized. It is noted that Project Co. will need to retain their own experts to complete hydraulic modelling for the more advanced design.</p>

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			<table border="1"> <thead> <tr> <th>Design Storm</th> <th>Elevation (masl)</th> </tr> </thead> <tbody> <tr> <td>10-year</td> <td>79.4</td> </tr> <tr> <td>25-year</td> <td>80</td> </tr> <tr> <td>50-year</td> <td>80.4</td> </tr> <tr> <td>100-year</td> <td>80.8</td> </tr> <tr> <td>Regional (TRCA Regulatory)</td> <td>83.9</td> </tr> </tbody> </table> <p>Figure 1 (below) shows approximate elevation data for existing ground just north of the Prince Edward Viaduct. It should be noted in order to floodproof to Regulatory floodplain plus 0.3m or an elevation of 84.23masl, the proposed infrastructure footprint should be moved to higher ground.</p> <p>Figure 1: Approximate Existing Contours North of Prince Edward Viaduct</p>  <p>Once a design is to the satisfaction of the above noted TRCA criteria, a 2D hydraulic analysis should be completed to examine whether there are any impacts to existing infrastructure, buildings and roads as this is a flood vulnerable cluster, and it needs to be ensured that proposed works do not produce any rise in water surface elevations or loss of attenuation of flow which will increase risk to existing infrastructure, buildings and roads. The 2D hydraulic modelling itself is typically an iterative process with a few grading scenarios that should be run and examined until an ultimate preliminary design is conceived to the satisfaction of TRCA. (Previous comment no.: 9)</p>	Design Storm	Elevation (masl)	10-year	79.4	25-year	80	50-year	80.4	100-year	80.8	Regional (TRCA Regulatory)	83.9			
Design Storm	Elevation (masl)																	
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A12	Don Valley Layover Site Plan (May 4, 2020)	SWM	<p>Please ensure the area north of the Prince Edward Viaduct is designed with pervious surfaces to the degree possible for better stormwater management via the use of products that allow for permeability and turf. (Previous comment no.: 10)</p>	<p>Noted. This has been incorporated into a revised version of the Preliminary Stormwater Management Impact Assessment report.</p>	<p>Details on this comment deferred to detailed design.</p>	<p>This is acknowledged. Thank you.</p>												

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A13	EPR (April 2020) Table 5-102, pg. 435	Contamination: Septic System	TRCA staff does not support the potential septic installation as stated in Table 5-102. TRCA staff is concerned about contamination risks created by a septic system within the floodplain, as well as potential breach and maintenance of the facility. (Previous comment no.: 11)	TRCA's concerns regarding potential contamination risks are noted and will be reflected in the updated EPR; however, connecting a sanitary line may be more intrusive to the environment than installing a septic tank which can be fortified with a containment dike or other means to prevent spills. This request will be further reviewed during future project phases.	We look forward to further review once it is available.	This is acknowledged. Thank you.
A14	Don Valley Layover Site Plan (May 4, 2020)	Access Routes	All development, including parking, must meet the minimum requirements for safe access and demonstrate that within the flood hazard, flood depth and velocity criteria for pedestrian access, vehicular access and emergency services have been met. Based on the May 2020 revised design, please indicate on all drawings whether the access route is existing, proposed, or existing and will be widened under proposed conditions. All proposed access routes should be outside of the TRCA 25-year floodplain and 25-year erosion hazard of the Don River. As such, please provide the following: a. Lay over the TRCA 25-year floodplain on all drawings. b. Calculate the 25-year erosion hazard (with the help of a professional fluvial geomorphologist) and provide this on all drawings. c. If it is not feasible to locate the access routes outside of the 25-year floodplain and 25-year erosion hazard in some areas, please provide strong rationale as to why. d. Ensure there is no net fill in the floodplain due to the widening of existing or proposed access routes. Please provide an incremental (0.3m elevation) cut/fill analysis to confirm this. e. Indicate the material of these access routes; they should be pervious surfaces that allow for stormwater management via the use of products that allow for permeability and turf. (Previous comment no.: 12)	Acknowledged. Please note that Metrolinx is in the process of updating the RCD as per recent discussions with TRCA and City of Toronto during TAC #7 (August 18th) and the call with TRCA on August 19th. Metrolinx is committed to continued consultation with TRCA and the City to further develop the proposed site plan design to demonstrate that access design will be addressed as appropriate during future project phases. The RCD will be further developed and further details, including materials used for the parking lot and access route, will be provided during future project phases.	TRCA staff look forward to reviewing these materials as they become available. e) Details on this comment deferred to detailed design.	Acknowledged. Please note that items a) – d) from TRCA's original May 29, 2020, comments will also be carried forward into detailed design. Metrolinx is unable to accommodate further changes to the RCD during the TPAP phase of the project.
A15	Don Valley Layover Site Plan (May 4, 2020)	Access Road: Wetland Impacts	The access road appears to be proposed between a wetland community and the watercourse. Please provide a discussion related to the relationship between the wetland and the watercourse and demonstrate that the wetland function will not be impaired as a result of the road alignment. This may be particularly relevant if the wetland hydrology is dependent on frequent river flooding and the existing road design or elevations require modification. (Previous comment no.: 13)	Metrolinx is proposing to upgrade and reconstruct the existing access at its current elevation to ensure wetland function is not altered. The design of the access road will be advanced during future project phases.	The response letter indicates that the road will be designed at the current elevation however it has not provided any discussion related to the possible impacts of the road design on the wetland. While the road elevation may remain the same, changes in drainage due to SWM (such as the flat bottom ditch) may result in changes in flow to the wetland community. Please provide a discussion related to the impacts of the road alignment on the wetland function. Analysis should be provided based on the hydrologic function of the wetland and its relationship to the ecological function of the wetland. As a component of the analysis and discussion, it would likely be prudent to undertake the Wetland Water Balance Risk Evaluation to better understand the hydrological impacts. Depending on the outcomes of this analysis, a Feature Based Water Balance study may be required.	Potential impacts to the wetland can only be assessed on the basis of the RCD, which is conceptual and does not reflect a detailed drainage or stormwater design. Therefore, it is premature to fully analyze the hydraulic function of the wetland at this time. Nonetheless, the final Natural Environment Impact Assessment report will include an expanded discussion related to the ecological function of the wetland feature. The need to address water balance in understanding hydrological impacts is identified as a future commitment for detailed design within Chapter 9 of the EPR and within the Final Preliminary Don Valley Stormwater Management Report.
A16	Don Valley Layover Site Plan (May 4, 2020)	Impact of proposed	In order to help TRCA assess impacts and determine how it relates to our policies, please confirm the extent of disturbance to the valley slope as a result of the result of the earthworks needed for both track upgrade and layover facilities. The	Acknowledged. Please note the RCD is not advanced enough to inform the	The assessments need to be completed regarding this comment during the future phases and adequate allowance from budget is needed to be	It is acknowledged that Project Co. will be required to possess the expertise and resources to conduct the additional

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPONENT RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPONENT RESPONSE
		grading to valley slopes	<p>earthworks and disturbance need to be identified and mitigations for hazard and instability to be developed and presented in the documents and drawings. This needs to be completed at this stage of feasibility to demonstrate that the proposed works are adequately setback against future erosion hazards and slope instability impact.</p> <p>(Previous comment no.: 14)</p>	<p>calculations/drawings/analysis requested here by TRCA. Metrolinx is committed to continued consultation with the TRCA and the City of Toronto during future project phases.</p>	<p>available to retain a geotechnical engineer to conduct all requisite geotechnical and slope stability studies, analyses and assessments. However, there is a section in York (Unionville Layover Site Plan), which needs the assessment at this stage to ensure the feasibility of the proposed work to meet adequate safe setback from the slope instability and erosion hazards (See also the response to York Region Comment No. C.20).</p>	<p>geotechnical and slope stability studies specified as future commitments within the EPR.</p> <p>Please be advised that the Geotechnical study at the Unionville Storage Yard will be completed during future project phases, as documented within the Final Preliminary Unionville Storage Yard Stormwater Management Report and the EPR. This study will include the following three components, as detailed within the reporting referenced above:</p> <ul style="list-style-type: none"> • Toe Erosion Allowance; • Geotechnical Stable Slope Allowance; and • Erosion Access Allowance <p>Metrolinx is of the opinion that the RCD is feasible and that this work can be deferred to future project phases.</p>
A17	EPR & SWM Report	Determination of Erosion Hazard Limit	<p>The proposed works for the Don Valley Layover needs to be apart from the erosion hazards in the long-term. Therefore, it is required that the erosion and slope stability hazards be identified by a geotechnical engineer as follows: (i) toe erosion allowance and (ii) Long-Term Stable Top of Slope with a minimum factor of safety of 1.50. The position of the Long-Term Stable Top of Slope (LTSTOS) needs to be determined as per the TRCA Geotechnical Engineering Design and Submission Requirements (November 2007): http://www.trca.on.ca/dotAsset/40047.pdf. It is understood from the SWM Report (Page 28) that this study is planned to be completed. Please provide the study to TRCA in support of the proposed work. This needs to be completed at this stage of feasibility to demonstrate that the proposed works are adequately setback against future erosion hazards and slope instability impact.</p> <p>(Previous comment no.: 15)</p>	<p>Noted. Please note that the geotechnical work will be advanced during future project phases. Please refer to Stormwater Management Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which captures this requirement.</p>	<p>The necessary assessments are needed to be completed in support of this project regarding this comment during the future phases and adequate allowance from budget is needed to be available to retain a geotechnical engineer to conduct all requisite geotechnical and slope stability studies, analyses and assessments. There will be a possibility that in Don Valley Layover, some facilities needed to be relocated if the fluvial or stability assessments determine that the currently proposed setback is not adequate.</p> <p>However, There is a section in York (Unionville Layover Site Plan), which needs the assessment at this stage to ensure the feasibility of the proposed work to meet adequate safe setback from the slope instability and erosion hazards (See also the response to York Region Comment No. C.20).</p>	<p>Please refer to the response to Item A.16</p>
A18	EPR (April 2020) Section 3.11	Property Requirements	<p>Based on the May 2020 revised design for the Don Valley Layover, TRCA property will not be impacted by the works. Please note that TRCA owns the entirety of the lands south of the Viaduct adjacent to Metrolinx property and encroachment should be avoided.</p> <p>(Previous comment no.: 16)</p>	<p>Acknowledged.</p>	<p>Details on this comment deferred to detailed design.</p>	<p>This is acknowledged. Thank you.</p>
A19	EPR (April 2020) Section 3.13.2	Construction Staging Areas	<p>TRCA will prefer that prior to selection of construction access routes and staging areas, that we be contacted to discuss options. Our preference is to select areas that do not have existing erosion or flood hazards for any staging or access areas. TRCA property should also be avoided.</p> <p>(Previous comment no.: 17)</p>	<p>Acknowledged. Sections 3.13.1, 3.13.2, 7.1 and 7.2 have been updated to state that the Construction Management Plan(s) will be made available to local municipalities and conservation authorities prior to implementation.</p>	<p>Details on this comment deferred to detailed design.</p>	<p>This is acknowledged. Thank you.</p>
A20	Don Valley Layover Site Plan (May 4, 2020)	Permanent ESC Measures	<p>The revised May 2020 design drawings indicate that permanent erosion and sediment controls are proposed. Typically, once construction is complete, the site would be fully stabilized and stormwater managed appropriately to prevent the</p>	<p>Preliminary discussion regarding erosion and sediment control is included in the Preliminary Stormwater Management</p>	<p>The Summary of Mitigation and monitoring Commitments does not provide any discussion related to permanent ESC's. Comment not addressed.</p>	<p>Discussions related to permanent ESCs are more fully captured within Section 5.20.7.1 of the Final EPR, where it is noted that it is especially critical for ESC design to address</p>

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			<p>need for such measures. Please clarify what the permanent erosion and sediment control measures are, and why they are required.</p> <p>(Previous comment no.: 18)</p>	<p>Assessment report under "Summary of Mitigation and Monitoring Commitments".</p> <p>Please note the RCD is not advanced enough to inform specific ESC measures at this time. Discussion about proposed temporary and permanent ESCs is included at a preliminary level and will be advanced during the detailed design phase. Metrolinx is committed to continued consultation with the TRCA and the City during future project phases.</p>		<p>both the ultimate [i.e. permanent] condition and the interim (during construction). This discussion also occurs within the Preliminary Don Valley Stormwater Management Report, which states Permanent and Temporary Erosion and Sediment Control Plans will be developed to address the proposed development and construction activities, including identification of potential monitoring requirements.</p> <p>The Summary of Mitigation and Monitoring Commitments states that a Drainage and Stormwater Report, an Erosion and Sediment Control Plan and detailed drainage design and erosion and sediment control drawings will be prepared, implemented and monitored in accordance with the guidelines and regulatory requirements of the Conservation Authority having jurisdiction, which we understand does not fully address the original comment. Apologies for this miscommunication in our initial response.</p>
A21	Don Valley Layover Site Plan (May 4, 2020) Site Plan 5 of 5	Detailed Geotechnical Design of Earthworks and Disturbance	<p>The earthworks including cut and fill or any excavation in the valley or fill placement and embankment needs the slope stability assessment and geotechnical design at a concept level to demonstrate the feasibility of the works at this stage. For later stages, the adequate budget allowance and resources are needed to retain a geotechnical engineer and to undertake all pertinent geotechnical studies, slope stability assessments and analyses to design the earthworks, grading and site alterations. This assessment is not only limited to the permanent ones, but include any temporary means and methods needed to facilitate the construction of various elements (including temporary construction access, construction pads, temporary crossings, if needed, and stabilization of the temporary excavations and shoring provisions and reconstruction of the areas and slopes after the temporary excavations.. In case of ground improvement techniques, the temporary disturbance is also needed to be taken into consideration for the design of the works. The minimum acceptable factor of safety required for slope stability assessment is 1.50. All necessary reports, design briefs and engineer-stamped drawings are also needed to be developed at the detailed design stage in support of the proposed work.</p> <p>(Previous comment no.: 19)</p>	<p>Acknowledged. Metrolinx is in ongoing discussions with TRCA to ensure potential negative impacts at this site are identified as appropriate and mitigation measures are implemented accordingly. The Final EPR will document the results of these currently ongoing discussion and present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration Cut/fill analysis for the proposed layover configuration is underway and results will be discussed with TRCA for the purposes of completing a preliminary 2- D hydraulic analysis. Please refer to SWM Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which captures this and other requirements discussed.</p>	<p>This comment remains outstanding. We look forward to reviewing the detailed geotechnical design and stability assessment of the earthworks and disturbance once it is available.</p>	<p>This is acknowledged. Thank you.</p>
A22	Don Valley Layover Site Plan (May 4, 2020) Site Plan 5 of 5	Erosion Protection Design	<p>The drawings show some outfalls with riprap, please ensure that adequate erosion protection is developed to avoid the initiation of erosion.</p> <p>(Previous comment no.: 20)</p>	<p>Acknowledged. This will be considered further during future project phases.</p>	<p>This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.</p>	<p>This is acknowledged. Thank you.</p>
A23	Don Valley Layover Site Plan (May 4, 2020)	Additional Impervious Areas	<p>Please demonstrate at the EA stage TRCA's stormwater management criteria for the additional impervious areas:</p> <p>Erosion Control: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.)</p>	<p>Please note the RCD is not advanced enough to inform ESC and stormwater management design at this time.</p>	<p>The Preliminary Stormwater Impact Assessment Report was not provided.</p>	<p>Draft versions of the Preliminary Don Valley Layover and Unionville Storage Yard Stormwater Management Reports were previously circulated to TRCA on April 27, 2020 (see Appendix H). Although these draft</p>

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			<p>Quantity Control: No quantity control for direct watercourse discharge to main Humber River. If discharging to a City sewer, then the City's criteria would govern.</p> <p>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>(Previous comment no.: 21)</p>	<p>Please refer to the Preliminary Stormwater Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which documents these commitments as future work.</p>		<p>reports speak to erosion control, quantity control and quality control, these discussions have been expanded within the Final versions that are included within the Final EPR. The Final EPR and Appendices will be circulated once available.</p>
A24	EPR (April 2020) Section 3.13.6, Section 3.13.9	Cut/Fill Balance	<p>It is noted that new tracks require excavation, backfilling and compaction prior to installation. It is the policy of TRCA that fill placement, excavation and/or grade modifications associated with development shall also demonstrate that within the flood hazard of valley and stream corridors, stage-storage discharge relationships of the flood plain will be maintained through a cut and fill balance to prevent increases in flood depths.</p> <p>(Previous comment no.: 22)</p>	<p>Metrolinx is in ongoing discussions with TRCA to ensure potential negative impacts at this site are identified as appropriate and mitigation measures are implemented accordingly. The Final EPR will document the results of these currently ongoing discussion and present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration.</p> <p>Cut/fill analysis for the proposed layover configuration is underway and results will be discussed with TRCA for the purposes of completing a preliminary 2- D hydraulic analysis.</p>	<p>TRCA water resources staff looks forward to reviewing the cut/fill analysis once it is available. TRCA looks forward to completing the 2D hydraulic modelling for Metrolinx when the preliminary grading plan is provided to understand any off-site impacts. Once the project is transferred to ProjectCo., the appropriate consultant will need to be hired to complete the 2D hydraulic modelling.</p>	<p>This is acknowledged. Thank you.</p>
A25	EPR (April 2020) Section 3.13.7	Installation of Retaining Walls	<p>"Grading for track installation and retaining wall works will be completed together. It is anticipated that earth removed from cut sections will be reused in the construction of fill sections." TRCA has a policy for no net fill within the floodplain as there are downstream impacts due to loss of storage volume (or addition of fill) within a floodplain. As such, TRCA requires that Metrolinx do a preliminary cut and fill analysis at this stage and identify where the cuts will be to neutralize the net fill. Please note that the Natural Heritage System (NHS) in the area is not only of natural heritage significance, but also provides significant manning's n roughness and velocity reduction from a floodplain management perspective, as such, TRCA cannot support any cut within that NHS in order to address floodplain management.</p> <p>(Previous comment no.: 23)</p>	<p>Metrolinx is in ongoing discussions with TRCA to ensure potential negative impacts at this site are identified as appropriate and mitigation measures are implemented accordingly. The Final EPR will document the results of these currently ongoing discussion and present the final proposed concept plan. The Final EPR will also be updated throughout to present a thorough assessment of the final layover configuration</p> <p>Cut/fill analysis for the proposed layover configuration is underway and results will be discussed with TRCA for the purposes of completing a preliminary 2- D hydraulic analysis.</p>	<p>This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.</p>	<p>This is acknowledged. Thank you.</p>
A26	EPR (April 2020) Section 3.6	Retaining Wall Design	<p>Since the proposed retaining wall for the Don Valley Lead Track is near a well-used public trail, this location should be reviewed from a public realm perspective. TRCA often encourages opportunities to incorporate some natural heritage features or design elements to enhance community amenities wherever possible.</p> <p>(Previous comment no.: 24)</p>	<p>Acknowledged. Metrolinx will be open to these discussions during future project phases.</p>	<p>Details on this comment deferred to detailed design.</p>	<p>This is acknowledged. Thank you.</p>

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A27	EPR (April 2020)	Impact mitigation on surrounding infrastructure	Please clarify how the adverse impacts because of the disturbance by the proposed works on the existing structures (i.e. Viaduct piers) and roads are mitigated. (Previous comment no.: 25)	No direct impacts to the Prince Edward Viaduct (including to its piers) or local roads are anticipated. Only indirect impacts to the PEV are anticipated, which are due to the introduction of layover facility components in the vicinity of the structure. The conceptual design that forms the basis for approval includes connections from layover facilities to the local road network and although recommendations have been made to improve traffic circulation in the vicinity of the layover sites, the decision on whether to implement the recommendations will be made during detail design.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
A28	EPR (April 2020)	Construction Methodology: Ground/Slope Impacts	Where the work is in proximity of the steep slope and valleys, the construction methodology and sequencing should be presented to ensure that the surrounding ground/slope is not adversely impacted during the construction. (Previous comment no.: 26)	Agreed. This will be specified as a requirement to be addressed within the Construction Management Plans which will be prepared prior to initiating construction.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
A29	Natural Environment Impact Assessment Report (April 2020)	Importance of NHS	We disagree with the statement made in the Natural Heritage Impact Assessment indicating that the natural heritage impacts in the Don River layover area are low due to the low quality and anthropogenic character of the terrestrial environment. 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. Additionally, this community is fairly mature and is providing additional habitat buffering to the adjacent road. 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 this NHS. (Previous comment no.: 27)	Given the presence of an existing active rail corridor and the works primarily occurring along an existing access road and an abandoned rail line, potential effects to the adjacent natural system occurring beyond the rail ROW are anticipated to be negligible and mostly confined to edge effects. The potential impact to natural heritage features, in particular the removal of vegetation (where required) and the creation of "edge effects" has been recognized and will be addressed/compensated for in accordance with Metrolinx's Vegetation Management Guidelines. The recognition of increased importance has not been agreed to.	Metrolinx response indicates that they do not agree that the NHS within the Don Valley in this location is of greater significance than has been reflected in the reports. The Don Valley must not be measured against the suite of ecological functions associated with less urban natural heritage systems. The nearest NHS communities to the subject site, not directly associated with the Don Valley are the Humber River valley, approximately 10 km to the west and the Taylor Massey Creek valley approximately 6 km to the north-east. Due to the complete lack of any natural heritage features with any proximity to the subject site, Ecology staff are of the opinion that the report has not thoroughly assessed the impacts based on the landscape matrix as it does not recognize the increased importance of the ecological functions of the Don Valley related to otherwise vastly limited ecological opportunities of the urban landscape. This landscape level analysis is an effective tool as it relates to siting and avoidance of ecological impacts. While TRCA infrastructure policies require avoidance to be demonstrated as a part of the strategy for reducing impacts to the natural heritage system, TRCA staff acknowledge that Metrolinx processes do not require this. It has not been demonstrated that locations for facilities avoiding the natural heritage system have been assessed. However, TRCA staff accept that minimization, mitigation and/or compensation are the only available avenues for reducing ecological impacts. As such, the consideration around landscape level	Metrolinx believes the Natural Environment Impact Assessment Report accurately reflects the sensitivity of the Don Valley and the proposed layover site in particular. The RCD has been developed to minimize ecological impacts to the extent feasible by utilizing existing infrastructure assets, such as the existing access road and inactive Don Branch track. The proposed location at the foot of the Prince Edward Viaduct is also largely clear of vegetation as a result of past maintenance activities on the structure. Metrolinx will continue to consult TRCA to further develop mitigation and compensation (if required), particularly as it relates to the development of the Landscaping and Restoration Plan.

