

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

## Table of Contents

<b>ABBREVIATIONS</b>	<b>III</b>
<b>1.0 PROJECT DESCRIPTION</b>	<b>1</b>
1.1 ACTIVITIES AND LOCATION	1
1.2 LAND TENURE AND ZONING	2
1.3 PLANNING, CONSTRUCTION AND OPERATION TIMELINES	4
<b>2.0 ONTARIO LINE PROJECT ASSESSMENT PROCESS</b>	<b>7</b>
2.1 ENVIRONMENTAL CONDITIONS REPORT	9
2.2 EARLY WORKS REPORTS	10
2.2.1 Exhibition Station Early Works Report	10
2.2.2 Lower Don Bridges Early Works Report	11
2.2.3 Lakeshore East Joint Corridor Early Works Report	12
2.3 ENVIRONMENTAL IMPACT ASSESSMENT REPORT	12
2.4 ISSUES RESOLUTION PROCESS	13
<b>3.0 POTENTIAL ADVERSE EFFECTS WITHIN FEDERAL JURISDICTION</b>	<b>14</b>
3.1 FISH AND FISH HABITAT	14
3.2 MIGRATORY BIRDS AND NESTS	14
3.3 SPECIES AT RISK	14
3.4 FEDERAL LAND AND LANDS OUTSIDE CANADA	15
3.5 INDIGENOUS NATIONS	15
3.6 POTENTIAL ADVERSE DIRECT OR INCIDENTAL EFFECTS	15
<b>4.0 FEDERAL FUNDING</b>	<b>16</b>
<b>5.0 CONSULTATION AND ENGAGEMENT</b>	<b>17</b>
5.1 APPROACH TO CONSULTATION	17
5.2 PUBLIC CONSULTATION	18
5.2.1 Summary of Steps Undertaken to Consult the Public and Other Interested Parties to Date	18
5.2.2 Overview and Approach to Addressing Public Concerns	20
5.3 INDIGENOUS NATIONS ENGAGEMENT	26
5.3.1 Summary of Steps Undertaken to Engage Indigenous Nations to Date	26
5.3.2 Overview and Approach to Addressing Concerns	28
5.4 MUNICIPAL ENGAGEMENT	29
5.5 CONSULTATION WITH OTHER INTERESTED PARTIES	30
5.5.1 Engagement with Elected Officials	30
5.5.2 Engagement with Technical Stakeholders	31
5.6 PLANNED CONSULTATION IN FUTURE PROJECT PHASES	34
5.6.1 Community Liaison Committees and Community Offices	34
<b>6.0 PERMITS, LICENSES, AUTHORIZATIONS OR APPROVALS</b>	<b>35</b>
6.1 IMPACTS OF FEDERAL PLAAS OR FUNDING	44

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

<b>7.0</b>	<b>BENCHMARKS, STANDARDS, PERMANENT CHANGES OR CUMULATIVE EFFECTS TO HUMAN HEALTH, SAFETY, OR AESTHETICS AND LOCAL RECREATION .....</b>	<b>45</b>
7.1	HUMAN HEALTH.....	45
7.1.1	Noise and Vibration .....	45
7.1.2	Air Quality .....	46
7.2	SAFETY.....	47
7.3	AESTHETICS AND LOCAL RECREATION .....	48
<b>8.0</b>	<b>CONTINUED MANAGEMENT OF POTENTIAL EFFECTS TO THE PUBLIC OR INDIGENOUS NATIONS .....</b>	<b>50</b>
<b>9.0</b>	<b>VIEW ON WHETHER THE PROJECT WARRANTS DESIGNATION UNDER THE IMPACT ASSESSMENT ACT.....</b>	<b>51</b>
9.1	NOT DESIGNATED UNDER THE PHYSICAL ACTIVITIES REGULATIONS OF THE IMPACT ASSESSMENT ACT .....	52
9.2	TIMELY BENEFITS REALIZATION.....	52
<b>10.0</b>	<b>CONCLUSION.....</b>	<b>53</b>

## LIST OF TABLES

Table 2.1	Summary of Consultation Process Associated with the Environmental Conditions Report .....	10
Table 2.2	Summary of Consultation Process Associated with the Early Works Report – Exhibition Station.....	11
Table 5.1	Summary of Public Concerns and Metrolinx Responses .....	21
Table 5.2	Summary of Indigenous Nations Concerns and Metrolinx Responses .....	28
Table 6.1	Currently Anticipated Permits, Licenses, Authorizations or Approvals Requirements.....	36