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					importance will need to be applied to the minimization, mitigation and compensation aspects of the project as the process moves forward.	
A30	Natural Environment Impact Assessment Report (April 2020) 4.6.1.2.2 Aquatic	LIDs	TRCA staff appreciates the commitment to consider Low Impact Development stormwater management system during detailed design. Elements such as bioswales/ditches, bio-retention in open areas, tree planters along sidewalks and parking lots, and permeable pavements in the parking lot and sidewalks would be beneficial at this location. (Previous comment no.: 28)	Acknowledged.	We look forward to reviewing the LID options once available.	This is acknowledged. Thank you.
A31	EPR (April 2020) Section 5.20.7	Stormwater Management	The new development will increase the impervious area and, therefore, the stormwater runoff. A system of drainage ditches, sewers and culverts are proposed to receive runoff from the proposed site. Drainage from the main facilities will be collected in storm sewers prior to discharging into a ditch north of the Prince Edward Viaduct. Staff recommends that Metrolinx incorporate Low Impact Development options into the design of this facility. These LIDs construction methodologies could be used to reduce impacts of the proposed works on the natural environment. Information pertaining to the LIDs could be found in the 2010, TRCA and area Conservation 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 . (Previous comment no.: 29)	Agreed. The EPR currently recommends further consideration and analysis for the incorporation of LID measures during future project stages in Section 5.20.7 and elsewhere. Thank you for bringing these additional guidelines to our attention.	We look forward to reviewing the LID options once available.	This is acknowledged. Thank you.
A32	EPR (April 2020)	Construction Methodology: Heavy Machinery	As part of the stability review of the construction alterations and methodology and reconstruction and stabilization of the slope, the load of heavy machinery is also needed to be considered by geotechnical engineer for the assessments. (Previous comment no.: 30)	Acknowledged. This has been noted within the EPR.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
A33	Stormwater Management Assessment Report (April 2020) Section 4.4	Clarification on TRCA Statement	Section 4.4. states that TRCA has identified specific areas within the Don River Watershed where Quantity Flood Control is not required. Please clarify where and when this was identified and provide the appropriate documentation. (Previous comment no.: 31)	This text has been revised in Section 4.4 of SWM Report.	Without the revised SWM report, TRCA staff cannot confirm this change.	It is acknowledged that TRCA has not yet been provided with the Final Stormwater Management Assessment. This will be made available with the Final EPR following the Notice of Completion.
A34	EPR (April 2020) Section 5.20.4	Visual / Aesthetics	TRCA is in agreement that special consideration should be given to the aesthetic design of the Don Valley Layover as much as possible during detailed design, as it is within the City of Toronto's natural heritage system and the Lower Don Valley is considered an ecological and cultural network in the community. (Previous comment no.: 32)	Acknowledged.	Details on this comment deferred to detailed design.	This is acknowledged. Thank you.
A35	EPR (April 2020) Section 3.13.9	Dewatering	In general, TRCA would prefer discharge into the municipal sanitary sewers. Please include this preference in the appropriate sections of the report. (Previous comment no.: 33)	This preference is noted and is consistent with the approach presented within Section 4.3 of the Preliminary Stormwater Management Assessment that was completed for the proposed Don Valley Layover Facility.	Acknowledged.	Thank you.
A36	Don Valley Layover Site Plan (May 4, 2020) Site Plan 5 of 5	Detailed Design of Retaining Walls	The retaining walls need geotechnical assessment and design. Therefore, the adequate budget allowance and resources are needed to retain a geotechnical engineer and to undertake all pertinent geotechnical studies, assessments and analyses to design the retaining walls. As part of the assessment the global stability of the retaining wall and earthworks and grading associated with is needed to be	Noted. Please note that the geotechnical work will be advanced during future project phases. Please refer to Stormwater Management Impact	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.

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			<p>verified by a geotechnical engineer to meet adequate factor of safety (1.50). Additionally, the structural elements of the retaining wall needs the design by civil/structural engineer. All necessary reports, design briefs and engineer-stamped drawings are also needed to be developed at the detailed design stage in support of the proposed work.</p> <p>(Previous comment no.: 34)</p>	<p>Assessment Report's "Summary of Mitigation and Monitoring Commitments", which captures this requirement.</p>		
A37	Draft EPR and Appendix A1 (Section 3.10.1)	Electrification – Slope Stability and Setbacks	<p>The Richmond Hill rail corridor will be electrified along the Bala Subdivision (between Pottery Road and Adelaide Street East) using an Overhead Contact System (OCS). The OCS will be suspended from steel support structures placed along the corridor, including bridges and overpasses where required. The OCS support structures will be positioned along the track at a maximum spacing of approximately 65m and located within the existing rail right-of-way.</p> <p>The exact locations of OCS foundations and poles should be determined after the erosion and slope stability hazards have been identified by a geotechnical engineer as follows: (i) toe erosion allowance and (ii) Long-Term Stable Top of Slope with a minimum factor of safety of 1.50. The poles should be located outside of the hazard limit by 10 m. Additionally, please confirm that there will be no fill as a result of these poles.</p> <p>(Previous comment no.: 68)</p>	<p>A conceptual design of OCS foundation locations is included within the Track RCD; however, the exact placement of these features will be determined during future project phases. With that being said, the pole locations must be within the Metrolinx right of way and we cannot commit to placing them outside the hazard limit by 10 m along the proposed limits of electrification.</p> <p>OCS poles will be constructed at the existing grade to avoid impacting the existing tracks, which should alleviate flooding concerns.</p>	<p>This comment remains outstanding. We look forward to reviewing the design once it is available.</p>	<p>This is acknowledged. Thank you.</p>
A38	Draft EPR and Appendix A1	Grading and Elevations	<p>This comment was made in Appendix A as well, but we want to make it clear that it applies to all tracks. It is not clear what the elevation is, however, it appears that it is likely the same as the existing tracks. Please provide spot elevations for all proposed trail tracks and infrastructure so that it can be confirmed that the proposed tracks will not be impacted by the TRCA Regulatory floodplain. Please also provide the grading extents within the floodplain so that it can be confirmed that all proposed grading is outside the floodplain and there is no fill proposed within the floodplain.</p> <p>(Previous comment no.: 69)</p>	<p>Top of rail track elevations are shown within the Track RCD package and will be provided to TRCA. We can confirm that new track areas will be constructed at the same elevation as the existing track, and that grading is not expected.</p>	<p>This comment remains outstanding. We look forward to reviewing the design once it is available.</p>	<p>The latest track RCD has been included when sending these responses to TRCA.</p>
A39	Draft EPR and Appendix A1	Richmond Hill Corridor - Flooding	<p>The proposed works on the Richmond Hill Corridor between Pottery Road and Adelaide Street West are within the floodplain of the Don River and the study area for another current Metrolinx study – the Lower Don Corridor Flood Mitigation Study (LDCFMS). The LDCFMS states that “the Richmond Hill GO line currently utilizes a section of the Bala subdivision that follows the course of the Don River between the Gardiner Expressway to just north of Lawrence Avenue East. The current track alignment in this section sits within the Lower Don flood plain and is vulnerable to flooding events. Flooding along the Don River has historically resulted in major disruptions to GO Transit’s Richmond Hill train service, as well as damage to rail infrastructure. The frequency and flooding events are increasing due to climate change.” The purpose of this study is to better reflect impacts of climate change and develop options to mitigate impacts of flooding events, including advances in technology. These studies should be working closely with each other to develop solutions that benefit both the valley environment and transit system. This is an opportunity to remove the tracks from the floodplain.</p> <p>(Previous comment no.: 70)</p>	<p>Acknowledged. Please refer to the Don Valley Layover Stormwater Management Impact Assessment report and climate change Section 6.8 of the EPR.</p>	<p>This report was not provided to TRCA staff. Please provide.</p>	<p>Draft versions of the Preliminary Don Valley Layover and Unionville Storage Yard Stormwater Management Reports were previously circulated to TRCA on April 27, 2020 (see Appendix H). Although these draft reports speak to erosion control, quantity control and quality control, these discussions have been expanded within the Final versions that are included within the Final EPR. The Final EPR and Appendices will be circulated once available.</p>
A40	Draft EPR	Figure 2-5	<p>It is difficult to determine the exact locations of the two study areas at the south end of this figure close to Kennedy GO Station. Please include street names in this figure to assist with locating.</p> <p>(Previous comment no.: 71)</p>	<p>Figure 2-5 shows Kennedy GO station; however, the closest proposed work to Kennedy GO Station is in Markham (in the vicinity of the Unionville Storage Yard). Figure 2-5 also includes</p>	<p>Acknowledged.</p>	<p>Thank you.</p>

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				inset maps that include road labels where work is proposed. No change to this figure is required.		
A41	Draft EPR	Figure 2-7	Figure 2-7 does not accurately reflect the extent of the track work being proposed within the study area limits. Although the study area extends to Pottery Road (not labelled), the "proposed track work" in green stops at Rosedale Valley Road. Please update the figure. (Previous comment no.: 72)	Please note that "Proposed Track Work" in the legend of this figure refers to areas of new or upgraded tracks, not electrification infrastructure. The study area shown on this figure extends to Pottery Road to account for electrification of the Richmond Hill corridor, as described in Table 2-3. Please refer to Appendix A1 for more detailed corridor mapping.	Acknowledged, although TRCA staff still maintain that the figure is unclear and a new colour for electrification would be useful.	Thank you for providing this feedback. No additional changes to this figure are proposed.
A42	Draft EPR and Appendix A1 (Section 3.10.2)	Vegetation Clearing Zone	Requires vegetation removals within the area encompassed by the OCS plus an additional 2 metre offset – generally the total maximum clearing area is 7 m from the centerline of the outermost track on both sides. Please confirm that no additional tree removals will be required to install the poles. It will be important to stay within the existing Metrolinx ROW so as to avoid impacting the various ecological features in the area. Any tree and vegetation clearings/removals outside of the Metrolinx ROW should be quantified, confirmed with TRCA, and restored in the surrounding area. It is important that proposed development does not result in an overall ecological net loss. Please provide information on the proposed approaches to on-site (and off-site if necessary) restoration/compensation for staff review. (Previous comment no.: 73)	Please note the only OCS infrastructure proposed under this TPAP is on Metrolinx's Richmond Hill Corridor. A tree inventory (arborist report) is being prepared for the electrification component of this project. The results will be shared with TRCA for required removals beyond Metrolinx ROW. Proposed approaches to on-site (and off-site if necessary) restoration/compensation will be achieved in accordance with Metrolinx's Vegetation Management Guidelines.	We look forward to reviewing the report once it is available.	This is acknowledged. Thank you.
A43	Draft EPR and Appendix A1	LIDs	As this rail corridor is entirely within the floodplain, a Low Impact Development stormwater management system should be considered (such as bioswales/ditches, bio-retention in open areas, and permeable surfaces). (Previous comment no.: 74)	Please be advised that the preliminary stormwater assessment has been completed only in support of proposed layover/storage facilities, and that consideration of LID measures for the rail corridor at-large is beyond the scope of this project. Please refer to Stormwater Management Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which speak to Conservation Authority requirements, including LID measures with regard to layover and storage yard sites. Metrolinx is committed to continued consultation with TRCA and the City of Toronto during future project phases.	Acknowledged.	Thank you.

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A44	Draft EPR and Appendix A1 (Section 3.10.4)	Bridge Modifications	TRCA staff acknowledges that bridge modifications will not be required for the Richmond Hill Corridor (up to Mile 4.4) electrification works as there is sufficient clearance to run OCS wires under overhead bridges. (Previous comment no.: 75)	Acknowledged.	No further comments.	This is acknowledged. Thank you.
A45			The drawings show some outfalls with riprap, please ensure that adequate protection is developed to avoid the initiation of erosion. (Previous comment no.: 20)	Acknowledged. This will be considered further during future project phases.	We look forward to reviewing the design once it is available.	This is acknowledged. Thank you.
TRCA Comments Applicable to Works Within the Region of Peel						
B1	Draft EPR 1.6 (Background and Planning Context)	1.6.6 (Other Past/ Ongoing Metrolinx TPAP Studies)	Please include the Metrolinx Kitchener Corridor Regional Transit Centre (RTC) Connection study in the list of past/ ongoing Metrolinx studies in the EPR. TRCA staff has been involved in the review of conceptual alignment alternatives for connecting the Pearson Airport Regional Transit Centre (RTC) with the Kitchener GO Corridor with the Metrolinx Rail Corridor Planning division (TRCA CFN 62470). Please ensure that any potential future connections from the RTC to the existing Kitchener rail corridor and their impacts are considered within the EPR. Please ensure that this New Tracks and Facilities TPAP work is coordinated with the RTC Connection study and the Metrolinx Rail Corridor Planning division. (Previous comment no.: 56)	Please note that not all Metrolinx studies within the vicinity can be listed within the EPR. As noted in the EPR, the intent of this Section (1.6.6) is to provide an overview of the past/ongoing projects within the geographic area that are part of GO Expansion/Electrification that are relevant and may require coordination with the New Tracks and Facilities TPAP. However, this does not preclude that our project team is not coordinating with other Metrolinx teams internally. No revisions to the EPR have been made, as this study is 'outside' the NTF study area.	Acknowledged.	Thank you.
B2	Draft EPR 1.6 (Background and Planning Context)	1.6.6 (Other Past/ Ongoing Metrolinx TPAP Studies)	Please include the Metrolinx Wice to Airway Track Upgrades in the list of past/ ongoing Metrolinx studies in the EPR. TRCA staff has been involved in the review of track upgrades along the segment of the Kitchener GO Corridor from Mile 12.97 (Wice) to Mile 15.97 (Airway) (TRCA CFN 60646). Please ensure that this New Tracks and Facilities TPAP work is coordinated with the Wice to Airway track work. (Previous comment no.: 57)	Please note that not all Metrolinx studies within the vicinity can be listed within the EPR. As noted in the EPR, the intent of this Section (1.6.6) is to provide an overview of the past/ongoing projects within the geographic area that are part of GO Expansion/Electrification that are relevant and may require coordination with the New Tracks and Facilities TPAP. However, this does not preclude that our project team is not coordinating with other Metrolinx teams internally. No revisions to the EPR have been made, as this study is 'outside' the NTF study area.	It is our understanding that the NTF and the Wice to Airway Track Upgrades study area are both within this study area and will need to be coordinated moving forward. Please note that TRCA staff issued a VPR to Metrolinx regarding the Wice to Airway Track Upgrades on September 2, 2020. Staff recommend listing this ongoing project in the EPR.	Thank you for providing this suggestion; however, not including mention of this study within the New Track and Facilities EPR does not preclude coordination with the relevant project team. As noted previously, only the past/ongoing projects within the geographic area that are part of GO Expansion/Electrification that are relevant have been included in this section of the EPR. No changes to the EPR have been made.
B3	Draft EPR 1.6 (Background and Planning Context)	1.6.6.12 (Kitchener Corridor Expansion TPAP (Currently Underway))	Please identify the study area of the Kitchener Corridor Expansion TPAP and confirm if it includes areas within TRCA jurisdiction. Staff notes that work along the Kitchener GO Corridor within the current New Track and Facilities TPAP ends at the Bramalea GO Station. Please clarify if there is any track or other work along the Kitchener GO Corridor west of Bramalea GO Station within TRCA jurisdiction. In particular, there are multiple ongoing projects and studies underway in and around Downtown Brampton located further west along the Kitchener GO Corridor which need to be considered should there be any track work proposed. These include the Downtown Brampton Flood Protection Environmental Assessment, Hurontario Light	The request to identify Kitchener Corridor TPAP study area is outside the scope of the NTF TPAP. The extent of NTF scope as it relates to the Kitchener Corridor are track upgrades which extend to Bramalea GO (see Appendix A1 for more detail). The Metrolinx	Acknowledged	Thank you.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPONENT RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPONENT RESPONSE
			Rail Transit Environmental Assessment, streetscape improvements and infrastructure upgrades and installations (watermain, sanitary sewer, etc.). (Previous comment no.: 58)	works beyond Bramalea GO Station are outside NTF scope and not impacted by NTF; as such the TRCA concerns (i.e. Downtown Brampton Flood protection, infrastructure upgrades etc.) should be addressed through those alternative Metrolinx projects/teams.		
B4	Draft EPR Appendix A1	Figure KT-11	Proposed track upgrades in Figure KT-11 are within TRCA regulated area from just east of Goreway Drive to Mimico Creek (floodplain, top of slope, meander belt, watercourse). Track work is proposed over the Mimico Creek watercourse crossing. (a) Please clarify if any bridge or culvert extension or modification is required at this location. If any modifications to the crossing is required, please note a hydraulic assessment is required to evaluate the impact of the modifications to the existing flood risk. Please provide the hydraulic assessment and culvert modification information, if required. (b) Please clarify if proposed track work at this location requires any grading or cut/fill. Please note that the existing flood storage must be maintained, and any proposed filling will require a corresponding cut. Please provide grading plans (i.e. cross-sections with existing and proposed elevations, etc.), and cut/fill balance, if required. (Previous comment no.: 59)	The proposed track upgrades are not anticipated to require any bridge or culvert modifications, grading or cut/fill balance at this time.	Acknowledged. Should this change, TRCA staff look forward to reviewing the details.	Thank you. Metrolinx can confirm that TRCA will be informed should the need for culvert/bridge modifications within the regulated area be identified during future project phases.
B5	Draft EPR Appendix A1	Figure KT-12	Proposed track upgrades and new tracks in Figure KT-12 are within TRCA regulated area (floodplain, meander belt, watercourses). Track upgrades are proposed over a tributary of the Mimico Creek at Torbram Road. (a) Please clarify if any bridge or culvert extension or modification is required at this location. If any modifications to the crossing is required, please note a hydraulic assessment is required to evaluate the impact of the modifications to the existing flood risk. Please provide the hydraulic assessment and culvert modification information, if required. (b) Please note that Torbram Road has undergone extensive reconstruction and grade separation from the rail line at this location. The watercourse at this location has also been realigned which includes the construction of a new culvert. Please ensure that the proposed track work is coordinated with the City of Mississauga, and is integrated with this recent infrastructure work. (Previous comment no.: 60)	The proposed track upgrades are not anticipated to require any bridge or culvert modifications, grading or cut/fill balance at this time. Proposed track work at Torbram Road will be coordinated with the City of Mississauga, as required	Acknowledged. Thank you for coordinating your works with the City of Mississauga.	This is acknowledged. Thank you.
B6	Draft EPR Appendix A1	Figure KT-12	Proposed track upgrades and new tracks in Figure KT-12 are within TRCA regulated area (floodplain, meander belt, watercourses). New tracks are proposed on the north side of the rail corridor at the boundary between the City of Brampton and City of Mississauga. Please note that there is a watercourse that runs parallel immediately north of the rail bed within the Metrolinx rail corridor property. Staff also notes that this area is classified as meadow marsh (MAM) within the Draft Natural Environment Impact Assessment Report (dated April 6, 2020). (a) Please clarify if the proposed track work at this location requires any additional grading or cut/fill. Please note that the existing flood storage must be maintained, and any proposed filling will require a corresponding cut. Please provide grading plans (i.e. cross-sections with existing and proposed elevations, etc.), and cut/fill balance, if required. (b) Please clarify if there will be any other impacts to the watercourse and wetland to the north. Please note that impacts to the form and function of these features should first be avoided to the extent possible. If the features cannot be avoided, then best efforts should be made to ensure that impacts are minimized, and then mitigated using best practice measures (i.e. timing windows, erosion and sediment control measures, etc.). Any remaining impacts that have been demonstrated to be unavoidable should be compensated for through off-site restoration or other appropriate methods. (Previous comment no.: 61)	The proposed track upgrades are not anticipated to require any bridge or culvert modifications, grading or cut/fill balance at this time. Also, no impacts to the watercourse or wetland to the north of this location are anticipated.	Acknowledged. Should this change, TRCA staff look forward to reviewing the details.	Thank you. Metrolinx can confirm that TRCA will be informed should the need for culvert/bridge modifications within the regulated area be identified during future project phases.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPONENT RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPONENT RESPONSE
B7	Draft EPR Appendix A1	Figure KT-13	<p>Proposed track upgrades and new tracks in Figure KT-13 are within TRCA regulated area (meander belt, watercourses). Track work at the eastern extent of Figure KT-13 may impact the watercourse identified in the comment above. Please see comment in Item 7 above. Track work west of Highway 407 is within TRCA regulated area, as aerial imagery show that there is an unmapped watercourse feature running parallel to the rail bed north of the Metrolinx rail corridor. (a) Although the watercourse appears to be separated from the rail bed by an existing road and appears to be located outside of the Metrolinx rail corridor property, please provide further information to identify, characterize and delineate the extent of any unmapped TRCA regulated features north and south of the rail corridor at this location. Please note that impacts to the form and function of regulated features should first be avoided to the extent possible. If the features cannot be avoided, then best efforts should be made to ensure that impacts are minimized, and then mitigated using best practice measures (i.e. timing windows, erosion and sediment control measures, etc.). Any remaining impacts that have been demonstrated to be unavoidable should be compensated for through off-site restoration or other appropriate methods. (b) Please also clarify why this area is classified as commercial and institutional (CVC) within the Draft Natural Environment Impact Assessment Report (dated April 6, 2020) even though there appears to be a watercourse and potentially other natural features in this area. (c) Please also confirm if this watercourse is located outside of the Metrolinx rail corridor property.</p> <p>(Previous comment no.: 62)</p>	<p>The proposed works are not anticipated to require any bridge or culvert modifications, grading, or cut/fill balance at this time.</p> <p>The area previously classified as commercial and institutional (CVC) within the Draft Natural Environment Impact Assessment Report (dated April 6, 2020) has been refined to reflect the presence of a Meadow Marsh (MAM) community along the northwest border of this segment within the broad corridor of a Mimico Creek tributary. The presence of the Mimico Creek tributary was described in the Baseline Conditions Report. A short section of this watercourse does meander into the Metrolinx rail corridor property within this Project study area segment. Proposed works include track upgrades and installing new track on existing ballast. Provided standard Sediment and Erosion Control measures are used during construction, no impacts to the Mimico Creek tributary or its habitat are anticipated. Both the Natural Environment Baseline Conditions and Impact Assessment Reports have been updated to recognize and address this issue.</p>	<p>Staff has not received or reviewed the updated EPR. TRCA staff look forward to reviewing the updates to both the Natural Environment Baseline Conditions and Impact Assessment Reports once available.</p>	<p>It is acknowledged that TRCA staff have not yet been provided with the updated EPR. The Final version will be available following the Notice of Completion and will include finalized versions of all baseline conditions and impact assessment studies within the Appendix.</p>
B8	Draft EPR and Draft Natural Environment Impact Assessment Report - Appendix A1 and Appendix B	Figure KT-14 and Section 4.2.5.1	<p>Proposed track works including new tracks proposed south of the platform at the Bramalea GO Station are within TRCA regulated area (floodplain). Section 4.2.5.1 of the NER also indicates that there is a new island platform proposed but this is not identified on Figure KT-14. However, Figure KT-14 does identify potential property impacts south of the Metrolinx rail corridor property: (a) Please clarify if there is a new platform or other modifications proposed at the Bramalea GO Station beyond the new tracks at this location. Please note that the proposed work should not result in an increase in flood depths or change in flood plain limits or impacts to adjacent properties (b) Please also clarify if proposed work at this location requires additional grading or cut/fill. Please note that the existing flood storage must be maintained, and any proposed filling will require a corresponding cut. Please provide grading plans (i.e. cross-sections with existing and proposed elevations, etc.), and cut/fill balance, if required.</p> <p>(Previous comment no.: 63)</p>	<p>There are no platform or station works at Bramalea GO Station proposed under this TPAP. Only track work to accommodate a future platform, which is not anticipated to require grading or cut/fill at this time. Therefore, this work will not increase in flood depths, cause a change in floodplain limits, or impact adjacent properties.</p>	<p>Acknowledged</p>	<p>Thank you.</p>
B9	Draft EPR Section 4.3 (Baseline Conditions - Kitchener Corridor)	Section 4.3.1 (Natural Environment)	<p>Section 4.3.1 indicates that Mimico Creek is the only natural area in the vicinity of the rail corridor. However, TRCA staff has identified TRCA regulated areas, which encompasses natural and erosion hazard features, at other locations along the Kitchener Corridor. Please see Items 5 to 9 above for proposed work along the Kitchener Corridor that is within TRCA regulated areas. Please update Section 4.3 to more accurately reflect the existing natural environment along the Kitchener</p>	<p>The corridor introduction in the Baseline Conditions report (EPR Chapter 4) have been updated as requested. Please note that these natural features are discussed in the individual Project study area segments.</p>	<p>Staff has not reviewed the updated EPR. TRCA staff look forward to reviewing the updates to the existing natural features once available.</p>	<p>It is acknowledged that TRCA staff have not yet been provided with the updated EPR. The Final version will be available following the Notice of Completion and will include finalized versions of all baseline conditions and impact assessment studies within the Appendix.</p>