## LIST OF FIGURES

Figure 1.1	Ontario Line Preliminary Representative Alignment.....	1
Figure 1.2	Estimated Timeline of Ontario Line Project Assessment Process and Construction Through 2024 .....	6
Figure 2.1	Ontario Line Project Assessment Process .....	8

## LIST OF APPENDICES

<b>APPENDIX A</b>	<b>INPUT REGARDING FACTORS THE AGENCY MAY CONSIDER</b>
<b>APPENDIX B</b>	<b>LIST OF COMMUNITY STAKEHOLDERS AND GROUPS ENGAGED BY METROLINX TO DATE</b>
<b>APPENDIX C</b>	<b>LIST OF NON-ENVIRONMENTAL REGULATORY APPROVALS</b>

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

## Abbreviations

BCR	benefit cost ratio
BIA	Business Improvement Area
CNWA	<i>Canadian Navigable Waters Act</i>
CPU	Certificate of Property Use
CSM	Common Safety Method
DFO	Fisheries and Oceans Canada
EA	Environment Assessment
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECR	Environmental Conditions Report
EIA	<i>Environmental Impact Assessment</i>
EIAR	Environmental Impact Assessment Report
EWR	Early Works Report
FTA	Federal Transit Administration
HDDR	Heritage Detail Design Report
IAA	<i>Impact Assessment Act</i>
ICIP	Investing in Canada Infrastructure Program
IRP	Issues Resolution Process
ISA	Independent Safety Assessor
MECP	Ministry of the Environment, Conservation and Parks
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

MOU	Memorandum of Understanding
Mx	Metrolinx
NPA	<i>Navigation Protection Act</i>
O. Reg.	Ontario Regulation
OLN	Ontario Line North
OLS	Ontario Line South
OLW	Ontario Line West
P3	Public-Private Partnership
PDBC	Preliminary Design Business Case
PHP	Provincial Heritage Properties
PHPPS	Properties of Provincial Significance
PLAA	permits, licences, authorizations or approvals
PPB	prescribed public body
PTTW	Permit to Take Water
ROW	Right-of-Way
RSC	Record of Site Condition
SWM	Stormwater Management
TC	Transport Canada
TRCA	Toronto and Region Conservation Authority
TTC	Toronto Transit Commission

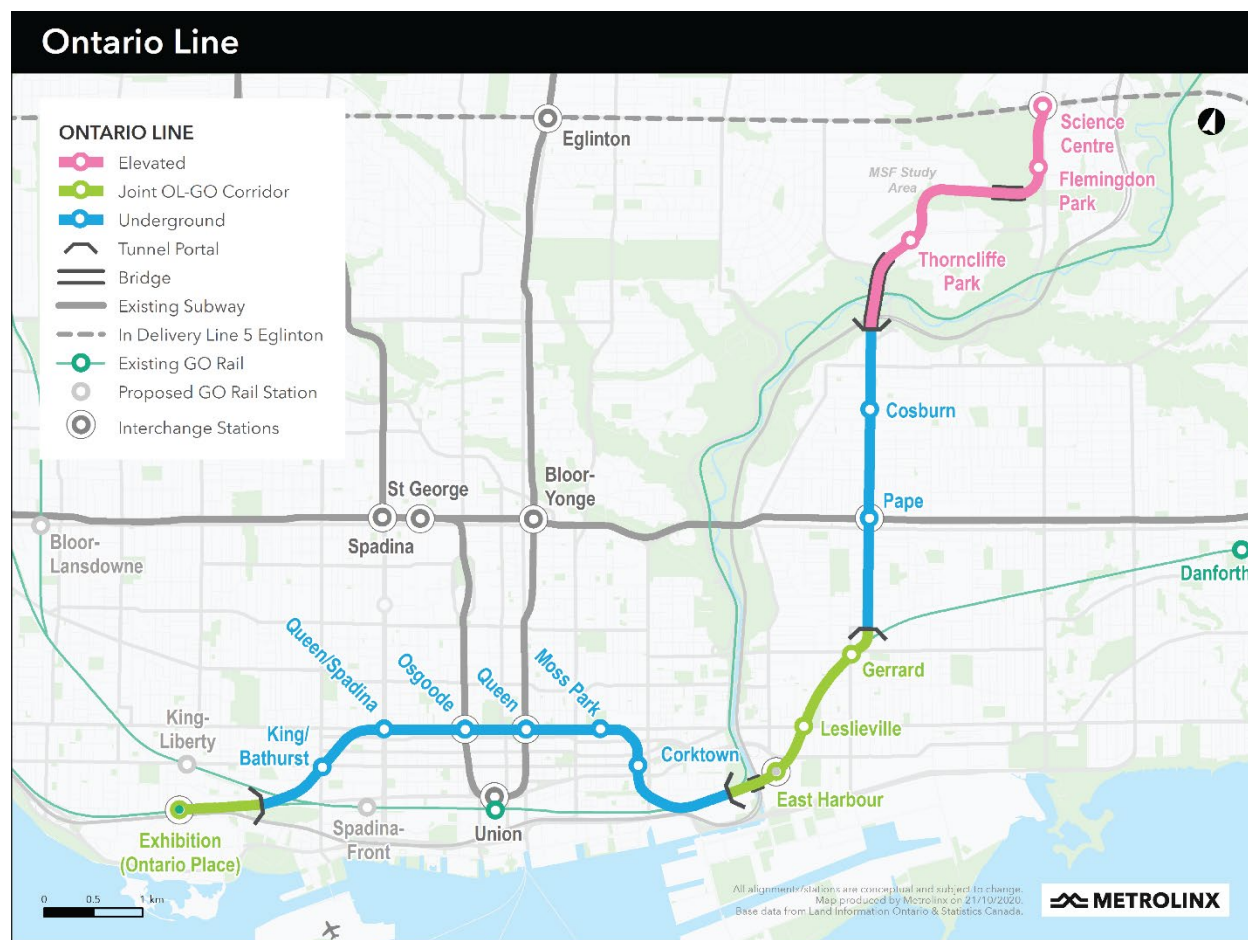
# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