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			Corridor. In particular, please update Section 4.3.1.4 to acknowledge and characterize unmapped features as described in Item 4 above. (Previous comment no.: 64)			
B10	Draft EPR and Draft NER - Section 5.16 and Section 4.2 (Footprint Impacts, Kitchener Corridor)	Sections 5.16.1.1 to 5.16.1.4 and Sections 4.2.2.1 to 4.2.4.1 (Track Segments KT-11 to KT-13)	The Draft EPR and NER both indicate that no ecological impacts are anticipated within Track Segments KT-11 to KT-13; however, track work is proposed within natural and erosion hazards as identified in Items 5 to 8 above. Please update these sections to more accurately reflect the potential impacts of the work on the surrounding area. (Previous comment no.: 65)	Please note the EPR assessed the impacts resulting from the track work to accommodate an additional platform at Bramalea GO Station; however, the platform itself is not within the scope of this TPAP.	Acknowledged. Please clarify whether sections have been updated in the report to reflect the track work and potential impacts to the flood and erosion hazards.	No updates to the EPR are required to reflect proposed track work, as there have been no changes. The potential impacts to flood and erosion hazards in this location have not been explicitly mentioned within the EPR, which is consistent with how track work has been presented throughout the document regardless of whether the track work is within an area regulated by a Conservation Authority or not. Track work will be done at existing elevations and within the ROW limiting the potential for impacts; however, Metrolinx will continue to engage with TRCA during future project phases to further consider and mitigate any identified impacts once the design has advanced beyond its current conceptual state.
B11	Draft EPR & Draft NER - Section 5.16 and Section 4.2 (Footprint Impacts, Kitchener Corridor)	Section 5.16.1.5 and 4.2.5.1 (Track Segment KT-14)	The Draft EPR and NER both indicate that no potential impacts to the natural environment are anticipated as a result of the proposed track upgrade and new island platform at Bramalea GO Station. Even though the proposed footprint is contained within the existing rail corridor, impacts to floodplain depths and limits may result from the proposed work which may potentially impact adjacent properties. Please see Item 9 above for further detail. Please update this section to more accurately reflect the potential impacts of the work on the floodplain and surrounding area. (Previous comment no.: 66)	Please note the EPR assessed the impacts resulting from the track work to accommodate an additional platform at Bramalea GO Station; however, the platform itself is not within the scope of this TPAP.	Please acknowledge in the report that the GO Station platform is not within the scope of this TPAP.	It is Metrolinx's position that the EPR should focus on the proposed scope rather than what it outside of it. Proposed GO Station Platforms that are included within the scope of the New Track and Facilities TPAP are stated within Section 2.1.4 of the EPR (New GO Station Platforms).
TRCA Comments Applicable to Works Within the Region of York						
C1		New Comment			TRCA understands the project is not far enough along to demonstrate with calculations and models that criteria can be met, and there are no impacts to water surface elevations. In addition, TRCA understands and appreciates the commitment to consider LIDs in the detailed design. It is however strongly recommended that all components of the SWM strategy be designed, calculations be completed, and all components accounted for at this stage prior to detailed design including the cut/fill and all LIDs proposed. Further, it is also strongly recommended that all spatial requirements be determined and shown on all drawings. This will ensure feasibility of the design, land requirements, and will ensure all criteria can be met and will ensure no impacts to the surrounding landowners. Please note that TRCA cannot accept any design which results in impacts to the floodlines on any surrounding lands.	Thank you for providing this feedback; however, the requested level of analysis is beyond what can be accommodated on the basis of the current RCD. Consequently, these activities must be deferred to future design stages. TRCA's position regarding impacts to floodlines on surrounding lands is noted and acknowledged.
C2	Drawings / SWM IA Report	Stormwater Management	Please include TRCA's Regulatory Floodplain on drawings. Please demonstrate that no fill is being proposed within the Regulatory floodplain and indicate on the drawings that any storage materials as part of the proposed Unionville storage yard are to be located outside of the Regulatory Floodplain. (Previous comment no.: 36)	<ol style="list-style-type: none"> The TRCA Regulatory Floodplain will be added to drawings. Please note that the RCD is not advanced enough to confirm whether fill will be proposed within the 	This comment remains outstanding. We look forward to further review once it is available. Further, please see Comment No. C.1.	This is acknowledged. Please refer to the response to Comment No. C.1 regarding Metrolinx's ability to complete additional analysis during the Project's TPAP phase for further details.

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				Regulatory floodplain. Metrolinx is committed to continued consultation with the TRCA and the City of Markham during future project phases. The SWM Impact Assessment Report is preliminary only based on the current RCD. Please refer to SWM IA Report's "Summary of Mitigation and Monitoring Commitments", which speak to TRCA requirements during future project phases.		
C3	Drawings	Stormwater Management	Please indicate TRCA's stormwater management (SWM) criteria within the report and provide discussion, calculations, and drawings demonstrating how this criteria has been satisfied.	Please note that the RCD is not advanced enough to confirm whether fill will be proposed within the Regulatory floodplain. Metrolinx is committed to continued consultation with the TRCA and the City of Markham during future project phases. The SWM Impact Assessment Report is preliminary only based on the current RCD. Please refer to SWM IA Report's "Summary of Mitigation and Monitoring Commitments", which speak to TRCA requirements during future project phases.	This comment remains outstanding. We look forward to further review once it is available. Please see Comment No. C.1.	This is acknowledged. Please refer to the response to Comment No. C.1 regarding Metrolinx's ability to complete additional analysis during the Project's TPAP phase for further details.
C4	Preliminary Stormwater Management Assessment Report	Stormwater Management	Table 4-1 of the FINAL DRAFT Preliminary Stormwater Management Assessment Report – Unionville Storage Yard (Gannett Fleming, April 2020) notes areas and runoff coefficients (existing and proposed) for the Unionville storage yard. Please include the impervious area in existing and proposed conditions to help inform the SWM requirements of the site. (Previous comment no.: 38)	Revised as requested.	The response matrix indicates the impervious area in existing and proposed conditions have been added as requested, however the revised Stormwater Management Assessment report has not been provided as such this cannot be verified.	It is acknowledged that TRCA has not yet been provided with the Final Stormwater Management Assessment. This will be made available with the Final EPR following the Notice of Completion.
C5	SWM IA Report	Stormwater Management	Please note that TRCA does not acknowledge simple v-ditches as providing formal quality control or erosion control. Please investigate the use of LID BMPs to provide SWM control. Additional information on LID BMPs can be found in the Low Impact Development Stormwater Management Planning and Design Guide (CVC/TRCA, 2010) and the website: https://wiki.sustainabletechnologies.ca (Previous comment no.: 39)	Noted. However, the RCD is not advanced enough to confirm whether fill will be proposed within the Regulatory floodplain. Metrolinx is committed to continued consultation with the TRCA and the City of Markham during future project phases. The SWM Impact Assessment Report is preliminary only based on the current RCD. Please refer to SWM IA Report's "Summary of Mitigation and Monitoring Commitments", which speak to TRCA requirements during future project phases.	This comment remains outstanding. We look forward to further review once it is available. Please see Comment No. C.1.	This is acknowledged. Please refer to the response to Comment No. C.1 regarding Metrolinx's ability to complete additional analysis during the Project's TPAP phase for further details.
C6		Hydrogeology	It is noted that bioswales are proposed to provide SWM control for the site.	Noted. Please see the response above.	This comment remains outstanding. We look forward to further review once it is available. Please see Comment No. C.1.	This is acknowledged. Please refer to the response to Comment No. C.1 regarding Metrolinx's ability to complete additional

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			<p>Please provide sizing calculations for the proposed infiltration facilities (including the drainage area and impervious area being directed to them) as per equations within the Low Impact Development Stormwater Management Planning and Design Guide (e.g. pages 4-57 and 4-58 for Maximum Allowable Depth of Stone Reservoir and Facility Bottom Area) including a site-specific percolation rate to ensure an acceptable drawdown time of the infiltration gallery.</p> <p>Field testing of the hydrogeological conditions should be conducted to determine the site-specific opportunities and constraints regarding the LID mitigation measures that are proposed to determine their effectiveness. In particular, it is recommended that site-specific percolation rates, depth to bedrock, and depth to the seasonally high groundwater table be determined early in the process to inform the effectiveness of any potential infiltration-based LID BMPs. Please refer to Section 2.3 of Appendix C of the Low Impact Development Stormwater Management Planning and Design Guide (CVC/TRCA, 2010) for accepted infiltration testing methods.</p> <p>(Previous comment no.: 40)</p>			analysis during the Project's TPAP phase for further details.
C7		Erosion and Sediment Control	<p>During the detailed design stage, please provide erosion and sediment control plans.</p> <p>(Previous comment no.: 41)</p>	Acknowledged.	TRCA looks forward to reviewing the ESC plans during detailed design.	This is acknowledged. Thank you.
C8	EPR Section 3.3.2	Ecology	<p>This section notes consideration of environmental constraints. Please confirm how this was undertaken.</p> <p>(Previous comment no.: 51)</p>	<p>The updated EPR will present a revised Don Valley layover configuration that has been shifted outside of lands designated as Environmentally sensitive by the City of Toronto. In addition, the Walkers Line Layover facility in the City of Burlington is also being considered as an alternative to the Beach layover in response to contamination constraints (amongst other issues). These are examples of layover siting being influenced by environmental constraints.</p>	See response to Comment A.3. Comment addressed.	Thank you for acknowledging this comment has been addressed. Please refer to the Comment A.3 response for further information on the rationale behind the selection of proposed layover sites.
C9	EPR Section 3.3.2	Impact Criteria	<p>Environmental impacts are not listed as criteria in determining the preferred layover location. Please confirm how impacts on the Natural System (TRCA) and Natural Heritage Network (City of Markham) were factored into the determination of the preferred location.</p> <p>(Previous comment no.: 52)</p>	<p>Impacts to TRCA's Natural System and the City of Markham's Natural Heritage Network were not among the primary criteria that was factored in the selection of layover sites, but rather the criteria presented in Section 3.3.2.</p> <p>The selection of the layover site is based largely on constructability and operational requirements. However, TRCA's natural heritage system and the City of Markham's natural heritage network have been considered throughout the development of the conceptual design, resulting in proposed layovers/storage yards with a minimized footprint. The</p>	See response to Comment A.3. Comment addressed.	Thank you for acknowledging this comment has been addressed. Please refer to the Comment A.3 response for further information on the rationale behind the selection of proposed layover sites.

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				mitigation measures presented in Chapter 5 and elsewhere within the EPR will be enacted to mitigate direct and/or indirect impacts to the Natural Heritage System.		
C10	EPR Section 4.5.1.1	Aquatic Environment	TRCA understands that this reach of Rouge River has been identified as recovery habitat for Redside Dace. Please confirm with MECP and revise accordingly. (Previous comment no.: 53)	Confirmation from MECP will be obtained.	Comment addressed.	This is acknowledged. Thank you.
C11	Section 5 & Figure ST-4 (March 2020)	Avoidance	Efforts to demonstrate the "avoidance" portion of steps 2 and 3 of the Impact Assessment are not apparent. The portion of the proposed layover structure within TRCA's regulated area and City of Markham's Natural Heritage Network does not appear to have been designed to avoid or minimize impacts. The structures proposed are within or immediately adjacent to natural features and hazards. Please describe the process undertaken or proposed to be undertaken to design this facility in a way that avoids and minimizes impacts within the Natural Heritage Network. If the proposed footprint cannot be reduced, and hazards avoided, an alternative location should be considered for layover purposes. (Previous comment no.: 54)	Referencing Section 5 and Figure ST-4 in particular, efforts to avoid impacts resulting from the proposed infrastructure include designing layover and storage yard facilities with the minimum footprint by considering only the facilities required to achieve desired service levels. The Unionville Storage Yard in particular is a fully minimized facility with no features other than train storage, staff parking and a connection to the local road network.	See response to Comment A.3. Comment addressed.	Thank you for acknowledging this comment has been addressed. Please refer to the Comment A.3 response for further information on the rationale behind the selection of proposed layover sites.
C12	EPR Section 5.18 and NE-IA Section 4.4.1	Impact Assessment	These sections focus on footprint impacts on individual features. They do not mention the impact to the Natural System or Natural Heritage Network. Please revise these sections to frame impacts to the overall ecological system. The proposed impacts are not minor as they represent areas of features that would be considered significant applying provincial and municipal definitions. In a municipality and watershed where natural cover and canopy cover targets are a focus of land-use and infrastructure planning, the proposed permanent removals are significant and should be identified as such. Please revise. (Previous comment no.: 55)	An evaluation of the potential impact to the Natural Heritage System has been provided throughout the Natural Environment Impact Assessment Report. Given the presence of an existing active rail corridor and the works primarily occurring along an existing access road and an abandoned rail line, potential effects to the adjacent natural system occurring beyond the rail ROW are anticipated to be negligible and most often confined to edge effects. The potential impact to natural heritage features, and in particular the removal of vegetation (where required) and the creation of "edge effects" has been recognized and will be addressed/compensated for in accordance with Metrolinx's Vegetation Management Guidelines.	See response to Comment A.3. Comment addressed.	Thank you for acknowledging this comment has been addressed. Please refer to the Comment A.3 response for further information on the rationale behind the selection of proposed layover sites.
C13	Page 43		Reference to 20% water content as indication of vadose zone. This is incorrect. The Halton Till, or its equivalents have a porosity of about 15-20% in the weathered zone, which suggests that a 20% moisture content is at or below the water table. Nevertheless, the assumption of low dewatering rates is reasonable.	Acknowledged. Text has been revised within Hydrogeology IA Report, Section 5.1.2.	TRCA staff is unable to confirm whether text has been updated as the report was not provided.	It is acknowledged that TRCA has not yet been provided with the Final Hydrogeological Impact Assessment Report. This will be made available with the Final EPR following the Notice of Completion.

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C14	Page 50		Water level in 32 m deep well likely represents piezometric surface of underlying aquifer, not the water table. Therefore, the water table may be shallower (5.7 m is deeper than most other shallow water table measurements in this area).	Noted. Thank you	No further comment.	This is acknowledged. Thank you.
C15	Page 64		The Intake Protection Zones [IPZ-3] referenced are associated with specific events, as detailed in the TRSPA Assessment Report. These include sanitary sewer breaks and pipeline ruptures, but not passenger rail service. I do, however, support BMPS in terms of fuel use, storage, and management.	Acknowledged. Thank you.	No further comment.	This is acknowledged. Thank you.
C16	Unionville Layover - Site Plan (1 of 3)	Determination of erosion hazard limit to demonstrate adequate setback from hazard	<p>For Unionville Layover, the area at the end of layover in the proximity of the Rouge River is located close to the slope/bank where the watercourse also runs at the toe of slope bank. As a result, there is a risk of erosion hazard (both slope instability and toe erosion), which may undermine the proposed work at this area. Therefore, the geotechnical study is needed to determine the position of the Long-Term Stable Top of Slope (LTSTOS) applying both the long-term stable slope allowance corresponding to a minimum factor of safety of 1.5 and appropriate toe erosion allowance (see TRCA Geotechnical Engineering Design and Submission Requirements - November 2007: http://www.trca.on.ca/dotAsset/40047.pdf). The LTSTOS determined the safe setback against the erosion hazard and slope instability in this area. The LTSTOS is needed to be plotted on the site plan, and all proposed works to be located behind the LTSTOS line with adequate additional erosion access allowance/ maintenance access and/or buffer for development and planning purposes. This is needed to be completed at this stage of feasibility to demonstrate that the proposed works are adequately apart from the top of bank against future erosion hazards and slope instability impact.</p> <p>(Previous comment no.: 42)</p>	Noted. Please note that the geotechnical work will be advanced during future project phases. Please refer to Stormwater Management Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which captures this requirement.	<p>This can be problematic at this site as the setbacks are unknown if adequate against the erosion hazards due to the combination of toe erosion and stable slope allowances (setbacks). This site is located on the tableland of a slope where the watercourse runs at the close proximity of its toe.</p> <p>To show the feasibility of the presented setbacks to meet the safe setback from the Long-Term Stable Top of Slope (LTSTOS), the following is needed to be demonstrated at this stage:</p> <p>Either:</p> <p>A total setback of 15 m from the toe of slope (estimated toe Erosion Allowance to determine the limit of toe erosion allowance at the toe of slope is considered and then a 3H:1V line (long-term stable slope inclination/angle) from the long-term stable toe of slope to be drawn towards to the tableland to meet the tableland elevation. The cumulative setback calculated by both toe erosion and slope stability setbacks are to be adopted at this stage as an estimated LTSTOS setback, and the layover facilities are located behind it with adequate buffer for planning and development and/or erosion access allowance. In the case that there is no adequate setback then the layover footprint is needed to be redesigned at this stage to remain behind the estimated LTSTOS setback at this stage and in absence of further studies, and the setbacks for the LTSTOS will be refined in the later stages of the project by detailed geotechnical and slope stability studies;</p> <p>Or:</p> <p>The geotechnical and slope stability study is needed to be conducted at this stage to determine the safe setback for the Long-Term Stable Top of Slope (LTSTOS) line and to demonstrate that the proposed layover footprint is entirely located behind the hazard by adequate buffer and/or erosion access allowance.</p>	<p>Please be advised that the Geotechnical study at the Unionville Storage Yard will be completed during future project phases, as documented within the Final Preliminary Unionville Storage Yard Stormwater Management Report and the EPR. This study will include the following three components, as detailed within the reporting referenced above:</p> <ul style="list-style-type: none"> • Toe Erosion Allowance; • Geotechnical Stable Slope Allowance; and • Erosion Access Allowance <p>Metrolinx is of the opinion that the RCD is feasible and that this work can be deferred to future project phases.</p>
C17		Geotechnical	The earthworks including cut and fill or any excavation in the valley or fill placement and embankment needs the slope stability assessment and geotechnical design. Therefore, the adequate budget allowance and resources are needed to retain a geotechnical engineer and to undertake all pertinent geotechnical studies, slope stability assessments and analyses to design the earthworks, grading and site alterations. This assessment is not only limited to the permanent ones, but include any temporary means and methods needed to facilitate the construction of various elements (including temporary construction access, construction pads, temporary crossings, if needed, and stabilization of the	Noted. Please note that the geotechnical work will be advanced during future project phases. Please refer to Stormwater Management Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which captures this requirement.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (May 29, 2020)	PROPONENT RESPONSE	TRCA COMMENTS (September 30, 2020)	PROPONENT RESPONSE
			temporary excavations and shoring provisions and reconstruction of the areas and slopes after the temporary excavations.. In case of ground improvement techniques, the temporary disturbance is also needed to be taken into consideration for the design of the works. The minimum acceptable factor of safety required for slope stability assessment is 1.50. All necessary reports, design briefs and engineer-stamped drawings are also needed to be developed at the detailed design stage in support of the proposed work. (Previous comment no.: 44)			
C18		Retaining Walls	The retaining walls need geotechnical assessment and design. Therefore, the adequate budget allowance and resources are needed to retain a geotechnical engineer and to undertake all pertinent geotechnical studies, assessments and analyses to design the retaining walls. As part of the assessment the global stability of the retaining wall and earthworks and grading associated with is needed to be verified by a geotechnical engineer to meet adequate factor of safety (1.50). Additionally, the structural elements of the retaining wall needs the design by civil/structural engineer. All necessary reports, design briefs and engineer-stamped drawings are also needed to be developed at the detailed design stage in support of the proposed work. (Previous comment no.: 43)	Noted. Please note that the geotechnical work will be advanced during future project phases. Please refer to Stormwater Management Impact Assessment Report's "Summary of Mitigation and Monitoring Commitments", which captures this requirement.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
C19			Where the work is in proximity of the steep slope and valleys, the construction methodology and sequencing should be presented to ensure that the surrounding ground/slope is not adversely impacted during the construction. (Previous comment no.: 47)	Agreed. This will be specified as a requirement to be addressed within the Construction Management Plans which will be prepared prior to initiating construction.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
C20			As part of the stability review of the construction alterations and methodology and reconstruction and stabilization of the slope, the load of heavy machinery is also needed to be considered by geotechnical engineer for the assessments. (Previous comment no.: 48)	Acknowledged. This has been noted within the EPR.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
C21			At the detailed design stage, the cross-sections should be provided along the alignment in adequate intervals and the critical locations, which shows the proposed grade with respect to the existing ground. The cross-section should be extended enough to show all the features and slopes/banks where exist. The extent of the proposed grading should be also shown on the site plan along the alignment. (Previous comment no.: 46)	Acknowledged.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
C22		Signed / Sealed Drawings	All engineering drawings are needed to be developed as per the detailed design and to be provided as signed and sealed by a licensed professional engineer. (Previous comment no.: 45)	Acknowledged.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.
C23		Vibration / Settlement Monitoring	Appropriate monitoring for vibration and settlement is also needed to be recommended for the construction, where needed depending of the extent of works and alterations and proximity to the slopes and sensitive infrastructures. Such need should be assessed at the detailed design once more details are available. (Previous comment no.: 49)	Appropriate monitoring for vibration and settlement is also needed to be recommended for the construction, where needed depending of the extent of works and alterations and proximity to the slopes and sensitive infrastructures. Such need should be assessed at the detailed design once more details are available.	This comment remains outstanding. We look forward to reviewing the detailed geotechnical design once it is available.	This is acknowledged. Thank you.

TABLE 8-35 LAKE SIMCOE REGION CONSERVATION AUTHORITY (LSRCA) DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Baseline Conditions	Ecological Land Classification (ELC) mapping is available for the Lake Simcoe watershed and can be requested through Lake Simcoe Region Conservation Authority (LSRCA), if it has not been requested already. LSRCA's ELC mapping would provide a greater level of detail than what is currently presented in the report. This mapping should be included in the baseline condition reporting and also be used to inform the impact assessment.	While refined ELC mapping would assist in more accurately illustrating the existing conditions, the nature of the proposed works occur almost entirely within the existing rail ROW. Where property acquisition is required, any affected vegetation features/communities have been further refined in the Impact Assessment Report text. Please see the Natural Environment Impact Assessment Report contained in Appendix B2 for more information.
2	Impact Assessment – Natural Environment	The report suggests that any proposed work within the existing Metrolinx rail corridor ROW are not anticipated to result in any environmental impacts; however, there should be consideration for potential impacts to natural heritage features that extend into the existing ROW, especially where vegetation removal is being proposed.	Given the presence of an existing active rail corridor, potential effects to adjacent natural features occurring beyond the rail ROW are anticipated to be negligible and where present, confined to edge effects. The potential impact to natural heritage features, and in particular the removal of vegetation (where required) and the creation of "edge effects" has been recognized and will be addressed/compensated for in accordance with Metrolinx's Vegetation Management Guidelines. Please see the Natural Environment Impact Assessment Report contained in Appendix B2 for more information.
3	Impact Assessment – Natural Environment	Where vegetation removal is required along woodland edges, mitigation measures should include preparation and implementation of an Edge Management Plan to address impacts. Edge management mitigation is noted in Section 7.1.4.3 but should also be included in Table 5-102 as a mitigation and monitoring commitment.	The potential removal of vegetation (where required) and the creation of "edge effects" has been recognized and will be addressed/compensated for in accordance with Metrolinx's Vegetation Management Guidelines (2020). Specific mitigation to address edge effects is included as component of these Guidelines. Please see the Natural Environment Impact Assessment Report contained in Appendix B2 for more information.
4	Appendix A-1 Figures BR-16, BR-17, BR-18, BR-19, BR-20, BR-22, BR-23 BR-43	Supporting information will be required to demonstrate no impacts to the Flood Hazard as per LSRCA SWM Technical Guidelines (2016) and LSRCA Watershed Development Guidelines (2015). Hydraulic modelling and cut/fill balance calculations may be required to demonstrate Floodplain water surface elevations and storage are maintained.	Acknowledged. This request has been documented and will be further reviewed during future project phases. Metrolinx is committed to continued consultation with the municipalities and LSRCA.
5	Appendix A-1 Figures BR-16, BR-17, BR-18, BR-19, BR-20, BR-22, BR-23 BR-43, BR-44	Proposed works appear to potentially impact adjacent watercourses and/or crossings. Supporting information will be required to demonstrate works comply with LSRCA Watershed Development Guidelines (2015).	Acknowledged. This request has been documented and will be further reviewed during future project phases. Metrolinx is committed to continued consultation with the municipalities and LSRCA.
6	Barrie Corridor, Figures BR-13, BR-14	Stormwater Management Quantity and Quality controls are to be provided for new platforms as per LSRCA SWM Technical Guidelines (2016), where applicable.	Acknowledged. This request has been documented and will be further reviewed during future project phases. Metrolinx is committed to continued consultation with the municipalities and LSRCA.
7	Commitments and Monitoring	This section of the report speaks to commitments made with respect to TRCA and HRCA on matters such as following their guidelines, using LIDs, etc. but there is no commentary addressing commitments with LSRCA. Please include information outlining commitments made with LSRCA in the service level agreement with respect to following LSRCA guidelines for projects within the Lake Simcoe watershed.	Section 9.3.4.7 has been added to EPR Chapter 9 to discuss future work commitments with the LSRCA.
8	Appendix A-1 Figure BR -21	Appendix A1 – Figure BR-21 related to Wesley Brooks CA is missing, Figure BR-20 is repeated – provide Figure BR-21.	EPR Appendix A1 has been updated accordingly.

TABLE 8-36 CONSERVATION HALTON DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Final Draft Hydrogeology Impact Assessment Report (17-Apr-2020)	Summary of baseline data for Lakeshore West at Mile 31.90 to 32.40 - Conservation Halton (CH) staff previously understood that a Phase 2 Environmental Impact Assessment was underway for the Lakeshore West Beach Layover Facility. Due to current property use (production of chemicals), CH staff supports and recommends soil and groundwater investigations in terms quality and quantity.	No Phase 2 Environmental Site Assessment (ESA) is currently in scope for the Beach Layover Facility. A Phase 1 ESA has been completed and is summarized in Appendix O . Additional ESA work will be completed during future project phases, if required.
2	Final Draft Hydrogeology Impact Assessment Report (17-Apr-2020)	For the Lakeshore West Corridor Beach Layover Facility at Mile 31.90 to 32.40, Mitigation and Monitoring Commitments should consider the current use of the property and be based on field measured data.	Acknowledged. Text has been added to 'Summary of Mitigation and Monitoring Commitments' Table in the Hydrogeology Impact Assessment Report contained in Appendix C2 .
3	Final Draft Hydrogeology Impact Assessment Report (17-Apr-2020)	For the Lakeshore West Corridor Beach Layover Facility at Mile 31.90 to 32.40 both items under Future Work Commitments, i.e. Detailed Groundwater Assessment and Groundwater Management Plan should consider the current use of the property and use field measured data to support any conclusions and/or management recommendations.	Acknowledged. Text has been revised to include commitment under 'Future Works/Commitments' section of the Hydrogeology Impact Assessment Report contained in Appendix C2 .

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
4	Final Draft Hydrogeology Impact Assessment Report (17-Apr-2020)	Based on the site visit summary for the Beach Layover (LSW-21) and CH staff field observations, there were a number of monitoring wells identified on site. The document did not provide well logs or a reason for the wells. These wells are potentially a very good source of baseline data and staff recommends they be investigated in more detail through the recommended soil and groundwater investigation.	Agreed; however, the wells were locked during the Site visit, and access to the wells (removing of the locks) was not permitted. No well records exist in the MECP database for these wells and the property owner did not have any records in their files. Please see the Hydrogeology Impact Assessment Report contained in Appendix C2 for further information.
5	Final Draft Natural Environmental Impact Assessment Report (06-Apr-2020)	Please note that there is an updated version of the Greater Golden Horseshoe Area Conservation Authorities Erosion and Sediment Control Guidelines for Urban Construction (2006), which is now called Erosion and Sediment Control Guide for Urban Construction (2019).	Thank you. The reference has been updated accordingly in the Natural Environment Impact Assessment Report contained in Appendix B2 .
6	Final Draft Preliminary Stormwater Management (SWM) Assessment Report - Beach Layover (23-Apr-2020)	Safe access and egress to the site should be provided considerate of the Regulatory Storm's floodplain and/or associated spills. The on-going Burlington Go Mobility Hub Study (Wood, Jan 2020) suggests access via the existing Plains Road entrance may become inundated during a Regulatory Storm. If this route is the only means of access and/or egress to the site, further coordination with the City of Burlington and Halton Region is recommended. Accessibility of any proposed alternative routes should also be considered. Note that CH's Spills Policy was updated on April 23, 2020 and is available online for reference: https://conservationhalton.ca/policies-and-guidelines .	This comment is no longer applicable as it refers to the Beach layover, which is no longer in scope.
7	Final Draft Preliminary SWM Assessment Report - Beach Layover (23-Apr-2020)	For establishing quantity controls, staff recommends that the City of Burlington's proposed SWM criteria for re-development sites be used, which applies a maximum runoff coefficient C of 0.50 (i.e. 43% imperviousness) for establishing pre-development conditions (please confirm with City staff).	This comment is no longer applicable as it refers to the Beach layover, which is no longer in scope. The comment has been carried forward for the purposes of the proposed Walkers Line Layover.
8	Final Draft Preliminary SWM Assessment Report - Beach Layover (23-Apr-2020)	Development of a hydrologic model to assess the site's hydrology is recommended; the rationale method is generally applied for small drainage areas (i.e. 5 ha maximum). If the Rationale method is used, runoff coefficients should be adjusted when evaluating larger storm events; consistent with recommendations from the MTO Drainage Management Manual (ref. Design Chart 1.07). Specifically, for return periods in excess of 10 years, runoff coefficients should be adjusted as follows: 25 year add 0.10, 50 year add 0.20, 100 year add 0.25, up to a maximum of 0.95.	This comment is no longer applicable as it refers to the Beach layover, which is no longer in scope. The comment has been carried forward for the purposes of the proposed Walkers Line Layover.
9	Final Draft Preliminary SWM Assessment Report - Beach Layover (23-Apr-2020)	Directing runoff (stormwater) to sanitary sewers should be reviewed with Halton Region.	Acknowledged. Metrolinx is committed to continued consultation with the municipalities and Conservation Halton.
10	Final Draft Preliminary SWM Assessment Report - Beach Layover (23-Apr-2020)	Use of ditches and potentially a bioswale to achieve quantity control is likely not a feasible SWM approach. In staff's opinion, additional controls will very likely be required to achieve the SWM targets identified. It is recommended that a conceptual design for these controls be determined at this stage to ensure the recommended SWM approach is viable.	Noted. The RCD is not advanced enough to inform the design of LID. Additional Geotechnical and Hydrogeological investigation may also be required. Metrolinx is committed to continued consultation with the municipalities and Conservation Halton during future project phases. The Preliminary Stormwater Management Impact Assessment Report: Walkers Line Layover contained in Appendix H , is based on the current RCD. Please refer to the report's "Summary of Mitigation and Monitoring Commitments" section, which speak to Conservation Authority requirements, including LID measures.
11	Final Draft Preliminary SWM Assessment Report - Beach Layover (23-Apr-2020)	Mitigation measures to enhance water quality to meet provincial Water Quality Objective (PWQO) and the Canadian Water Quality Guidelines for the Protection of Aquatic Life should be considered, particularly for the treatment discharge from the washing facility.	Acknowledged. Commitment has been included in the "Summary of Mitigation and Monitoring Commitments" section of the Preliminary Stormwater Management Assessment Report – Beach Layover contained in Appendix H .
12	Final Draft Preliminary SWM Assessment Report - Beach Layover (23-Apr-2020)	It is recommended that a conceptual stormwater management strategy be provided at this stage to identify viable control options and potential locations for these controls on site.	Acknowledged. The following commitments have been included in the Preliminary Stormwater Management Assessment Report – Walkers Line Layover "Summary of Mitigation and Monitoring Commitments" Section and are to be addressed in future project phases: <ul style="list-style-type: none"> A Drainage and Stormwater Report, an Erosion and Sediment Control Plan and detailed drainage design and erosion and sediment control drawings will be prepared by Project Co., implemented and monitored in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual (2003), the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006), and the guidelines and regulatory requirements of the Conservation Authority having jurisdiction.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
			<ul style="list-style-type: none"> To mitigate potential increases in peak flows and potential adverse impacts to water quality and to adhere to the local stormwater management guidelines, requirements for stormwater quantity and quality controls will be carefully reviewed and implemented as required. The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant municipal, provincial and federal requirements, as amended, as well as the requirements of Conservation Authorities having jurisdiction. The City of Burlington's proposed stormwater management criteria for re-development sites will be used to establish quality controls, which applies a maximum runoff coefficient C of 0.50 (i.e. 43% imperviousness) for establishing pre-development conditions.
13	General	Segments LSW-12 and LSW-13 are partially within CH's regulated area as they traverse tributaries of Lower Morrison Creek and the associated flooding and erosion hazards. If there are any proposed modifications to the existing culverts or an expansion of development (structures, fill, grading, etc.) beyond the existing developed track area, further details should be provided to CH for staff to advise of any typical requirements under Ontario Regulation 162/06.	<p>Acknowledged. At this time, there are no anticipated impacts to the culvert as a result of the proposed trackwork within Segments LSW-2 and LSW-3. The following clarification has been added to the Sections 5.15.3.3 and 5.15.3.4 of EPR Chapter 5:</p> <p>It is acknowledged that this segment is partially within Conservation Halton's regulated area, and traverse tributaries of the Lower Morrison Creek. As a result, there is the potential for flooding and erosion hazards. If there are any proposed modifications to the existing culverts or an expansion of development (i.e., structures, fill, grading, etc.) beyond the existing developed track area, further details will be provided to Conservation Halton staff to advise of any typical requirements under <i>Ontario Regulation 162/06</i>.</p>

TABLE 8-37 CENTRAL LAKE ONTARIO CONSERVATION (CLOCA) DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1		Both the Thicksen Road Bridge east of the Whitby Maintenance Facility and the Oshawa Go Station are within the Corbett Creek Watershed, with existing track infrastructure crossing the two main tributaries of Corbett Creek. CLOCA, pursuant to Ontario Regulation 42/06, regulates portions of the study area in the vicinity of the Corbett Creek tributaries, including wetlands, and the associated regulatory floodplain.	This clarification has been added to the subsequent version of the EPR.
2	New GO Station platform and retaining wall – Oshawa	Based on the anticipated footprint of the proposed platform and retaining wall, there may be impacts on the regulatory floodplain of Corbett Creek. Further study and analysis may be necessary to ensure impacts are minimized.	This clarification has been added to the subsequent version of the EPR.
3	Thicksen Road Bridge Expansion and retaining wall	It is understood that Metrolinx is proposing to widen the overhead rail structure northward to accommodate a new third track extending from the Whitby Maintenance Facility to Oshawa GO Station. Figure LSE-9 presents the anticipated disturbance area associated with the bridge expansion and retaining wall. The figure also includes shading to represent Ecological Land classification areas. The area to be disturbed is classified as Meadow Marsh. However, section 4.5.2.2.1, concerning terrestrial environment impacts associated with the bridge does not include discussion on impacts to this Meadow Marsh community.	Acknowledged. The extent of proposed work in relation to the Meadow March community has been confirmed. Please see Thicksen Road Bridge Expansion discussion (Segments LSE-2 and LSE-3) within the Natural Environment Impact Assessment Report contained in Appendix B2 for more information.
4	Thicksen Road Bridge Expansion and retaining wall	The EPR indicates that designs for the bridge expansion are pending, and therefore associated environmental impacts will need to be reviewed in the future. Please note that in 2017, as part of construction of the East Rail Maintenance Facility, CLOCA permitted a temporary culvert extension at this location to accommodate machinery access associated with a retaining wall. Based on recent aerial photography, it does not appear the site has been restored as agreed to, and it is not clear if the temporary culvert extension is still in place. This should be addressed within the EPR as it relates to the proposed permanent widening and through further discussion with CLOCA staff.	It has been confirmed that the temporary culvert extension has been removed and the area has been restored.
5	Thicksen Road Bridge Expansion and retaining wall	<p>A major concern to CLOCA is the proposal to undertake infrastructure upgrades at this crossing location without addressing long standing concerns related to the hydraulic capacity. It is understood that culvert modifications are not being considered through this TPAP. As discussed above, the 2017 culvert extension was a temporary measure to accommodate vehicle access and must be removed if still in place. Any widening predicated on use of the culvert extension would not be supported.</p> <p>The existing culvert is significantly undersized to pass major storm events, resulting in backwater flooding of a large upstream area, including portions of Victoria Street, posing a preventable threat to human life and property, as well as restricting development potential on affected lands. Unfortunately the EPR does not discuss these risks, nor does it provide analysis of additional floodplain impacts associated with the proposed widening of the crossing, or the risk of embankment failure during flood events. This approach does not appear to be consistent with the 2019 Metrolinx Climate Adaption Strategy, which identifies the need to increase culvert sizing to reduce vulnerability to flooding and washouts. In consideration of these facts, CLOCA strongly recommends that the TPAP be revised to include the much-needed replacement of this culvert.</p>	It has been confirmed that the temporary culvert extension has been removed and the area has been restored. Metrolinx is looking at existing and post construction conditions at Thicksen road bridge for hydraulic analysis. The need for infrastructure improvements, if any, will be confirmed and further developed during detail design.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
6	Thickson Road Bridge Expansion and retaining wall	Appended to this letter is correspondence from the Regional Chair and CEO of Durham Region to the Minister of Transportation, dated 2016, requesting that culverts be improved where possible to address flooding concerns, which further reinforces the importance of this matter to not only CLOCA but our partner municipalities.	Received. Thank you.
7	Fee Schedule for Planning Services	We wish to advise that CLOCA has established a fee schedule for our review of environmental assessment projects. While TPAPs are not specifically addressed in our fee schedule, the scope of work is comparable to a Schedule "B" Class Environmental Assessment, \$4735 plus applicable permit fees at the implementation stage. We request that this fee be remitted to CLOCA at this time.	Acknowledged. Metrolinx will be in touch to coordinate this review fee payment.
8	Meeting Request	In consideration of our comments with respect to the Thickson Road Bridge Expansion, we would request a technical meeting with Metrolinx staff at your earliest convenience. We look forward to working with you on this project.	A meeting was scheduled with CLOCA and relevant municipalities on July 29th, 2020. For meeting summary please refer to Section 8.2.4 of EPR Chapter 8.

8.2.8.6 Other Review Agency Comments Received on Draft EPR

Table 8-38 to Table 8-39 below contain each comment (verbatim) submitted by Other Review Agencies as well as how the comment was considered and responded to by Metrolinx.