## 1.0 PROJECT DESCRIPTION

### 1.1 ACTIVITIES AND LOCATION

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line, a provincial priority transit project as defined under the *Building Transit Faster Act, 2020*. The Ontario Line extends from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto (Figure 1.1). The Project is a new approximately 15.6 kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) light rail transit service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West, and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods.

Figure 1.1 Ontario Line Preliminary Representative Alignment



## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

The Preliminary Design Business Case (PDBC) describes how the Ontario Line will benefit riders, communities, and the region as whole. The benefits outlined in the PDBC include:

- making it much faster to travel across the city, with a trip across the entire line from Exhibition Place to the Ontario Science Centre estimated to be 30 minutes or less compared to the hour and ten minutes it can take today;
- putting more than 255,000 people within a 10-minute walk of a new Ontario Line station;
- serving up to 388,000 trips each day, taking up to 28,000 cars off the road each day and moving up to 6,000 travellers off the most crowded part of Line 1 during the busiest hour; and
- generating \$9.9 to \$11.3 billion in economic benefits for the City of Toronto and the Greater Toronto Area as a whole, with an expected benefit cost ratio (BCR) of 1.05 – meaning every dollar spent could result in a benefit of \$1.05.

The Project will be constructed in a dedicated right-of-way (i.e., Metrolinx owned and operated land) with a combination of elevated (i.e., above existing rail corridor/roadway), tunneled (i.e., underground), and at-grade (i.e., at grade with existing rail corridor) segments at various locations. Of the approximately 15.6 km subway line, 8.8 km will be tunneled, 3.7 km will be within existing rail corridor, and 3.1 km will be elevated.

### **1.2 LAND TENURE AND ZONING**

The proposed Ontario Line is set within an urban context in the City of Toronto. The project footprint includes a variety of land tenures across the alignment, including private property, property owned by the municipality, property owned by the provincial government, property owned by the federal government, and property owned by Metrolinx. Land tenure will be mapped as part of the forthcoming Environmental Impact Assessment Report (see Section 2.3). The City of Toronto Official Plan's land use designations are tools to implement the objectives of directing growth to some areas of the city while maintaining the stability of others. Each land use designation provides general policies for the permitted uses within it. A summary of the land use designations along the Ontario Line alignment is provided below. For clarity and readability, land use designations along the Ontario Line are presented in three segments:

- The Ontario Line West segment extends from Exhibition Station (a terminus and interchange point with the Lakeshore West GO corridor) to the TTC Line 1 interchange at Osgoode Station.
- The Ontario Line South segment extends from TTC Line 1 interchange at Osgoode Station to TTC Line 2 interchange at Pape Station.
- The Ontario Line North segment runs from Pape Station to Science Centre Station, the northern terminus of the Ontario Line Subway.

#### **Ontario Line West**

The west extent of the Ontario Line West segment, west of Dufferin Street, is primarily designated as Neighbourhoods and Apartment Neighbourhoods. East of Dufferin Street is predominantly designated as Core Employment Areas including the area within Liberty Village, with some Mixed-Use Areas

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

surrounding Strachan Avenue. East of Strachan Avenue is designated as Parks and Other Open Space Areas between the south rail corridor and the Gardiner Expressway. The area between the two rail corridors is designated as Mixed-Use Areas and Parks.

The area between the rail corridor and Wellington Street is designated as Regeneration Areas, with a small area designated Neighbourhoods. The lands between Bathurst Street and Spadina Avenue are also characterized as primarily Regeneration Areas, with small parcels of Parks. The Queen Street West area is designated as Mixed-Use Areas.

### **Ontario Line South**

Properties along Queen Street in the Ontario Line South segment are primarily designated as Mixed-Use Areas and Regeneration Areas, with pockets of Institutional Areas and Apartment Neighbourhoods. There are also pockets of Parks and Open Spaces between Osgoode and Corktown Stations.

Most of the lands east of Parliament Street, south of Queen Street, west of Logan Avenue, and north of Lakeshore Boulevard are designated as Regeneration Areas, General Employment and Core Employment, with a small pocket of Neighbourhoods and Mixed-Use Areas near Queen Street. There are small pockets of parks throughout this area, as well as a larger portion of land designated for Parkland which corresponds with the Don River and its associated natural features. A Hydro Corridor runs through the parkland along the Don River.

The majority of lands south of Pape Station and north of Queen Street between Boulton Avenue in the west and Jones Avenue in the east are designated as Neighbourhoods, with a General Employment Area along Carlaw Avenue between Queen Street and Gerrard Street, and Mixed-Use Areas along Queen Street and Gerrard Street. Jimmie Simpson Park, which is located north of Queen Street and south of Dundas Street between Wardell Street and Booth Avenue, is a popular park and recreation centre and a prominent feature in this area. Smaller-sized parks are present throughout the area.

### **Ontario Line North**

Properties along the Ontario Line North segment south of Gamble Avenue are designated Mixed Use Areas and the rear lot lines are immediately adjacent to lands designated Neighbourhoods. An exception to this pattern exists where the corridor crosses Cosburn Avenue, which is designated Apartment Neighbourhoods from Donlands Avenue West to Broadview Avenue. North of Gamble Avenue the corridor is designated Neighbourhoods. There are small parks throughout the area, as well as a larger portion of land designated Natural Areas which corresponds with the Don River and its associated natural features.

The majority of lands north of Overlea Boulevard between Millwood Road and the Charles H. Hiscott Bridge are designated Employment Area and Utility Corridor, with pockets of Natural Areas throughout. The Leaside Employment Area runs along the majority of Overlea Boulevard and Beth Nelson Drive, and backs onto both the Utility Corridor and Natural Areas associated with the Don River West Branch and E.T. Seton Park.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

The area on the south side of Overlea Boulevard from Millwood Road to Charles H. Hiscott Bridge is comprised mainly of land designated as Apartment Neighbourhoods with a cluster of Mixed-Use Areas fronting Overlea Boulevard. Several large parks are designated towards the centre and western edges of the neighbourhood. The neighbourhood is bound to the west, south and east by Natural Areas of the Don River valley.

The lands south of Eglinton Avenue East and north of Gateway Boulevard contain a mix of land use designations, including Neighbourhoods and Apartment Neighbourhoods, Mixed-Use Areas, Institutional Areas, and Parks and Natural Areas. The portion of land north of Eglinton Avenue East is designated as an Employment Area, which extends beyond the Ontario Line's proposed Project Footprint. However, the Don Mills Crossing Secondary Plan amended the Official Plan to introduce Mixed-Use designations both at the southwest corner of Eglinton Avenue East and Don Mills Road, and on the northwest side of this intersection, tucked behind the Don Mills Road frontage. This Secondary Plan also re-designated the area just north of Wynford Drive and west of Don Mills Road from an Employment Area to Parks. This northwest quadrant also contains land designated Utility Corridor, which corresponds to the existing heavy rail corridor in the area.