TABLE 8-38 CANADIAN PACIFIC (CP) RAILWAY COMPANY DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	Impact Assessment - Property Impacts	CP has reviewed the material provided. The only potential concern to CP in the various project sites identified are the fiber easements that were retained by CP in the sale of the former Belleville Sub Don Branch and the Canpa Sub to Metrolinx.	A SUE level B survey of railway assets was completed but no conflict assessment has been completed on railway assets.

TABLE 8-39 HYDRO ONE DRAFT EPR COMMENTS AND RESPONSES

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
1	General	It was my understanding that the electrification of the Richmond Hill corridor was required to be assessed under a new TPAP and as a result it would be included within the NTF TPAP and not within the GO Network Electrification Significant Addendum. Can you clarify which TPAP it is being assessed under or if it is under both? (see similar comment for the GO Rail Network Electrification Significant Addendum).	Electrification of the Richmond Hill Corridor is proposed from Eastern Avenue (approximately Mile 1.93 to Pottery Road (approximately Mile 4.4) in the City of Toronto and is being assessed under the New Track and Facilities TPAP.
2	pg. 16, S. 1.6.6.3	Noting that one of the transmission line relocation Addenda to the GO Rail Network Electrification TPAP was completed in late summer/early fall 2019 (along the Stouffville corridor south of McNicol). This text refers to in progress TPAP work - should the completed Addendum be noted as well?	Revised EPR Chapter 1 as requested to include Hydro One Conflict Addendums.
3	General Comment	Hydro One will need detailed drawing to fully assess any concerns that the proposal may have within the Hydro One corridors. Please keep us informed and provide detailed drawings when available. In addition, all drawings will need to be submitted to Hydro One's Real Estate department providing sufficient detail to assess impacts.	Acknowledged.
4	Kitchener Corridor / Guelph Subdivision	Hydro One owns 10 distribution line crossings and 2 locations where distribution feeder run parallel to the rail track for a significant distance (see attached map). Extensive consultation is required with sufficient lead time in order to plan any required relocations of distribution facilities along the railway track. All costs for any relocations will be paid for by Metrolinx.	The need for extensive consultation with sufficient lead time for any required relocations of distribution facilities along the railway track is noted. Metrolinx staff is looking forward to future discussions with Hydro One.
5	Richmond Hill Corridor / Trackwork in the area of Gerrard St E	The proposed track work may conflict with Hydro One's overhead and underground transmission facilities. Hydro One will need detailed drawing to fully assess any concerns.	Acknowledged.
6	Richmond Hill Corridor / Proposed Don Valley Layover	The proposed layover facility conflicts with Hydro One's overhead and underground transmission facilities and is unacceptable. Hydro One does not allow buildings within its transmission corridors or directly above underground cables. Relocation of Hydro One's facilities at this location will be extremely challenging and Hydro One requires investigating alternative sites for this development.	A meeting with HONI was held in June 2020, and comments from Hydro One will be provided to Metrolinx for review and response. This matter will be addressed when the limited SUE survey is completed in summer of 2020.

Item No.	Issue	Comment/Issue Raised by Review Agency	How Comment was Considered by Metrolinx
		When alternative sites are identified and designs developed, Hydro One must be consulted if they are in the vicinity of Hydro One asset.	
7	Newmarket SWS	This proposed facility is in close proximity to existing Hydro One transmission lines. There is a proposed installation of an underground cable connection within Hydro One's corridor. Please ensure that Hydro One's ability to operate and maintain its facilities is not compromised.	Noted.
8	Stouffville Corridor Unionville PS at Hwy 407	Hydro One has transmission facilities located on the south side of Hwy 407. this corridor has space reserved for the installation of future transmission lines. The proposed Unionville PS should be designed to be outside of Hydro One's corridor. Furthermore, Hydro One's ability to access, operate and maintain its facilities in this corridor should not be compromised at any time.	No Unionville PS is included in NTF TPAP Scope. The Unionville PS was previously assessed/approved as part of the 2017 GO Rail Network Electrification TPAP, where Metrolinx/HONI were co-proponents. No modifications to site layout or location are proposed. Metrolinx will continue to coordinate with HONI as the Electrification project's design progresses.
9	Woodbine Switch	Hydro One has existing underground cables in the vicinity of the proposed work. Please ensure that the existing underground facilities are not affected by the proposed work.	Noted. This feature is not included within the New Track and Facilities TPAP scope.
10	Durham SWS	It is imperative that the proposed facilities are located outside Hydro One's ROW and with sufficient clearance to the existing transmission lines. Extensive consultation is required prior to detailed design with Hydro One in the design of this facility as the design needs to consider Hydro One's operational and maintenance needs.	The Durham SWS is not in the NTF TPAP Scope. The Durham SWS was previously assessed/approved as part of the 2017 GO Rail Network Electrification TPAP, where Metrolinx/HONI were co-proponents. No modifications to site layout or location are proposed. Metrolinx will continue to coordinate with HONI as the Electrification project's design progresses.
11	Beach Layover Facility	This proposed facility is adjacent to an existing Hydro One corridor. Please ensure that there is no encroachment into the Hydro One corridor and that sufficient clearances are maintained to the transmission lines.	Noted.
12	General Comment	There is a risk that the same transmission facilities may be affected by overlapping Metrolinx projects. Hydro One encourages Metrolinx to coordinate internally to ensure that conflicts between Metrolinx projects are resolved prior to submission to Hydro One.	Thank you for this comment. Metrolinx is making every effort to coordinate projects, such that any potential conflicts are identified early.

8.3 TPAP Phase Consultation

8.3.1 Notice of Commencement

In accordance with Section 7 of *O. Reg. 231/08*, the TPAP commenced on September 8, 2020, with the issuance of the Notice of Commencement. The Notice of Commencement was published on several days in September 2020; newspapers were selected to cover a large extent of the project study area and reach the most readers. Table 8-40 lists the newspapers where the notice was published and the respective dates that they were featured. In addition, the notice included the following information:

- The name (Metrolinx) and address of the Proponent;
- A description of three (3) GO Expansion projects:
 - New Track and Facilities TPAP;
 - Scarborough Junction Rail-to-Rail Grade Separation TPAP; and
 - Stouffville Corridor Grade Separations TPAP.
- A statement that the TPAPs are being undertaken as an assessment of the environmental impacts associated with the project, as required under the *Environmental Assessment Act*;
- Three (3) maps showing the project extent, and;
- Information on how to obtain information on the preliminary work done by Metrolinx.

A copy of Notice of Commencement can be found in **Appendix P2**.

Newspaper Advertisements

A Notice of Commencement ad was published during the weeks of August 8 and August 21, 2020, in newspapers selected to cover a large extent of the project study area. Table 8-40 lists the newspapers where the notice was published and the respective dates that they were featured, both online and within the actual hardcopy newspaper.

TABLE 8-40 SUMMARY OF PUBLICATION DATES OF NOTICE OF COMMENCEMENT ADVERTISEMENTS

Publication	Dates Published
Toronto Star	Tuesday, September 8, 2020 Saturday, September 12, 2020
Burlington Post	Thursday, September 10, 2020 Thursday, September 17, 2020
Oshawa/Whitby This Week	Thursday, September 10, 2020 Thursday, September 17, 2020
Oshawa Express	Wednesday, September 9, 2020 Wednesday, September 16, 2020
www.oshawaexpress.ca (i.e., Big Box Ad)	Wednesday, September 9, 2020 Wednesday, September 16, 2020
Markham Economist and Sun	Thursday, September 10, 2020 Thursday, September 17, 2020

Publication	Dates Published
French Publications	
Le Metropolitan	Thursday, September 10, 2020 Thursday, September 17, 2020
Toronto L'Express (i.e. Big Box Ad)	Friday, September 11, 2020 Friday, September 18, 2020
www.l-express.ca (i.e., Big Box Ad)	Friday, September 11, 2020 Friday, September 18, 2020

In addition, a French and English version of this advertisement were made available, as per the requirements described in Section 8.1.2.6, on the Metrolinx Electrification website. Copies of the English and French Newspaper Ads are included in **Appendix P2**.

8.3.2 Public Consultation

8.3.2.1 TPAP Phase Public Consultation Round Three (November-December 2020)

A third round of public meetings was held following the Notice of Commencement. The following section summarizes the consultation efforts undertaken as part of the third round of public meetings as well as the types of feedback that was received and how it was considered by Metrolinx.

Metrolinx posted a Notice of Virtual Open Houses in order to inform stakeholders and the public of the Round Three of public consultation.

E-Mail Invitation

Metrolinx sent out invitations to participate in Round Three Virtual Open House via e-mail to individuals identified on the Project's Stakeholder Contact List and during Round One/Two public meetings. Each e-mail provided an update, an overview and a key map of proposed infrastructure for each of three (3) TPAP projects: Scarborough Junction Rail-to-Rail Grade Separation TPAP, Stouffville Corridor Grade Separations TPAP, and New Track and Facilities TPAP, as well as the Union Station Trainshed – Heritage Conservation works, Network-Side Structures Addendum and GO Rail Network Electrification Addendum. The invitation included the start date of the upcoming virtual open houses and details on how stakeholders and the public can participate. Instructions were provided on how the recipients could send their questions, comments and concerns on the projects.

A sample copy of the e-mail invitation is included in **Appendix P2**.

Virtual Open House Overview

Round Three of the virtual open house was intended to:

- Provide an overview of the TPAP, update project timelines, share draft EA studies, and detail new track and facilities infrastructure requirements;
- Address comments and concerns; and
- Obtain feedback to improve the implementation of the project.

All virtual open house materials were made available on the Metrolinx Engage website between November 27 to December 11, 2020, and will remain available for the public to view at any time.

Web Pages

Informational web pages and boards/panels presented project information. Some boards/panels included a "New Information Shared in Round 3" badge to identify new information being shared in this round of

public consultation. 25 new panels were posted on the Metrolinx Engage website to present new information for the New Track and Facilities TPAP. Online comment forms (see **Appendix P6**) were the primary mechanism for submitting comments and feedback on the Project, and a summary report was prepared to document the feedback collected during the virtual open house (see **Appendix P6**). This report outlined how stakeholders and the public were engaged during the virtual open house, how and what content was presented, overall participation, and the types of feedback received.

Voicemail

A project voicemail inbox was established for Round Three and shared with those who received the bulk mailer and/or impacted property owner letter. This voicemail number also appeared in the September 8, 2020, Notice of Commencement for New Track & Facilities TPAP.

The New Track and Facilities TPAP received 16 voicemails from the beginning of the Round Three Public Consultation comment period (November 27, 2020) until the Notice of Completion (December 29, 2020).

Summary of Public Comments Received

Metrolinx hosted the third round of public consultation for the GO Expansion program online from November 27 to December 11, 2020.

Round Three of public consultation was well attended. Over 14,000 people visited the GO Expansion webpage to learn more about the program and its projects. From there, some members of the public went on to read about the individual projects in GO Expansion and provided feedback. A total of 129 questions and feedback forms were submitted to Metrolinx via Metrolinx Engage. The project with the most visitors was New Track & Facilities, followed by the GO Rail Network Electrification Addendum and Scarborough Junction Grade Separation. Across all of the projects, visitors spent the most time on the Important Documents page for each respective projects.

Comments were received via a variety of communication channels prior to, and during, the Round Three Virtual Open House. All comments were logged, and responses provided in the same format as the comment was received (i.e., a phone call was responded with a phone call, a mailed letter received a mailed written response, etc.). A total of 11 voicemails were received during the comment period.

Overall, 32 questions and 16 feedback forms were submitted as part of the Round Three TPAP Phase virtual open house for the New Track & Facilities TPAP. Copies of the comments are included in **Appendix P5**.

Some of the feedback received was related to topics that were outside the scope of the New Track & Facilities TPAP or GO Expansion. The key themes of the comments/feedback received included but were not limited to the topics listed below.

Feedback about the proposed Don Valley Layover:

- **Questions about detailed plans and impact mitigation efforts.** Many participants wanted detailed information about the proposed layover's footprint, elevation, retaining wall height, anticipated number of staff, potential for future expansion of the site, stormwater management plan, conflicts with other utilities, and environmental impacts including potential visual impacts from the Lower Don Trail and to the Prince Edward Viaduct. There was also a question about how stormwater management plans relate to the Lower Don Flood Mitigation Study.
- **Concerns about environmental impacts due to the Don Valley layover.** Many participants said it was important to protect the Lower Don River Valley and the Lower Don Trail because it is an environmentally sensitive and critical part of Toronto. Some of these participants shared strong concerns that the construction and operation of the proposed layover would result in

potential impacts to the natural environment of the Lower Don Valley and effect restoration efforts that are taking place along the Lower Don Trail, as well as north of the proposed layover site (i.e., near Helliwell Hill Wetland). Questions about how Metrolinx will mitigate waste and runoff from the facility to sensitive lands and the Don River Valley; the amount of vegetation removal that would be required; and Metrolinx's approach to compensation for vegetation removals were brought forward.

- **Concerns about vegetation removals for the proposed Don Valley Layover.** Some participants indicated that vegetation in the Don Valley is important and plays a vital role in making the area attractive, enhances flood mitigation, and contributes to wildlife migration. There were suggestions to minimize removal of old/mature trees, and to consider wildlife migration periods when removing vegetation.
- **Consider another location.** Some participants suggested that Metrolinx move the proposed layover facility to another site that is not in the Lower Don Valley, or close to an environmentally sensitive area. Examples included underground at Union Station and in Leaside by Redway Road. Other participants wanted to understand why a layover in Don Valley is required when Metrolinx already has layover and storage facilities on the network and nearby at the Don Yard.
- **Minimize the impact of the proposed service road and parking lot.** A few participants suggested designing the service road and parking lot to minimize impact to, and potentially enhance, the environment and nearby wetlands (e.g., by constructing a smaller parking lot). These participants said the service road is currently well travelled by pedestrians and cyclists, as well as by wildlife, and that it is important to balance the needs of different users.
- **Notification about the proposed Don Valley layover.** A participant wanted to know how Metrolinx notified the community about this proposed site, and whether any city councillors were notified about the proposed layover facility ahead of the public consultation.

Considerations and suggestions regarding the proposed Don Valley Layover:

- **The layover should respect, blend into, and contribute to the area's identity.** Some participants said they liked that the updated design shifts the building farther from the Lower Don Trail. Some participants suggested using landscaping to integrate the layover into the park's identity, installing a green roof and/or green wall at the facility, installing green coloured barriers, and using biodegradable lubricant in the air compressors. There were also suggestions to design the layover with LEED standards in mind, preferably to Platinum LEED standards.
- **Consider integrating and improving pedestrian/cycling access to the Lower Don Trail.** Some participants said the Lower Don Trail and Don River Valley Park are important assets to the community and the design of the facility should keep public access to these spaces as open and safe as possible with minimal fencing. As ways to provide community benefits in return for siting the layover, some participants suggested new or improved connections to the Lower Don Trail. Examples provided include: a pedestrian and cycling crossing over the Don Valley Parkway that connects the Playter Estates neighbourhood to the Don Valley; converting the old railbed (including the Half Mile Bridge) into a public trail that would link Brickworks and Millwood Road to Don River Valley Park; and a pedestrian and cycling connection over Bayview Avenue that could connect the Brickworks to the Lower Don Trail. Multiple participants said it would be important for Metrolinx to consider the needs of the wider community who regularly use the local ravines when designing this proposed layover.
- **Consider providing public amenities at the facility.** Some participants suggested a washroom and drinking fountain for members of the public to use because there are currently none along the Lower Don Trail.

- **Support programming and public art projects in the Don Valley.** There was a suggestion to support programming that can engage people of all ages within the Lower Don Valley and Lower Don Trail. These projects could include integrated works along with new fencing, public art embedded into the trail surface, and mural art along pillars that speak to ecological, cultural, and Indigenous perspectives. A participant also shared a concern that the proposed location may impact Evergreen's programming area and Gargoyle art installation in the vicinity of the Prince Edward Viaduct.
- **Accommodate VIA Rail's High Frequency Rail (HFR) proposal.** A participant asked if the proposed Don Valley Layover can accommodate VIA Rail's proposal for High Frequency Rail on the same rail corridor.

Feedback about previously proposed Beach Layover and proposed Walkers Line Layover in the City of Burlington:

- **Concerns about the previous proposed Beach Layover.** A few participants wanted confirmation on whether Metrolinx is still considering the previously proposed Beach Layover. These participants shared concerns about potential visual impacts near Plains Road and also suggested that this site may not be the best fit because it is in the Burlington GO mobility hub and transit area with high-density development.
- One participant inquired whether the proposed Walkers Line layover will eliminate the possibility for a potential future GO station at Walkers Line.

Other feedback and questions about new tracks, switches, and platforms:

- **Consider adding a switch in the Halwest Junction.** There was a suggestion to add a crossover track in the Halwest Junction between the northern two tracks west of Mile 16.4 to alleviate potential bottlenecks of electrified GO service.
- One participant suggested Metrolinx consider adding a pedestrian connection to the waterfront from Allandale Waterfront Station.
- It was suggested that Metrolinx incorporate the Union Station Enhancement Project (USEP) into the roll plans.
- One participant asked whether Danforth GO Station will still be accessible after the fourth track is built.
- A participant asked what infrastructure is being proposed along Lakeshore East between Danforth GO and the Don River.
- It was asked whether there are any proposed changes to York University Station platforms.

Table 8-41 summarizes the key issues/comments/questions related to the New Track and Facilities TPAP that were raised by the public as part of the Round There Virtual Open House, and how they were considered by Metrolinx. Copies of all public comments received can be found in **Appendix P7**.

TABLE 8-41 SUMMARY OF TPAP PHASE - ROUND THREE PUBLIC COMMENTS (NOVEMBER 2020 - DECEMBER 2020)

	Source	Issue Category	Question/ Comment	Response Summary
1	Metrolinx Engage (Ask a Question)	General	<p>Unionville. Will it be three or four tracks? And how many of them will be stub tracks? The materials aren't very clear here.</p>	<p>Thank you for reaching out about Metrolinx's plans for Unionville GO Station and the surrounding track. The proposed work for Unionville GO includes a new island platform and a new second track, as well as a turnaround track, so that trains can travel both ways on the Stouffville line. The new second track will tie into the existing double track in the area.</p> <p>Other upgrades to Unionville GO Station include construction of the Unionville Storage Siding. For the Unionville Storage Siding, there will be one electrified storage track, which will store two trains during midday off-peak hours.</p> <p>You can see the proposed infrastructure for Unionville GO on Sheet 2 of the Roll Plan: https://www.metrolinxengage.com/sites/default/files/oncorr_pic2_rollplan...</p>
2	Metrolinx Engage (Ask a Question)	Vegetation Removal and Compensation	<p>I'm relieved that Metrolinx has updated the location & design of the new layover. To improve its compatibility with the Don Valley Trail, could you please plant large trees next to the trail to hide the facility away from the view of park users?</p> <p>Also, I was hoping that the facility could use better landscaping that integrates with the park's identity (barriers with a green colour, better lighting that minimizes glare and isn't utilitarian, and more trees instead of grass inside the facility).</p> <p>Thanks!</p>	<p>Thank you for sharing your thoughts with us about the proposed Don Valley Layover. From day one, Metrolinx has understood what the impacts of this facility would be, and have worked diligently with the City of Toronto and the TRCA to design a facility that will have the least impact.</p> <p>At the initial round of public consultations in February 2020, Metrolinx heard concerns about how the new Don Valley Layover would impact environmentally sensitive areas and users of the Don Valley Trail. Since February, Metrolinx has revised the plan through multiple reiterations with the City of Toronto and the TRCA. Changes include: reducing the number of new tracks into the facility from three to using only the existing Metrolinx-owned Don Branch track for train storage; re-locating the facility to the north of the Prince Edward Viaduct to avoid impact to the City-designated environmentally sensitive area; and, revising the design of buildings and the facility to fit into a park setting and be minimally visible to users of the Don Valley Trail. The Don Valley Layover will now largely be built on already disturbed land that was previously used for the city's bridge rehabilitation work. A Design Excellence process and urban design review will be completed during future project phases to integrate the new infrastructure into the existing environment and reduce the extent of visual impacts, where possible. This may be accomplished through visual screening measures such as fencing, use of locally-sourced or significant building materials, and vegetation to help screen the facility from the trail. A Draft Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Draft Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities...</p> <p>Your participation and feedback are an important part of our work, thank you again for contacting us. We look forward to your continued involvement with the Project.</p>
3	Metrolinx Engage (Ask a Question)	Construction and Facility Siting – Communication	<p>Studies studies studies. There certainly has been a lot of studies. The last TPAP box is headed "2021 and Beyond" and lists design and construction which frankly is very vague. Design could take years and electrification will not happen on all routes at the same time. Its possible that electrification could be 10-20 more years away depending on what line one is talking about. And what about the study of hydrogen? Would that impact implementation? So there is a lot of talk about electrification but no credible dates for actual shovels in the ground building it. On what date will a shovel go in the ground, and where, to start construction of electrification of the GO system?</p>	<p>The Significant Addendum to the 2017 GO Rail Network Electrification Environmental Project Report (EPR) is now being undertaken and is anticipated to be complete Spring 2021, with detailed design to start later in 2021. The construction timeline start is currently estimated for 2022, with construction being phased across the GO rail network.</p> <p>The GO Expansion program is a system wide project to design, build, operate and maintain the network, currently in the procurement phase. Once a proponent is selected there will be further information in terms of construction scheduling and sequencing. Updates will be provided to the public and stakeholders prior to construction.</p> <p>Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network. That's why, in addition to studying the environmental impacts of traditional electrification, Metrolinx has also studied the feasibility of hydrogen powered vehicles.</p> <p>The successful proponent team will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion, including the technology for electrification. As part of the tender process, bidders will be able to propose both hydrail and overhead wire technology to electrify the GO network. The benefit of this approach is it allows one single party to manage all the interrelated decisions necessary and oversee each phase of the process from design to maintenance.</p>
4	Regional Email	General	<p>where can i look to find more needed detail on the A9 Track & Facilities TPAP? [Transit Project Assessment Process]</p>	<p>Thank you for your participation and interest in our Project. More information on these projects which fall under A9 can be accessed using the following: https://www.metrolinxengage.com/en/content/new-track-facilities-proposed-infrastructure-studies. Here you will find specific links for the proposed Don Valley Layover and partial electrification of the Richmond Hill corridor. This website will be updated as the Project continues to progress.</p> <p>Your participation and feedback is an important part of our work, thank you again for contacting us. We look forward to your continued involvement with the Project.</p>