### 1.3 PLANNING, CONSTRUCTION AND OPERATION TIMELINES

An indicative project schedule is depicted in Figure 1.2. The majority of the Ontario Line Project will proceed through three Public-Private Partnership (P3) construction packages. In addition to the three main P3 contracts, there will also be a series of early works contracts for bridge, track, and other preparatory activities to help advance the delivery of the Ontario Line. Early works will mostly occur where the Ontario Line will operate next to existing GO Transit rail services, including at Exhibition Station and along the joint Ontario Line-GO corridor (shown on Figure 1.1).

Two P3 contracts are currently in market:

1. The **Southern Civil, Stations and Tunnel** package is a design-build-finance P3 contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard portal (west of the Don River) which includes the following:
  - **Civil:** ground works required to build the tunnels and stations; utility and conduit works to prepare for the Rolling Stock, Systems, Operations and Maintenance (RSSOM; see below) mechanical and electrical systems; guideway structures and facilities to prepare for the track structure to be installed by the RSSOM contractor
  - **Stations:** one above-ground station to be integrated with the existing GO Transit Exhibition Station; two underground stations to be integrated with the existing TTC Osgoode and Queen subway stations; four new underground stations (King/Bathurst, Queen/Spadina, Moss Park, and Corktown)
  - **Tunnel:** an approximately six-kilometre tunnel and all associated tunneling work from Exhibition Station to Don Yard portal (west of Don River)



## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

2. The **Rolling Stock, Systems, Operations and Maintenance (RSSOM)** package is a 30-year-term P3 contract to design-build-finance-operate-maintain the entire Ontario Line. This contractor will work collaboratively with the TTC and integrate fare equipment with the PRESTO system. The TTC will be responsible for day-to-day operations as they relate to customer-facing activities such as fare enforcement and network transit control.

- **Rolling Stock:** design, supply, operation, and maintenance of the trains
- **Systems:** design, build, operation, and maintenance of all track, communications, and train control systems
- **Operations and Maintenance:** design, build, operation, and maintenance of the operations, maintenance, and storage facility (where the trains are stored); the operations control centre (where staff control train operations and are connected to TTC and GO Transit systems); and the backup operations control centre

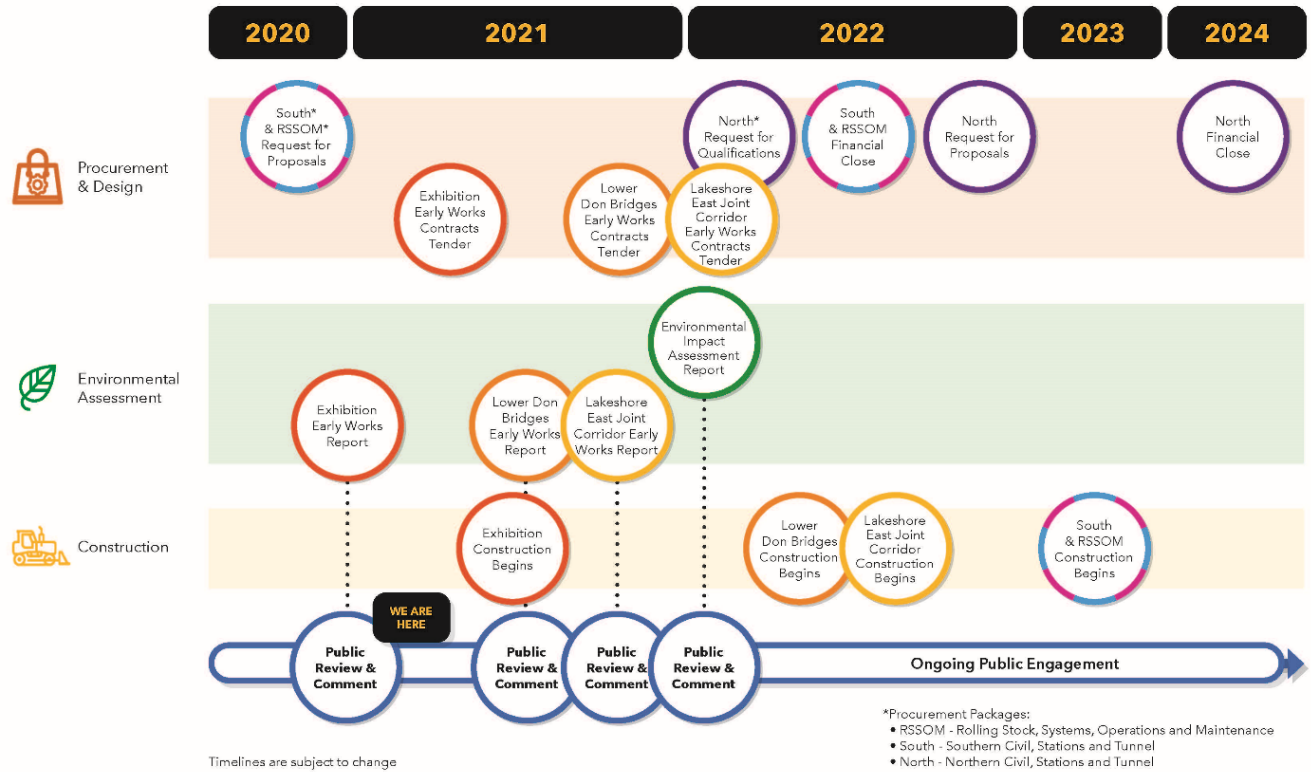
The **Northern Civil, Stations and Tunnel** contract scope will be defined in the Requests for Qualification when it is issued (anticipated early 2022, as depicted in Figure 1.2). The anticipated scope includes seven stations, an approximately three-kilometre tunnel, two portals and the associated approach structures, bridges, and elevated guideways.