	Source	Issue Category	Question/ Comment	Response Summary
5	Metrolinx Engage (Feedback Form)	Project Scope - LSW	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>Have you definitely decided not to use the Burlington GO at Plains road location for your Burlington Layover? Or is it still a possibility?</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>No</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>If you are still considering the previous location for the Burlington layover I have a huge problem with it. My backyard is 125 m from the location. I didn't know about this during any of the previous information sessions and definitely would have participated I did.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>Thank you for sharing your thoughts on the proposed improvements within the City of Burlington as part of the New Track and Facilities TPAP. Two potential sites within Burlington were previously under consideration and presented to the public during past consultation (the Beach Layover site, located in the vicinity of Plains Road East and Brant Street; and the Walkers Line layover site, located in the vicinity of Walkers Line and Harvester Road). Only one new layover facility is required on the Lakeshore West Corridor to achieve the GO Expansion targeted service levels, and it has been determined that Walkers Line is the preferred site. This decision was made after consulting with the public and other stakeholders throughout 2020, and after completing a number of technical studies to assess potential impacts to the environment. The Walkers Line Layover site was selected because it provides many benefits compared to the Beach Layover location, including:</p> <ul style="list-style-type: none"> • The Walkers Line Layover location makes greater use of Metrolinx's existing property for track storage; • The overall footprint of the Walkers Line Layover is significantly smaller than that of the Beach site, reducing the extent of potential environmental impacts; • The Walkers Line Layer site reduces potential business and employment impacts. <p>For additional information about the City of Burlington Layover site selection, please visit: https://www.metrolinxengage.com/en/content/new-track-facilities-proposed-infrastructure-studies</p> <p>Your participation and feedback are an important part of our work, thank you again for contacting us.</p>
6	Metrolinx Engage (Ask a Question)	Project Scope - LSE	<p>Hi I live between the Don valley and Danforth Station. Our property backs onto the tracks. After reading every document on this site I still don't know what is proposed for our area. New tracks? Electrification? Loss of my backyard? All we have to go on is rumours from neighbors. An update would be great thanks.</p>	<p>Thank you for inquiring about our plans for the Richmond Hill Rail Corridor. Please refer to the following mapping for an indication of what Metrolinx is proposing within the Don River Valley under GO Expansion: https://www.metrolinxengage.com/sites/default/files/Metrolinx_ntftpap_rh_pic_rollplan_20200813_reduced.pdf</p> <p>To summarize:</p> <ul style="list-style-type: none"> • Metrolinx is proposing to electrify the Richmond Hill Rail Corridor from Union Station north to approximately Pottery Road, within the City of Toronto. Electrification would be limited to the existing tracks on the west bank of the Don River. • A new layover is required near the foot of the Prince Edward Viaduct on the east side of the Don River to store trains, reduce congestion on the rail corridor, and minimize non-revenue travel. The layover will utilize a currently inactive rail line that is owned by Metrolinx to store up to three trains. Access to this facility will be provided via an existing access road from the DVP/Bayview Avenue interchange that is currently used by the Hydro One and the City of Toronto to access a hydro substation and the Prince Edward Viaduct, respectively. • It is anticipated that the above work can be completed without impacting private property owners. <p>Thank you again for contacting us, your participation and feedback is an important part of our work, We look forward to your continued involvement with the Project.</p>
7	Metrolinx Engage (Ask a Question)	Project Scope	<p>1. Do you have any questions or comments about this project that you would like clarified? What measures will be taken to ensure that waste products are not spilled into the environmentally sensitive valley ecosystem during storage and transfer? What frameworks, if any, have been applied to assess the climate impact of this project?</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? As much as possible, given safety considerations, the fence structures in the design should keep public access to the park lands as open as possible. The Don River Valley Park is a welcoming, inviting space.</p> <p>3. Any other comments or advice you would like to share with the team? This project could win a lot of support from users and advocates of the Lower Don Valley Park if it integrated a pedestrian/cyclist access bridge and ramp structure over the DVP connecting the Lower Don Recreational Trail to the Playter Estates neighborhood. The facility in question is situated at about the halfway point of a 2.7-km stretch of trail that can only be accessed from Pottery Rd at its north end and Riverdale Park at its south end. This presents a tremendous opportunity to dramatically improve access to this vital green space — a community need that the COVID-19 pandemic has highlighted. If this area is to be disturbed by construction, we should attempt to maximize the benefit by seeking</p>	<p>Greetings,</p> <p>Thank you for your interest in the New Track and Facilities Project. Please see below for responses to your inquiries:</p> <p>1. A thorough assessment of potential impacts to the natural environment resulting from the Don Valley Layover has been completed and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, a Natural Environment Impact Assessment, which included input from the City of Toronto and Toronto and Region Conservation Authority, was completed to ensure local conditions/concerns were appropriately identified and addressed. This report can be accessed at Metrolinx's Engage website at the following link: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0 Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a Vegetation Guideline that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. Based on the current conceptual design, it is anticipated that approximately 0.38 ha of predominantly non-native vegetation will be affected by the Don Valley layover footprint and will be subject to the Vegetation Guideline.</p>

	Source	Issue Category	Question/ Comment	Response Summary
			<p>creative integrations and features that enhance the surrounding park infrastructure. A bridge and ramp structure connecting the Lower Don Recreational Trail to one of Doncrest Rd, Dartford Rd, Ozark Cres, Eastmount Ave, or the Chester Hill Lookout would be a relatively inexpensive addition to the scope of this project that would certainly deliver community benefits and win community support.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.</p>	<p>2. An Environmental Project Report will be made available upon Notice of Completion at the end of December, 2020, that identifies anticipated environmental impacts and presents associated mitigation measures for all facets of the environment, including socio-economic and land use considerations such as those related to pedestrians and cyclists. The Don Valley Layover has been designed to make use of pre-disturbed areas and existing infrastructure to the extent possible and is not anticipated to affect the functioning of wetlands or ecosystems. Pedestrians and cyclists will continue to use the Lower Don Trail as they do now, and a Design Excellence process will be applied during the next stage of design to integrate the layover facility with the surrounding environment, to the extent feasible.</p> <p>Since our first round of public consultation, the design of this facility has been updated to further minimize environmental impacts, such as those related to the Environmentally Significant Area (ESA). The proposed facility has been shifted to another location within the valley, north of the Prince Edward Viaduct and outside the ESA. The facility will now be located in an area previously disturbed during the City of Toronto's work to rehabilitate the Prince Edward Viaduct.</p> <p>3. The current proposed location for Don Valley Layover was selected after consulting with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is the only feasible location that will enable Metrolinx to achieve GO Expansion service targets.</p> <p>4. Metrolinx assessed other locations for the facility, including the west side of the Don Valley. However, the Richmond Hill line is an active rail corridor, so additional track infrastructure would be needed, resulting in a larger facility within the Don Valley. The property impacts of building on the west side would also affect the new multi-use trail adjacent to Bayview. The proposed facility on the east side takes advantage of existing infrastructure that minimizes the total footprint and impact on the Don Valley. The facility will utilize the existing access road that is currently used by the City of Toronto and the adjacent Hydro One facility. No new track will be built, rather trains will be stored in a linear configuration on the existing Metrolinx-owned Don Branch, which is currently unused. After multiple design iterations and working closely with the City of Toronto and the TRCA, we have landed on the current proposed site as it has the least impact to the Don Valley.</p> <p>Layover facilities are required to accommodate service expansion. With major investment in 65GO Rail infrastructure, Metrolinx will be quadrupling GO Rail service and nearly doubling GO Rail ridership. Layover/storage yards are strategically located throughout the rail network to achieve the targeted GO Expansion service levels. The Don Valley Layover is one of five new layover and storage facilities [Resources Road Layover (KIT), Walkers Line (LSW), Unionville Storage Facility (STVL), Midland Layover (LSE), Bradford (BAR)], that will support increased service, in addition to facilities already built including the Whitby rail yard and Lincolnville layover.</p> <p>Thank you again for contacting us, your participation and feedback is an important part of our work. We look forward to your continued involvement with the Project.</p>
8	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Facility Locations	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>Re: Proposed layover station under Bloor Viaduct Bridge. Photos and renderings are unclear. No elevations or metrics are provided. Specifically, what is the total size of the footprint of the final facility including the service access road? What is the height of the facility from trail level? Height of building structure plus platform on which it is to be elevated to get it out of the flood zone? Why wasn't an elevation view provided? Please provide an accurate elevation. How much additional retaining wall will be required for the construction of the trackside service road? How high is this retaining wall and how long?</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>How many trees and which species will be destroyed to build both the facility and the service road? How will the mature tree canopy, greenspace and wildlife habitat be compensated? Many conservationists spent years restoring the Helliwell Hill Wetland to the north and along the route through the Environmentally Sensitive Area (ESA) to the south. Where is your environmental assessment? Is this publicly available?</p>	<p>Greetings,</p> <p>Thank you for sharing your thoughts with us on the Don Valley Layover, which is proposed within the City of Toronto as part of the New Track and Facilities TPAP. This facility is currently at the Reference Concept stage of design, meaning answers to some of your inquiries will not be available until future project phases. Please see responses to your questions below.</p> <p>1. "What is the total size of the footprint of the final facility including the service access road?" The site is approximately 2.3 hectares and is proposed to store approximately 3 L12 diesel consists, meaning 3 locomotives will be stored with 12 cars each.</p> <p>"What is the height of the facility from trail level?" The height of the facility will be determined during future stages of design and following the development of the Contractor's Grading Plan. We can confirm at this stage that all facility buildings will be kept to a single storey.</p> <p>"Height of building structure plus platform on which it is to be elevated to get it out of the flood zone?" Please refer to our above response. Metrolinx is committed to locating buildings and facilities outside of the regulatory floodplain, but the exact methods of doing so will be determined during future project phases as part of finalizing the Site and Grading Plans.</p>

	Source	Issue Category	Question/ Comment	Response Summary
			<p>3. Any other comments or advice you would like to share with the team?</p> <p>You must increase your transparency and provide clearer and more precise metrics and renderings. It makes a lot more sense to keep the layover facility at Union station underground? Why is an infrastructure company not able to do this? Or build in a zone which is not parkland. Everyone agrees that better infrastructure for transport is necessary in Toronto but is this the easy way out for Metrolinx? Is the least expensive/most environmentally destructive way the Metrolinx way? Have you considered additional sites? If so, why is this information not being shared with the public?</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>"Why wasn't an elevation view provided?" The current Reference Concept Design is intended to analyze space-proofing requirements and demonstrate that the proposed layover is technically feasible. Elevation views will be developed during future design phases.</p> <p>"Please provide an accurate elevation. How much additional retaining wall will be required for the construction of the track side service road? How high is this retaining wall and how long?" The type, depth and height of retaining walls will be confirmed during future design phases; however, please note that a retaining wall along the full length of the track servicing road is not anticipated based on the current conceptual design, except for an approximately 36m long wall at the southern emergency turnaround. More extensive retaining walls are required at the main layover complex itself. Retaining walls that may be notable from a public realm perspective will be reviewed by the Metrolinx Design Review Panel (MDRP) during future project phases to ensure they are appropriately integrated into the surrounding environment.</p> <p>2. "How many trees and which species will be destroyed to build both the facility and the service road?" Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a Vegetation Compensation Plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link: https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. The project's Natural Environment Impact Assessment Report is available on the Metrolinx Engage website. This report includes discussion related to anticipated ecological environmental impacts and associated mitigation in greater detail. All environmental and technical studies completed in support of the project are available at the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p> <p>"How will the mature tree canopy, green space and wildlife habitat be compensated?" The proposed footprint of the Don Valley layover facility has been designed to make use of pre-disturbed areas to the extent possible. As a result, only relatively minor permanent removal and disruption of natural features is anticipated. Mitigation for these removals will occur in accordance with the Metrolinx Vegetation Removal and Compensation Program. More information on this program can be found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_3_-_vegetation_-_final.pdf. The vegetation communities impacted by the Don Valley layover are edge habitats of cultural meadow vegetation communities, heavily influenced by the man-made environment. The proposed removals are not anticipated to result in significant disruptions to the ecological function of nearby natural areas. This is further discussed within the Project's Natural Environment Impact Assessment Report, which is available at the following link: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p> <p>"Many conservationists spent years restoring the Helliwell Hill Wetland to the north and along the route through the Environmentally Sensitive Area (ESA) to the south. Where is your environmental assessment? Is this publicly available?" The draft Impact Assessment studies are available at the following link: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0. The Final Draft Environmental Project Report will be made publicly available on December 30, 2020 at the same link.</p> <p>3. "You must increase your transparency and provide clearer and more precise metrics and renderings. It makes a lot more sense to keep the layover facility at Union station underground. Why is an infrastructure company not able to do this? Or building a zone which is not parkland. Everyone agrees that better infrastructure for transport is necessary in Toronto but is this the easy way out for Metrolinx? Is the least expensive/most environmentally destructive way the Metrolinx way? Have you considered additional sites? If so, why is this information not being shared with the public?" The Don Valley Layover site is essential for Metrolinx's operations as it will allow trains to quickly and efficiently drop passengers at Union Station and allow for improved movement and reduced congestion. The site is ideally located in proximity to Union Station to allow for off-peak train storage on Metrolinx's existing property. Burying this site or relocating the layover to another location is not feasible from technical and cost perspectives.</p> <p>Your participation and feedback is an important part of our work, thank you again for contacting us.</p>

	Source	Issue Category	Question/ Comment	Response Summary
				Sincerely, Metrolinx GO Expansion Team
9	Metrolinx Engage (Feedback Form)	Vegetation Removal and Compensation	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>I would like to know if a thorough assessment has been done into the affects of this project in the Don Valley ecosystem. How many trees will have to be cut and have you looked into alternative locations for the proposed location</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>I am very concerned about the proposal taking away important parklands that reside in an environmentally sensitive area currently. Decades have gone into restoring the lower Don Valley, to bring back the health of the ecosystem, increase biodiversity, provide climate resilience and create a safe recreational space for pedestrians and cyclists. All this work and progress will be made undone with this decision, and it will have a lasting impact. I don't think Metrolinx has looked enough at the possibilities of moving the layover into a different location within the valley which does not destroy that many trees and ecologically important wetlands.</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>We need to see a proposal for an alternative site please. There is not one single person whom I have talked to who I showed the plans, who wasn't strongly opposed to this location in the valley. The problem is that too few people about Metrolinx' plans. Once you go ahead and more people will know about it, it will be too late to turn back the plans, but I think a LOT of people will be very upset about this.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>Thank you for your interest in the New Track and Facilities Project. Please see below for responses to your inquiries:</p> <p>1. A thorough assessment of potential impacts to the natural environment resulting from the Don Valley Layover has been completed and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, a Natural Environment Impact Assessment, which included input from the City of Toronto and Toronto and Region Conservation Authority, was completed to ensure local conditions/concerns were appropriately identified and addressed. This report can be accessed at Metrolinx's Engage website at the following link: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0 Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a Vegetation Guideline that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. Based on the current conceptual design, it is anticipated that approximately 0.38 ha of predominantly non-native vegetation will be affected by the Don Valley layover footprint and will be subject to the Vegetation Guideline.</p> <p>2. An Environmental Project Report will be made available upon Notice of Completion at the end of December, 2020, that identifies anticipated environmental impacts and presents associated mitigation measures for all facets of the environment, including socio-economic and land use considerations such as those related to pedestrians and cyclists. The Don Valley Layover has been designed to make use of pre-disturbed areas and existing infrastructure to the extent possible and is not anticipated to affect the functioning of wetlands or ecosystems. Pedestrians and cyclists will continue to use the Lower Don Trail as they do now, and a Design Excellence process will be applied during the next stage of design to integrate the layover facility with the surrounding environment, to the extent feasible.</p> <p>Since our first round of public consultation, the design of this facility has been updated to further minimize environmental impacts, such as those related to the Environmentally Significant Area (ESA). The proposed facility has been shifted to another location within the valley, north of the Prince Edward Viaduct and outside the ESA.</p> <p>3. The current proposed location for Don Valley Layover was selected after consulting with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is the only feasible location that will enable Metrolinx to achieve GO Expansion service targets.</p> <p>Thank you again for contacting us, your participation and feedback is an important part of our work. We look forward to your continued involvement with the Project.</p>

	Source	Issue Category	Question/ Comment	Response Summary
10	Metrolinx Engage (Feedback Form)	Project Scope	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>Where is the new facility in Burlington being built? Near Walkers Line or near Plains Rd. I have conflicting information from your website, from my City Councillor and information presented at city council meetings.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>If the facility is to be built at Plains Rd: Both north and south of the Plans Rd. proposed location is all medium density residential. I live 125 meters from the proposed boundary and have a direct line of sight to it. While the land itself is designated as industrial, a large quantity of the surround property is residential. The facility would be loud and invasive in this plan and I opposed to it being so close to Burlington residential areas.</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>Thank you for taking the time to participate in the GO Expansion Open House and your interest in our work.</p> <p>We have been looking at two potential locations as part of the Transit Project Assessment Process for a new layover in the City of Burlington. Throughout the process we have determined there is only a need for one new facility in Burlington required to support future service levels. We also determined through the impact assessment and extensive consultation with the community, stakeholders and property owners that Walkers Line would be a more suitable location for the new facility. Walkers Line, as the preferred site provides many benefits by reducing our footprint, making better use of Metrolinx owned property and reduces our impact the community and out neighbors. This is the latest update on the layover and is being presented during this round of public consultation. We presented this update at the most recent City of Burlington Environment, Infrastructure and Community Services Committee of Council meeting on December 7, 2020.</p> <p>If you haven't already you can find more information and see some conceptual designs for the Walkers Line location here.</p> <p>If you have any additional questions please let us know, your participation and feedback is an important part of the process and helps inform our work. If you would like to be kept up to date with this project and additional work happening in your community, please sign up for our Halton Region newsletter let us know or sign up on Metrolinx.com.</p> <p>Thank you,</p>
11	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Facility Locations	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>Regarding the Don Valley Layover Facility, the area where this is to be built has over the last 40 -50 years regenerated into an urban woodlands, and is home to many species, why destroy this natural area, to service a few trains. The right-of-way that was originally used by the CPR, to access Union Station, is still visible and could be rehabilitated, then the facility could be moved further along the spur to Leaside, with road access from Readway Road. This area is already used for railway purposes by CP, and adding a service facility for GO trains, would fit in much better there.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>Again, with the Don Valley Layover Facility, the construction of a plinth, held up by a massive retaining wall will ruin this area that has been turned into a linear park. The visual assault on one of Toronto's heritage bridges, as well as damage to the parkland, and urban forest can not be mitigated by your current plans. At this location, the only way to assure flood protection, is to build a raised platform, the same height as the rail bed, the damage caused by this construction will take this site back to its industrial past.</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>I still see the most practical solution, besides abandoning the Layover Facility entirely, would be to continue along that same spur, to Leaside, to the former industrial site that was part of Crothers Equipment, there seems to be a perfect spot to the west of the Loblaws parking lot. By moving the location, all the regenerated forest in the valley would be saved, except the ones growing directly on the rail bed. If this project does need to go ahead, maybe some compromise would be in order. In order of preference here is a list of my hopes for the proposed Layover Facility in the Don Valley. 1, Abandon the project, use existing facilities. 2-Move the facility to Leaside, further along the same rail line. 3- If built at the proposed location, use only the existing track bed, don't develop the entire length to allow a road to run the length of parked trains, move the trains to pass a central service point, that service point ONLY, should be on a track level raised platform, support buildings should be on lower platforms, and have as small a footprint as possible. 4- If no other solutions or comprises are available, offer the residents of the city something in return, develop the old rail bed, including the "half mile bridge" into a trail, that would link Millwood Road, and the Don Valley Linear Park. It really wouldn't take much effort, removing the overgrowth on the rail bed, and removing the rails, rehabilitating the bridge might be the most involved part of the endeavor.</p>	<p>Greetings,</p> <p>Thank you for sharing your thoughts with us on the Don Valley Layover, which is proposed within the City of Toronto as part of the New Track and Facilities TPAP.</p> <p>The proposed location for Don Valley Layover was selected in consultation with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets that will result in greatly expanded transit opportunities for riders across the Greater Toronto and Hamilton Area.</p> <p>The proposed Don Valley Layover has been designed to make use of Metrolinx property and existing infrastructure assets to the extent feasible. Specifically, access to the site will be through an existing access used by the City of Toronto and others, and trains will be stored linearly on existing tracks. These steps, coupled with a layover that accommodates the minimum servicing requirements, results in a facility with the smallest possible footprint.</p> <p>A Design Excellence process and urban design review will be completed during future project phases to integrate new infrastructure into the existing environment and reduce the extent of visual impacts, where possible. This may be accomplished through visual screening measures such as retaining walls, fencing, use of locally-sourced or significant building materials, and/or vegetative buffers, where feasible and suitable with surrounding land uses. A Draft Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Draft Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_visual_impact_assessment_report_draft.pdf</p> <p>Thank you again for contacting us, your participation and feedback is an important part of our work. We look forward to your continued involvement with the Project.</p> <p>Sincerely, Metrolinx GO Expansion Team</p>

	Source	Issue Category	Question/ Comment	Response Summary
			4. Please provide an email if you would like our Community Relations team to follow up on your feedback.	
12	Metrolinx Engage (Ask a Question)	General	<p>Could you please answer my question?</p> <p>I know that you have a high demand for answers, but I posted mine here a while ago on Nov 28, under the same name. Could you please answer it? It's title is "Don Valley Layover Design". Thanks!</p>	<p>Thank you for sharing your thoughts with us about the proposed Don Valley Layover. From day one, Metrolinx has understood what the impacts of this facility would be and have worked diligently with the City of Toronto and the TRCA to design a facility that will have the least impact.</p> <p>At the initial round of public consultations in February 2020, Metrolinx heard concerns about how the new Don Valley Layover would impact environmentally sensitive areas and users of the Don Valley Trail. Since February, Metrolinx has revised the plan through multiple reiterations with the City of Toronto and the TRCA. Changes include: reducing the number of new tracks into the facility from three to using only the existing Metrolinx-owned Don Branch track for train storage; re-locating the facility to the north of the Prince Edward Viaduct to avoid impact to the City-designated environmentally sensitive area; and, revising the design of buildings and the facility to fit into a park setting and be minimally visible to users of the Don Valley Trail. The Don Valley Layover will now largely be built on already disturbed land that was previously used for the city's bridge rehabilitation work. A Design Excellence process and urban design review will be completed during future project phases to integrate the new infrastructure into the existing environment and reduce the extent of visual impacts, where possible. This may be accomplished through visual screening measures such as fencing, use of locally-sourced or significant building materials, and vegetation to help screen the facility from the trail. A Draft Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Draft Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities...</p> <p>Your participation and feedback is an important part of our work, thank you again for contacting us. We look forward to your continued involvement with the Project.</p>
13	Metrolinx Engage (Feedback Form)	Electrification Infrastructure	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>I find your material confusing. The graphic here https://www.metrolinxengage.com/en/engagement-initiatives/new-track-faci... has a tiny pink box that is listed as showing "the limits of electrification". Is that all that is going to be electrified?</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>I am confused about what is going on in the Don Valley with your proposed layover station. Surely you are not planning to disturb the area around the trails that are narrow, crowded and essential green space!</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>How are you going to fix six tracks in the 25 meters rail corridor around Dundas and Logan?</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>The New Track and Facilities TPAP includes electrification of a portion of the Richmond Hill Rail Corridor from the eastern limits of the Union Station Rail Corridor to approximately Pottery Road, in the City of Toronto. Other portions of the Metrolinx system were previously assessed through an earlier study in 2017, which is available here: http://www.metrolinx.com/en/aboutus/publications/environmental_assessment.aspx. Since 2017, Metrolinx has developed a more detailed design for how increased passenger service will be delivered through GO Expansion, involving further infrastructure and rail traffic changes. These proposed changes require a reassessment of potential effects as part of an addendum to the 2017 Environmental Project Report. This addendum work is currently ongoing, and information will continue to be posted to the following location as it becomes available: https://www.metrolinxengage.com/en/engagement-initiatives/go-rail-network-electrification-addendum-pic3. The proposed footprint of the Don Valley layover facility has been designed to make use of pre-disturbed areas to the extent possible. As a result, only relatively minor permanent removal and disruption of natural features is anticipated. Mitigation for these removals will occur in accordance with the Metrolinx Vegetation Removal and Compensation Program. More information on this program can be found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_3_-_vegetation_-_final.pdf. The vegetation communities impacted by the Don Valley layover are edge habitats of cultural meadow vegetation communities, heavily influenced by the man-made environment. The proposed removals are not anticipated to result in significant disruptions to the ecological function of nearby natural areas. This is further discussed within the Project's Natural Environment Impact Assessment Report, which is available here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_natural_environment_impact_assessment_report_draft.pdf Please note that there is no work proposed within the vicinity of Dundas Street and Logan Avenue in the City of Toronto as part of the New Track and Facilities Project. Mapping showing the current scope of the New Track and Facilities Project is available at the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0. Please see below for information about the rail corridor near Dundas and Logan, improvements for which are being carried out through a Metrolinx undertaking separate from the New Track and Facilities Project: Due to careful planning, we are able to fit the track expansion almost exactly within the GO rail footprint. The planned upgrades from three tracks to six tracks are a result of GO Expansion upgrades and Ontario Line construction being streamlined to minimize impact to the communities. Making use of the existing GO corridor for the Ontario Line means that we can shrink our footprint and make efficient use of existing transit space, therefore minimizing impacts to surrounding communities and keeping costs down. We are also able to ensure important community destinations can remain in operation throughout construction and beyond, not to mention avoiding considerable impacts to local traffic.</p>

	Source	Issue Category	Question/ Comment	Response Summary
14	Metrolinx Engage (Feedback Form)	General	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>No questions.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>Transit expansion is good. Taking away parkland is extremely bad.</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>You should find another place for the Don Valley Layover. This area has been designated a park. It is extremely inappropriate to disturb this habitat. Find a place with less environmental impact.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>Greetings,</p> <p>Thank you for taking the time to participate in the GO Expansion Public Information Centre and for your interest in our work.</p> <p>The proposed location for Don Valley Layover was selected after consulting with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets.</p> <p>A thorough assessment of potential environmental impacts resulting from the proposed Don Valley Layover has been completed, and additional studies have been uploaded to the Metrolinx Engage website since you provided your initial feedback. We encourage you to view these studies to see what steps Metrolinx is taking to avoid and offset the environmental impact of our work. All studies completed in support of this project can be viewed at the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p> <p>Please let us know if you have additional questions. Your participation and feedback is an important part of the process and helps inform our work. If you would like to be kept up to date with this project and additional work happening in your community, please sign up for our Toronto East newsletter at Metrolinx.com.</p> <p>Sincerely, Metrolinx GO Expansion Team</p>
15	Metrolinx Engage (Feedback Form)	Impact Assessment - Construction Impacts	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>I am concerned about this project, and wonder where Metrolinx's priorities are when you choose to build such a site on a land that is not just environmentally important to the city, but also economically - the ravine adds to residents' quality of life, and brings in tourism. Where are your priorities? Are they really with the City of Toronto?</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>The mitigation is insufficient. My impression after reviewing the materials is that metrolinx simply does not care to a sufficient degree. The building should not go there. It is wholly inappropriate and offensive.</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>Find a new spot; one that is not on land that has taken decades to restore. Build on a site that is not such a vital and integral part of city life - that is only now getting to it's former state, where it can be an attraction for tourists and residents. We are incredibly lucky in Toronto to have the Don Valley; only now is the City finally starting to capitalize on it. Metrolinx wants to ruin years of hard work. Their move is short-sighted and will be an embarrassment for decades to come if it goes ahead.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>Greetings,</p> <p>Thank you for taking the time to participate in the GO Expansion Public Information Centre and your interest in our work. Your feedback has been shared with the Project Team.</p> <p>The proposed location for the Don Valley Layover was selected in consultation with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets that will result in greatly expanded transit opportunities for riders across the Greater Toronto and Hamilton Area.</p> <p>A thorough assessment of potential impacts to the natural environment as well as land use and socio-economic impacts resulting from the Don Valley Layover has been completed and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, a Natural Environment Impact Assessment was completed with input from local municipalities and conservation authorities to ensure local conditions/concerns were appropriately identified and addressed. This report is available at the following link, accessible on the Metrolinx Engage Website: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_natural_environment_impact_assessment_report_draft.pdf. The Land-Use & Socio-Economic Impact Assessment Report available at the following link: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_land_use_and_socio_economic_impact_assessment_report_draft.pdf</p> <p>Please let us know if you have additional questions. Your participation and feedback is an important part of the process and helps inform our work. If you would like to be kept up to date with this project and additional work happening in your community, please sign up for our Toronto East newsletter at Metrolinx.com.</p> <p>Sincerely, Metrolinx GO Expansion Team</p>

	Source	Issue Category	Question/ Comment	Response Summary
16	Metrolinx Engage (Feedback Form)	Impact Assessment - Construction Impacts	<p>1. Do you have any questions or comments about this project that you would like clarified? Not really. The plans speak for themselves.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? There is no way that the impact of this proposal can be mitigated. It is in the wrong location.</p> <p>3. Any other comments or advice you would like to share with the team? The Don Valley has suffered a lot over the years. The river is horribly polluted, the highway, the train tracks, the waste management facility, the garbage and dumping, the danger to the environment from invasive species like DSV. Yet it remains is one of the few places in the city where I can take my kids to see some wildlife in the countryside. We should be protecting these last islands of nature, not ripping them up to build a train depot. It makes my blood boil. I implore you not to further degrade the Don Valley with a construction project like this</p>	<p>Greetings,</p> <p>Thank you for taking the time to participate in the GO Expansion Public Information Centre and for your interest in our work.</p> <p>The proposed location for the Don Valley Layover was selected in consultation with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets that will result in greatly expanded transit opportunities for riders across the Greater Toronto and Hamilton Area.</p> <p>A thorough assessment of potential environmental impacts resulting from the proposed Don Valley Layover has been completed, and additional studies have been uploaded to the Metrolinx Engage website since you provided your initial feedback. We encourage you to view these studies to see what steps Metrolinx is taking to avoid and offset the environmental impact of our work. All studies completed in support of this project can be viewed at the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p> <p>Please let us know if you have additional questions. Your participation and feedback is an important part of the process and helps inform our work. If you would like to be kept up to date with this project and additional work happening in your community, please sign up for our Toronto East newsletter at Metrolinx.com.</p> <p>Sincerely, Metrolinx GO Expansion Team</p>
17	Metrolinx Engage (Feedback Form)	Impact Assessment - Visual	<p>1. Do you have any questions or comments about this project that you would like clarified? Reading your proposal, and reading critiques, there is concern that the natural value of the nearby walking trails and heritage structures will be diminished. In the interest of a project that will promote a low-carbon means of transportation, I would like to offer a mediated approach that increases the density of trees along the trails and perhaps a green wall feature and architectural amendments to the facility that would "beautify" the N and S pedestrian access. Noting that train traction service and oils might be released and that the area is in a flood-plain please consider how polluted run-off will be mitigated and please note the bio-filtration capacity of wetlands. That is to say that nature does provide "cleaning services" but that the management of heavy metals and oils requires careful study and attention for env economics. These can leach, enter the waterway, then enter the lake and the water which we all drink.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? Minimizing the cutting of mature trees as much as possible. Ensuring that a good density of trees remains along the water. Trees provide an important ecological service that contributes to the health of waterways in riparian areas. Vegetation also helps to regulate flooding and soil erosion. Here, please do work with the TRCA regardless of what happens with their mandate. Wildlife migration is taken into account. Tobacco offerings to the trees that must be cut. Yes, I understand that this request may sound strange but as settlers, it might be worth considering how the customs of original cultures can be honored when making adjustments that affect other forms of life that have established themselves in the area.</p> <p>3. Any other comments or advice you would like to share with the team? There need not be a divide between environment and development, if facilitated with creativity, designs that work for nature and people as well as the economy can be developed. Just to inspire you, and add to your reading (sorry) in Singapore water quality is automated in the form of robots that are designed to look like swans. Tech can be and is beautiful too.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.</p>	<p>Greetings, thank you for inquiring about the New Track and Facilities Project. A Design Excellence process and urban design review will be completed during future project phases to integrate the proposed Don Valley Layover into the existing environment and reduce the extent of visual impacts, where possible. A Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_visual_impact_assessment_report_draft.pdf The requirements for stormwater quantity and quality controls will be carefully reviewed and implemented as required. The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant municipal, provincial and federal requirements, as amended, as well as the requirements of the TRCA. Additional discussion related to the mitigation of potential impacts to water quality is included in the Stormwater Management Assessment Report for the Don Valley Layover, which can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_preliminary_stormwater_management_assessment_report_for_don_valley_draft.pdf An assessment of potential impacts to the natural environment resulting from each proposed layover facility has been completed and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, a Natural Environment Impact Assessment was completed with information provided by the City of Toronto and TRCA to ensure local conditions/concerns were appropriately identified and addressed. This report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_natural_environment_impact_assessment_report_draft.pdf Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a Vegetation Compensation Plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at the Metrolinx Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. The majority of vegetation to be removed, which is estimated to be less than 0.5 ha based on the current reference concept design, consists of non-native vegetation communities. Compensation for these removals will occur in accordance with the Metrolinx Vegetation Guideline (2020). Metrolinx will work with the City and TRCA to prioritize compensation plantings within the Don Valley. An Environmental Project Report will be made available on December 29, 2020, that identifies anticipated environmental impacts and presents associated mitigation measures for all facets of the environment. This report will be available at metrolinxengage.com Your participation and feedback is an important part of our work, thank you again for contacting us. Sincerely, Metrolinx GO Expansion Team</p>

	Source	Issue Category	Question/ Comment	Response Summary
18	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Facility Locations	<p>1. Do you have any questions or comments about this project that you would like clarified? The Don Valley layover site should be removed from consideration. The ravines of Toronto are critical to the long term health and well-being of the city and its residents.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? The Don Valley layover site should be removed from consideration. The ravines of Toronto are critical to the long term health and well-being of the city and its residents.</p> <p>3. Any other comments or advice you would like to share with the team? The Don Valley layover site should be removed from consideration. The ravines of Toronto are critical to the long term health and well-being of the city and its residents.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.</p>	<p>Greetings,</p> <p>Thank you for taking the time to participate in the GO Expansion Public Information Centre and for your interest in our work.</p> <p>The proposed location for Don Valley Layover was selected after consulting with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets.</p> <p>A thorough assessment of potential environmental impacts resulting from the proposed Don Valley Layover has been completed, and additional studies have been uploaded to the Metrolinx Engage website since you provided your initial feedback. We encourage you to view these studies to see what steps Metrolinx is taking to avoid and offset the environmental impact of our work. All studies completed in support of this project can be viewed at the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p> <p>Please let us know if you have additional questions. Your participation and feedback is an important part of the process and helps inform our work. If you would like to be kept up to date with this project and additional work happening in your community, please sign up for our Toronto East newsletter at Metrolinx.com.</p> <p>Sincerely, Metrolinx GO Expansion Team</p>
19	Metrolinx Engage (Feedback Form)	Construction and Facility Siting – Communication	<p>Please do not destroy all the effort that went into restoring the Don Valley park to its natural habitat by building a service facility there.</p>	<p>Greetings,</p> <p>Thank you for taking the time to participate in the GO Expansion Public Information Centre and for your interest in our work.</p> <p>The proposed location for Don Valley Layover was selected after consulting with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets.</p> <p>A thorough assessment of potential environmental impacts resulting from the proposed Don Valley Layover has been completed, and additional studies have been uploaded to the Metrolinx Engage website since you provided your initial feedback. We encourage you to view these studies to see what steps Metrolinx is taking to avoid and offset the environmental impact of our work. All studies completed in support of this project can be viewed at the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p> <p>Please let us know if you have additional questions. Your participation and feedback is an important part of the process and helps inform our work. If you would like to be kept up to date with this project and additional work happening in your community, please sign up for our Toronto East newsletter at Metrolinx.com.</p> <p>Sincerely, Metrolinx GO Expansion Team</p>

	Source	Issue Category	Question/ Comment	Response Summary
20	Metrolinx Engage (Feedback Form)	General	<p>1. Do you have any questions or comments about this project that you would like clarified? No, we have no questions or comments that require clarification at this time. Please see question 2 below for our response concerning the impacts and proposed mitigation of the project.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? Evergreen has been working in the Toronto ravines for over 20 years promoting work that ensures these greenspaces are thriving, healthy and sustainable. Our facility, Evergreen Brick Works, is located within the Lower Don Ravine and is considered a gateway and hub within this space. In partnership with the City of Toronto, TRCA and community partners, we've helped to realize critical infrastructure projects that support improved access for the public, and ecology projects to protect and enhance the existing biodiversity, and arts and culture projects that encourage placemaking. We believe in the collaboration to ensure the projects address the concerns of the public. In response to the Metrolinx plan presented in November 2020, to create a layover track in the Lower Don Ravine, we're pleased to see some changes and concessions have been made based on previous feedback. Specifically,</p> <ul style="list-style-type: none"> • Relocating buildings to higher elevations and taking steps to further address flooding concerns • Moving the facility outside of the ESA • Minimizing impact by using existing access roads <p>However, we still have concerns with the proposed plan and strongly urge Metrolinx to reconsider their direction. This project will pose a significant intervention into areas that have been a focus of community attention for more than thirty years. We see the following issues/challenges:</p> <ol style="list-style-type: none"> 1. The New Layover facility is in proximity to Evergreen's current licensed program zone (beneath the Bloor Viaduct as well as the Gargoyle art installation) which will pose challenges to future programming. Regarding the Gargoyle art installation specifically, concessions for movement, replacement and improvement would be required; 2. Changes to the existing service road alongside the existing trail, which is the second most heavily used trail in Toronto, with thousands of regular trips per day. This may prove challenging to balance the road use with pedestrians and cyclists. It should also be acknowledged that this area provides a diversity of species including: deer, foxes, coyotes, American redstarts and numerous other locally significant flora and fauna. Changes to the service road must enhance, not destroy, local habitat in a manner that is demonstrable to naturalists, foresters and ecologists. Any design changes or upgrades to the road should have as small an impact as possible within the ravine ecosystem. 3. The extent of fencing should be minimized as the plans currently show a significant footprint. The current extent of fencing will have a negative affect on the movement of critical species in the area, as well, it unnecessarily creates pinch points between the trail and tracks. The fencing should be minimized to ensure natural sightlines are maintained. 4. Ensure the new facility has as little lasting impact on the wider environment as possible by meeting LEED platinum designs to minimize impact. 5. Finally, the recently released Lower Don Flood Mitigation Study proposes several solutions that could directly impact the placement and design of the Layover facility by using the same placement and stretch of track. How will these project connect and what are the larger implications and impacts to the surrounding area, environment and communities? To strike a balance with these plans and ensure that Metrolinx is mitigating not only the impacts in the immediate vicinity of the project but also addressing the wider and longer-term impacts of these projects, we strongly encourage Metrolinx to consider the needs of the communities accessing these lands. Serious consideration needs to include concessions that benefit and service the wider community that regularly uses and benefits from the local ravine. In your designs, we urge you to think beyond the needs of your project and consider integrating and modifying your design features to also serve the communities accessing the trails and improve the natural heritage of the ravines. <p>1. Increase Ease of Access to the Ravines for Pedestrians and Cyclists – Access to the Lower Don River trail system is fragmented with very few access points. For example, between Pottery Road and the Riverdale area far to the south, there are no access points for pedestrians and cyclists in the west to traverse Bayview Ave, the train tracks and the Don River to access the east side of the Don River trail system. Some form of pedestrian and cyclist bridge or other solution is desperately needed to cross these natural and human made barriers to allow better access. As a possible solution, Metrolinx could endorse and support a project that will see the pedestrian use of the rail line north of the layover</p>	<p>Thank you for taking the time to participate in the GO Expansion Public Information Centre and your interest in our work. Responses to your comments are provided below. Please take a look and let us know if you would like to book a meeting in the new year for a more in depth briefing on the project. · The "Monsters for Beauty, Permanence and Individuality" art installation is located to the south and west of the proposed Don Valley Layover site, which is to the north of the Bloor Viaduct. Metrolinx does not anticipate permanent impacts to the location of the art installation. Potential impacts during construction of the layover facility will be communicated through our Community Relations team. The proposed layover does not preclude future programming within this area of the Don Valley. · Metrolinx recognizes the importance of the Lower Don Trail and it is our intent to minimize impact to the trail users during construction of the layover facility. Construction fencing will protect users from construction activities, and it is intended that bollards will delineate the trail from the access road once the layover becomes operational. Metrolinx has worked with both the City and TRCA to develop a design that is sympathetic to the surrounding area. A landscaping plan will be developed using species that found in the adjacent environmentally significant area and ravine park lands and minimizes impacts to the natural ecosystem which supports the local wildlife. · Landscaping design for the Don Valley layover will be developed that is environmentally sustainable with consideration of the surrounding area and the City of Toronto's Green Standards. The intent is that the visual impact of the layover facility will be reduced over time by means of a landscape and planting strategy that will be designed specifically for this sensitive location. Lighting will be selected that minimizes the impacts of light pollution on the surrounding landscape. A Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_visual_impact_assessment_report_draft.pdf · Our objective is to minimize disturbance to the local wildlife. A thorough assessment of potential impacts to the natural environment has been completed and mitigation has been identified to avoid/offset these effects. Specifically, a Natural Environment Impact Assessment was completed in consultation with the City of Toronto and the TRCA to ensure local conditions/concerns were appropriately identified and addressed. The Natural Environment Impact Assessment considered the issue of wildlife movement. Specifically, it was determined that the position of the proposed layover to one side of the valley along an existing rail bed and adjacent to the Don Valley Parkway means the core of the valley floor and its connection to the Don River will remain intact and available for wildlife movement. The Natural Environment Impact Assessment report is available at the following link: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_natural_environment_impact_assessment_report_draft.pdf. · The development of the layover's stormwater management and drainage design will have regard for the Lower Don Flood Mitigation Study and will align with the overall objectives for flood mitigation within the Lower Don Valley. It is important to note that the Lower Don Flood Mitigation Study is in the very early stages with the development of high-level options at this point. Metrolinx will be developing an Initial Business Case in the Spring of 2021, which will lead into further discussions but will not preclude the Don Valley layover from proceeding. · Currently, construction of additional connections to the Lower Don Trail is beyond the scope of this project, which is solely focused on achieving expanded GO Rail Transit service levels and is consistent with Metrolinx's mandate to expand transit throughout the region. · It should be noted that the construction of washroom facilities along the Lower Don trail would be limited by TRCA's concerns with development within the flood-prone area. · The majority of vegetation to be removed, which is estimated to be less than 0.5 ha based on the current reference concept design, consists of non-native vegetation communities. Compensation for these removals will occur in accordance with the Metrolinx Vegetation Guideline (2020). Metrolinx will work with the City and TRCA to prioritize compensation plantings within the Don Valley. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link: https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. Your participation and feedback is an important part of our work, thank you again for contacting us, and please let me know if you would like to meet (virtually), for a briefing on the project and so we can answer any further questions. Metrolinx recognizes Evergreen is an important stakeholder in the Don Valley area, and in Toronto as a sustainability leader. If you would like to meet, please provide some dates and times in the new year that would work for your team. Sincerely,</p>