**Early Works Projects** are expected to advance ahead of the P3 contracts outlined above. These include early works at:

- **Exhibition Station** – an extension to the existing passenger tunnel; a temporary pedestrian bridge; a new north platform and accompanying shift of the northern two GO tracks; and utility relocation and protection
- **Lower Don Bridges** – two bridges added to either side of the existing rail bridge, with space for tracks going in both directions
- **Lakeshore East Joint Corridor** – rail corridor expansion between Eastern Avenue and Logan Avenue to accommodate two Ontario Line tracks, including: grading; installation or upgrading of vegetated slopes or retaining walls and noise barriers; relocation or protection of utilities; and construction of new Ontario Line bridges on each side of the existing Queen, Dundas and Logan bridges

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

**Figure 1.2 Estimated Timeline of Ontario Line Project Assessment Process and Construction Through 2024**



Project operations are anticipated in perpetuity; decommissioning and abandonment are not anticipated.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 2.0 ONTARIO LINE PROJECT ASSESSMENT PROCESS

Metrolinx is completing an environmental impact assessment (EIA) in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the Ontario *Environmental Assessment Act*. This regulation was available for public review from February 18, 2020 to March 19, 2020 on the Environmental Registry of Ontario and came into force on June 30, 2020.

The *Environmental Assessment Act* defines the environment as:

- Air, land or water;
- Plant and animal life, including human life;
- The social, economic and cultural conditions that influence the life of humans or a community;
- Any building, structure, machine or other device or thing made by humans;
- Any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; and
- Any part of or combination of the foregoing and the interrelationships between any two or more of them.

O. Reg. 341/20 acknowledges that certain types of transit projects have predictable environmental effects that are readily managed, and that a streamlined approach to EIA is appropriate for these projects. The regulation outlines a Project-specific EIA process that includes:

- Public, regulatory agency and Indigenous community notification and consultation;
- An Environmental Conditions Report and an Environmental Impact Assessment Report;
- An opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment; and
- An Issues Resolution Process.

Defined under O. Reg. 341/20, the Ontario Line Project Assessment Process is comparable to the Transit Project Assessment Process (prescribed under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings) in that it is a proponent-driven EIA process that includes:

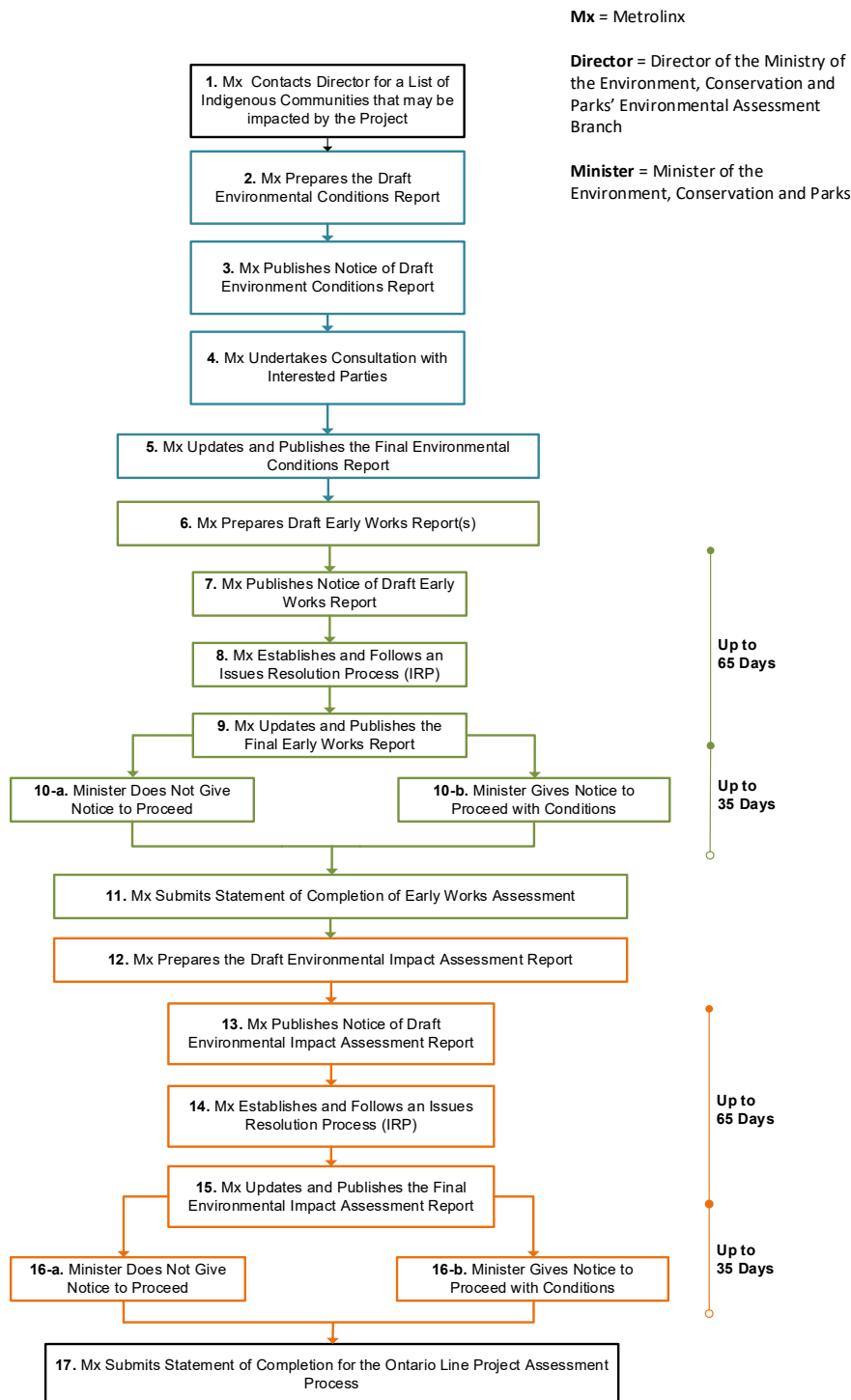
- Identification of environmental conditions;
- Assessment of potential impacts and measures to mitigate negative impacts;
- Documentation; and
- Consultation.

The Ontario Line Project Assessment Process differs from the Transit Project Assessment Process in that the process allows for Early Works to proceed following the completion of an early works-specific impact assessment as well as documentation (i.e., Early Works Report) and consultation on this impact assessment. Key steps of this process are shown in Figure 2.1. The Ontario Line Project is afforded

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

greater flexibility in timelines through this process without compromising robust assessment, documentation and consultation processes.

**Figure 2.1 Ontario Line Project Assessment Process**



# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

## 2.1 ENVIRONMENTAL CONDITIONS REPORT

An Environmental Conditions Report (ECR) was completed in 2020 to meet the requirements of Sections 4 through 7 of O. Reg. 341/20. The ECR summarizes local environmental conditions through a combination of desktop review and field studies. As per O. Reg. 341/20, the ECR also provides a preliminary description of potential impacts that the project may have on the environment, as well as a description of associated mitigation measures. A preliminary list of potential permits and approvals is also provided. Reviews and field studies were completed to document the existing environmental conditions for the following technical disciplines:

- Natural Environment
- Soil and Groundwater
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use Characteristics
- Cultural Heritage
- Archaeology
- Traffic and Transportation
- Utilities

**Tables ES-2a and ES-2b** of the ECR provide a summary of preliminary potential impacts, mitigation measures and monitoring activities during construction and operation of the project.