	Source	Issue Category	Question/ Comment	Response Summary
			<p>to allow for access from Evergreen Brick Works to the Lower Don Trail. This project would create significant connections to a trail system – one that is currently fragmented and confined by rail corridors and major highways. Specifically, we urge Metrolinx to consider plans that would open up public access to the Half Mile Bridge. This section of rail is currently unused (although it has been identified as a possible solution to the Lower Don Flood Mitigation Study) and could be a strategic project for Metrolinx to engage in. Regardless of the specific solution, improved access needs to be addressed and should include both Evergreen and the City of Toronto as part of the decision-making process.</p> <p>2. Public Washrooms and Drinking Water – There are no public washrooms or drinking fountains along the Lower Don Trail. With the plans and construction of your new facility we urge you to include separate amenities for public washrooms and access to drinking water for the public.</p> <p>3. Keep Naturalized Compensation Within the Don River System - Ensure appropriate compensation for vegetation removals and other natural heritage impacts are invested in proximity to the work (not in a different park or greenspace all together).</p> <p>4. Invest in Community Programming and Public Art Projects – Toronto’s ravine system is a thriving space for community activation, collaboration, and engagement. We recommend that Metrolinx support programming that can engage Torontonians of all ages within the ravines and Lower Don Trails. Projects that bring more enjoyment to visitors in the ravines can help speak to the many histories and present-day realities of the ravine and its surrounding communities – looking at the land from ecological, cultural and Indigenous perspectives. Suggested projects could include integrated works along the new fencing, public art embedded into the trail surface, mural art along pillars north of works, etc.</p> <p>3. Any other comments or advice you would like to share with the team? No, we have no other comments at this time. Please see question 2 above for our response concerning the impacts and proposed mitigation of the project.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.</p>	
21	Metrolinx Engage (Feedback Form)	Impact Assessment - Nat Env	<p>1. Do you have any questions or comments about this project that you would like clarified? I am very concerned about the impact the project will have on the Don and its future as a park. I do not believe the city’s transit needs require the reintroduction of industry into the Don Valley.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? In the previous editons, train traction service was a leading part of the opera=on. Has this been eliminated? As trains are idle at night, does this mean its a 24/7 operation? The Layover facility will be a blemish in the Don Valley. It will destroy habitat and mature trees.</p> <p>3. Any other comments or advice you would like to share with the team? Utilizing the Mix owned right of way along Bayview would allow for train storage as well as the facility without building in a park. Most people would not object to simply parking trains on the Don Branch track, just construction of a facility and trackside service road</p>	<p>The proposed location for the Don Valley Layover was selected in consultation with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets that will result in greatly expanded transit opportunities for riders across the Greater Toronto and Hamilton Area. While trains will be stored within the existing Metrolinx right-of-way, the layover facility buildings will be needed to support daily operations such as routine servicing of trains. No heavy maintenance will be performed. Maintenance activities would typically include interior cleaning of our rolling stock and emptying of waste storage tanks. While trains are stored at the layover during off-peak hours, they will be connected to wayside power which will reduce idling. Trains may be parked at the layover overnight; however, overall activity at the site will be limited during these hours. Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a Vegetation Compensation Plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx’s Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. An Environmental Project Report will be made available on December 29, 2020, that identifies anticipated environmental impacts and presents associated mitigation measures for all facets of the environment. The report will be posted to the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0.</p>

	Source	Issue Category	Question/ Comment	Response Summary
22	Metrolinx Engage (Feedback Form)	General	<p>1. Do you have any questions or comments about this project that you would like clarified? The information an activity of Metrolinx is overwhelming including all its subsidiaries With the current expansion I guess new track etc within the Golden Horseshoe. I make reference to the ongoing GGH Transportation plan all modes within the Golden Horseshoe. Will you folks plan a rapid connection seamless connection from Pearson to Hamilton return, same for Waterloo to Hamilton and to Pearson and all other existing or potentially planned Interantional airports connections with in the GGH area with all the planned expansion. Also what are the expansion plans to connect the Niagara Peninsula with the GO plans for GTHA</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation? 3. Any other comments or advice you would like to share with the team? You folks are doing a great job its hard to find things on your website especially when one takes the time to make comments, or ask questions....its tracking this line of commucination going both ways. I search and search for response to my efforts most times with no luck. Occasionally I get lucky.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.</p>	<p>I apologize for any inconvenience the online format may have caused. I am happy to answer any additional questions you may have that have not yet been addressed. We will be sure to include your comments and feedback as part of the final Environmental Project Report.</p> <p>We are currently running services that connect into the International Airports across the Greater Golden Horseshoe. For example, GO Transit's route 40 connects Hamilton GO Centre to Toronto's Pearson Airport. You could then take the Hamilton Street Railway (HSR) Transit A-Line on weekdays that brings you from the Hamilton GO Centre to Hamilton International Airport. There are also possible connections from Waterloo to Pearson International Airport on Kitchener corridor, transferring to local transit at Malton or Bramalea GO Station.</p> <p>We have heard there is a need for a service connection between Hamilton and Waterloo. We have shared this information with our planning team. We are regularly monitoring travel behaviour and markets to identify rising and high potential markets for future GO services.</p> <p>We are committed to bringing more service across the network including Niagara Region. Metrolinx recently reintroduced weekend train service to Niagara Falls and St Catharines stations. Before COVID-19, we expanded from weekend service, to daily service. We continue to explore ways to extend daily two-way rail service to the Niagara Region through optimizing track infrastructure and maximizing potential service levels. You can find some more information on our plans to improve service to Niagara in the Initial Business Case on Metrolinx.com and sign up for the Niagara newsletter here.</p> <p>If you have any additional questions please let me</p> <p>Thank you</p>
23	Metrolinx Engage (Feedback Form)	Impact Assessment - Construction Impacts	<p>1. Do you have any questions or comments about this project that you would like clarified? :</p> <p>Impact of the proposed retaining wall and its construction on trees on the slope between the layover facility and the neighboring Hydro corridor. Design and construction of the wall must incorporate protection of existing native trees at the bottom of the slope.</p> <p>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?</p> <p>Impact of the proposed access road and parking lot. Design must minimize the area of the parking lot and protect the environment surrounding the road, notably the wetlands to its east.</p> <p>3. Any other comments or advice you would like to share with the team?</p> <p>Compensation for City parkland acquired for the facility. We strongly support a compensating transfer of ownership of the prior CP Rail right-of-way north of the rail bridge across the Don River to the City of Toronto for use in creating an additional park trail into the Don Valley, along with construction of a pedestrian and cycling overpass across the Bayview Extension and Richmond Hill GO line that would link the BrickWorks and forementioned trail to the main Don Valley trail.</p> <p>4. Please provide an email if you would like our Community Relations team to follow up on your feedback.:</p>	<p>Greetings, Thank you for inquiring about the New Track and Facilities Project. The proposed Don Valley Layover has been designed to make use of Metrolinx property and existing infrastructure assets to the extent feasible. Specifically, access to the site will be through an existing access used by the City of Toronto and others, and trains will be stored linearly on existing tracks. These steps, coupled with a layover that accommodates the minimum servicing requirements, results in a facility with the smallest possible footprint. A Design Excellence process and urban design review will be completed during future project phases to integrate the proposed Don Valley Layover into the existing environment and reduce the extent of visual impacts, where possible. This may be accomplished through visual screening measures such as retaining walls, fencing, use of locally-sourced or significant building materials, and/or vegetative buffers, where feasible and suitable with surrounding land uses. A Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_visual_impact_assessment_report_draft.pdf An assessment of potential impacts to the natural environment resulting from the Don Valley layover has been completed and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, a Natural Environment Impact Assessment was completed with the assistance of local municipalities and conservation authorities to ensure local conditions/concerns were appropriately identified and addressed. This report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_natural_environment_impact_assessment_report_draft.pdf The majority of vegetation to be removed, which is estimated to be less than 0.5 ha based on the current reference concept design, consists of non-native vegetation communities. Metrolinx understands that trees and vegetation are valuable contributors to healthy communities, providing important ecological, social and economic services. Metrolinx has developed a Vegetation Compensation Plan that will guide all Metrolinx projects in addressing the removal process, compensation approach and mitigation measures in instances where tree removals cannot be avoided. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. An Environmental Project Report will be made available on December 29, 2020, that identifies anticipated environmental impacts and presents associated mitigation measures for all facets of the environment. The report will be posted to the following location: https://www.metrolinxengage.com/en/content/new-track-facilities-important-documents-0. The provision for additional pedestrian and cycling facilities across the Bayview Extension and Richmond Hill GO line is beyond the scope of this Project, which is solely focused on achieving expanded GO Rail Transit service levels and is consistent with Metrolinx's mandate to expand transit throughout the region. Your participation and feedback is an important part of our work, thank you again for contacting us. Sincerely, Metrolinx GO Expansion Team</p>

8.3.3 Indigenous Communities and Nations Consultation

Correspondence with identified communities and nations began in November 2020. Each nation/community identified at that time was sent an e-mail. This correspondence provided an introduction to the TPAP and the proposed scope of work, a list of all upcoming Round Three TPAP Phase public meetings (date of each meeting) and details of how the nation/community could reach out to Project staff should they have any questions or concerns, and/or wish to participate in the consultation process. All Indigenous communities and nations were sent an e-mail between November 27 and November 30, 2020 notifying them of the upcoming Round Three TPAP Phase virtual open house. This correspondence provided an update on the work completed to date, details of the upcoming virtual open houses, and contact information should they wish to reach out to the Project Teams.

Metrolinx did not receive any comments from Indigenous nations or communities during this round of public consultation.

8.3.4 Property Owner Consultation

Metrolinx did not receive any comments from Property Owners during this round of public consultation.

8.3.5 Review Agency Consultation

The following review agencies on the Stakeholder Contact List were sent an e-mail between November 27 and November 30, 2020 notifying them of Round Three of virtual open houses.

Federal Agencies

- Environment and Climate Change Canada;
- Fisheries and Oceans Canada;
- Greater Toronto Airports Authority;
- Health Canada;
- Impact Assessment Agency of Canada;
- National Trust for Canada;
- NavCanada;
- Parks Canada;
- Transport Canada; and
- Transport Canada - Ontario Region.

Provincial Agencies

- Infrastructure Ontario;
- Ministry of Agriculture, Food, and Rural Affairs;
- Ministry of Community Safety and Correctional Services;
- Ministry of Economic Development, Job Creation and Trade;
- Ministry of Education;
- Ministry of Energy, Northern Development and Mines;
- Ministry of Environment, Conservation and Parks;

- Ministry of Heritage, Sport, Tourism, and Culture Industries;
- Ministry of Indigenous Affairs;
- Ministry of Municipal Affairs and Housing;
- Ministry of Natural Resources and Forestry;
- Ministry of Transportation;
- Ontario Growth Secretariat;
- Ontario Heritage Trust; and
- Ontario Provincial Police.

Municipal

- Halton Region;
- City of Burlington;
- Town of Oakville;
- Peel Region;
- City of Brampton;
- City of Mississauga;
- City of Toronto;
- City of Barrie;
- Town of Aurora;
- Region of York;
- City of Markham;
- Durham Region;
- City of Oshawa;
- Town of Whitby;
- Town of Pickering; and
- County of Simcoe.

Conservation Authorities

- Central Lake Ontario Conservation Authority (CLOCA);
- Halton Region Conservation Authority (CH);
- Credit Valley Conservation (CVC);
- Lake Simcoe Region Conservation Authority (LSRCA); and
- Toronto and Region Conservation Authority (TRCA).

Other Stakeholders

- Ontario Power Generation;

- Hydro One Networks Inc.;
- 407 ETR Concession Co. Ltd.;
- VIA Rail;
- Canadian Pacific (CP); and
- Canadian National (CN).

A list of review agencies contacted is included in **Appendix P1** and copies of notifications sent to review agencies are included in **Appendix P3**. Copies of review agency correspondence and meeting materials can be found in **Appendix P10**.

Metrolinx received comments from the Region of Peel upon receiving notification of Round Three of Public Consultation on December 10, 2020.

8.3.5.1 Federal Agencies

Prior to the meeting, an updated site plan for the proposed Walkers Line Layover Site was shared on October 27, 2020, with meeting attendees to provide an update on the revised location and configuration of the buildings for the proposed Walkers Line Layover Facility. The RCD has been revised since the last TAC meeting due to a property conflict on the original site, as described below.

8.3.5.2 Provincial Agencies

Metrolinx has worked to coordinate reviews of key items with Provincial Agencies where possible. A number of Provincial Agencies have been notified of major project milestones and will remain on the Stakeholder Contact List unless they ask to be removed. A summary of consultation with provincial agencies is described in the following sections.

Ministry of Environment, Conservation and Parks (MECP)

Metrolinx received an acknowledgement letter from MECP on September 10, 2020, upon receiving the Notice of Commencement, which marked the beginning of the 120-day TPAP period of the development Environmental Project Report.

8.3.5.3 Municipal

As part of the TPAP Phase consultation process, Metrolinx began engaging municipalities across the GTHA through sending emails with information regarding the project to municipalities that Metrolinx had engaged in past projects.

Meeting with Durham Region MPs/MPPs – October 14, 2020

A meeting occurred in October 2020 with Durham Region MPs/MPPs to discuss the proposed infrastructure at Oshawa GO Station, Thickson Road Bridge Expansion, and the Bowmanville Extension.

Meeting with Toronto-Danforth MPP Peter Tabuns – November 12, 2020

A meeting occurred in November 2020 with MPP Peter Tabuns to discuss the proposed Don Valley Layover.

City of Markham Council Motion – September 30, 2020

Metrolinx acknowledges that the City of Markham passed a council motion in September 2020 objecting to the proposed location of the Unionville Storage Yard. At this time, Metrolinx is preparing a response to City Council members and will continue ongoing communications.

City of Burlington Council Meeting – December 7, 2020

Burlington Mayor Meed-Ward invited Metrolinx to delegate to the Committee meeting of Council about the ongoing virtual open house for the GO Expansion project, and the proposed rail layover facility at Walkers Line. Metrolinx provided a general update of the project, the infrastructure proposed within the City of Burlington and the anticipated impacts of the proposed Walker’s Line Layover Facility.

8.3.5.4 Technical Advisory Committee Engagement

Prior to the meeting, an updated site plan for the proposed Walkers Line Layover was shared on October 27, 2020, with meeting attendees to provide an update on the revised location and configuration. The RCD has been revised since the last TAC meeting due to a property conflict on the original site.

- Halton TAC
 - Including the City of Burlington.

Copies of Technical Advisory Committee correspondence and meeting materials can be found in **Appendix P9**.

Full list of meetings dates and municipalities that attended each meeting is found in the following Table.

TABLE 8-42 TPAP PHASE CONSULTATION TECHNICAL ADVISORY COMMITTEE (TAC) MEETINGS

Title of TAC	Meeting #	Municipalities in Attendance	Date of Meeting
Halton TAC	TAC #4	<ul style="list-style-type: none"> • City of Burlington 	<ul style="list-style-type: none"> • December 4, 2020

Halton TAC Meeting #4 – December 4, 2020

Prior to the meeting, an updated site plan for the proposed Walkers Line Layover Site was shared on October 27, 2020, with meeting attendees to provide an update on the revised location and configuration. The RCD has been revised since the last TAC meeting due to a property conflict on the original site, as described below.

Revised Design Elements:

- Staff access has been shifted east along Harvester Road;
- Crew services and parking have been moved to an adjacent property; and
- Storage tracks remain within Metrolinx’s right-of-way.

Design Elements That Have Been Carried Forward:

- Electrification infrastructure;
- Storage of 9 GO Trains;
- Fleet Storage, Crew Services, and Staff Parking; and
- Connections to mainline Lakeshore East Corridor track to the east.

8.3.5.5 Elected Officials

All elected officials whose electoral riding intersected with the Study Area were sent a briefing package that included a notice of the third round of public meetings between November 27, 2020, and December 11, 2020. The package also invited officials to contact the Project Team if they wished to schedule a meeting with Project staff.

Councillor, Mike Layton (Ward 8 University-Rosedale) November 4, 2020

Metrolinx received a request from Councillor Mike Layton to schedule a meeting to discuss the Don Valley Layover Facility and to share briefing materials prior to the third round of virtual consultation. This meeting occurred on November 4, 2020, and a copy of the meeting materials are included within **Appendix P11**.

8.4 Notice of Completion

In accordance with Section 11 of *O. Reg. 231/08*, a Notice of Completion was issued December 29, 2020 upon conclusion of the 120-day TPAP period. The Notice provides the public, Indigenous Communities and Nations, review agencies and other stakeholders with information about the project, next steps, how to access the Environmental Project Report (EPR) (posted online to the Metrolinx engage website: <https://www.metrolinxengage.com/en/newtrackfacilities>) and how comments may be formally submitted on the EPR. The Notice of Completion was published on separate days in the following newspapers with circulation in the project study area as summarized in Table 8-43.

The Notice of Completion includes the following information (a copy of the Notice can be found in **Appendix P2**):

- Information as to where and how members of the public may examine the Environmental Project Report and obtain copies;
- A description of the objection process, which includes:
 - A statement that there are circumstances which the Minister has authority to require further consideration of the transit project, or impose conditions on it, if he or she is of the opinion that:
 - The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or
 - The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.
 - A statement that, before exercising the authority referred to above, the Minister is required to consider any written objections to the transit project that he or she receives within 30 days after the Notice of Completion of the Environmental Project Report is first published.

TABLE 8-43 NOTICE OF COMPLETION NEWSPAPER PUBLICATIONS

Publication	Dates Published
Toronto Star	December 29, 2020 January 2, 2021
Burlington Post	December 31, 2020 January 7, 2021
Oshawa/Whitby This Week	December 31, 2020 January 7, 2021
www.oshawaexpress.ca (i.e., Big Box Ad)	December 30, 2020 January 6, 2021
Markham Economist and Sun	December 31, 2020 January 7, 2021

Publication	Dates Published
French Publications	
Le Metropolitain	January 14, 2020 January 21, 2021
Toronto L'Express (i.e. Big Box Ad)	January 8, 2021 January 15, 2021
www.l-express.ca (i.e., Big Box Ad)	January 1, 2021 January 8, 2021

The Notice of Completion was provided to the following stakeholders:

- Director, Environmental Assessment Services, Environmental Assessment Branch, Ministry of Environment, Conservation and Parks (MECP);
- Director, Central Region, MECP;
- The following Indigenous communities and nations (it is noted that hard copies of the Notice of Completion were also sent via courier/Canada Post to all Indigenous communities and nations):
 - Six Nations Grand River
 - Anishinabek Nation Union of Ontario Indians
 - Association of Iroquois and Allied Indians
 - Mississaugas of Scugog Island First Nation
 - Chippewas of Georgina Island
 - Curve Lake First Nation
 - Alderville First Nation
 - Hiawatha First Nation
 - Kawartha Nishnawbe First Nation
 - Mississaugas of the Credit First Nation
 - Wahta Mohawks
 - Métis Nation of Ontario
 - Chippewas of Rama First Nation
 - Beausoleil First Nation
 - Moose Deer Point First Nation
 - Huron-Wendat Nation
- Every individual who provided a written request for a copy; and
- All members of the public and review agencies, municipalities, elected officials and other stakeholders with email/mailling addresses included on the Project Stakeholder Contact List.

8.5 30-Day Public Review

Upon issuing the Notice of Completion, the Final Environmental Project Report (EPR) and Supporting Appendices (environmental and technical studies) were made available for 30-day review by stakeholders that included the Public (including property owners), Indigenous Nations and Communities, Review Agencies, and others. Specifically, the EPR was posted online to the Metrolinx website at: <https://www.metrolinxengage.com/en/newtrackfacilities>. Due to the COVID-19 pandemic, Metrolinx was unable to make physical copies of project reporting available to stakeholders; however, comments were received based on online copies of project materials. All comments and associated responses by Metrolinx are presented within **Appendix P**.

During the 30-day public review period, if there are concerns pertaining a negative impact on a matter of Provincial importance according to *O. Reg. 231/08* that relates to the natural environment or cultural value or interest, or on a constitutionally protected Aboriginal or treaty right, an objection may be submitted to the Minister of Environment, Parks and Conservation (the Minister) as outlined in the Notice of Completion.

8.6 35-Day Minister's Review

Following the 30-day public review period, the Minister has 35-days to issue one of three notices:

- Proceed with the Project in accordance with the EPR; or
- Proceed with the Project in accordance with the EPR subject to conditions; or
- Require the proponent to conduct further work and submit a revised EPR.