During the review period for the Draft ECR from September 17 to October 17, 2020:

- almost 20,000 people read blog posts which provided updates on the four segments of the Ontario Line;
- more than 15,000 people visited the Metrolinx Engage website to learn more about the Project and share feedback;
- Metrolinx received 181 questions and comments through email and the 'Ask-A-Question' feature and 136 submissions via the 'Provide Your Feedback' feature;
- social media posts resulted in 512,000 impressions;
- there was a 16% growth in subscriptions to the Ontario Line electronic newsletter; and
- there were 30 meetings and briefings, with nearly 300 attendees, including all elected officials and BIAs along the alignment as well as many neighbourhood groups.

The Final ECR was published on the project webpage on November 30, 2020 and can be accessed online at: <https://www.metrolinxengage.com/en/content/ontario-line-final-environmental-conditions-report>

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

**Table 2.1 Summary of Consultation Process Associated with the Environmental Conditions Report**

Phase of Environmental Conditions Report	Description of Consultation
Draft Environmental Conditions Report Review	Prior to publication, opportunity to review the Draft Environmental Conditions Report was provided to Indigenous Nations, government review agencies and other technical stakeholders. Comments were addressed throughout the report prior to Draft Environmental Conditions Report publication.
Draft and Final Environmental Conditions Report Notices of Publication	The Notice of Publication was distributed to all individuals on the Project Distribution List, approximately 120,000 properties (apartments, houses and businesses) in proximity to the project, 54 community stakeholders and groups, government review agencies and other technical stakeholders, elected officials, and Indigenous Nations.
	The Notice was included in ten newspapers, including the Toronto Star, the largest daily print newspaper, and published in multiple languages.
Draft Environmental Conditions Report Review and Feedback	A 30-day review period (September 17, 2020 – October 17, 2020) was provided, during which more than 15,000 people visited the project website.
	Metrolinx received 317 public comments, as well as additional comments from two government review agencies, and three other technical stakeholders.

## 2.2 EARLY WORKS REPORTS

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

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

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

Advancing work in these areas provides planning, design, and implementation efficiencies for the interfacing projects, and will facilitate timely implementation of the Ontario Line Project.

The following subsections summarize completed and currently planned Early Works Reports. Please note that the scope and timing of early works reporting may change as project planning continues.

### 2.2.1 Exhibition Station Early Works Report

Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. Since GO Expansion Plans call for more GO train

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

services at Exhibition Station, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are coordinated and completed in a timely manner.

Early works at Exhibition Station are planned to include an extension to the existing passenger tunnel; a temporary pedestrian bridge; a new north platform and accompanying shift of the northern two GO tracks; and utility relocation and protection. These early works will set the groundwork for other major construction on the Ontario Line project, reducing risk of construction delays to the main P3 contracts by completing the joint corridor work in advance of the main contracts.

The Final Early Works Report – Exhibition Station was published on the project webpage on February 1, 2021 and can be accessed online at: <https://www.metrolinxengage.com/en/content/ontario-line-early-works-report>.

**Table 2.2 Summary of Consultation Process Associated with the Early Works Report – Exhibition Station**

Phase of Early Work Report	Description of Consultation
Draft Early Works Report Review	Prior to publication, the opportunity to review the Draft Exhibition Station Early Works Report was provided to Indigenous Nations, government review agencies and other technical stakeholders. Comments were addressed throughout the report prior to the Draft Exhibition Station Early Works Report publication.
Draft and Final Early Works Report Notices of Publication	The Notice was distributed to individuals on the Project Distribution List, including 65 community stakeholders and groups, government review agencies and other technical stakeholders, elected officials, and Indigenous Nations; approximately 22,710 residents and businesses within and adjacent to the Exhibition Station Early Works Study Area; and 340 landowners within 30 metres of the Early Works Project Footprint.
	The Notice was included in five newspapers, including the Toronto Star, the largest daily print newspaper, and published in three languages.
Draft Early Works Report Review, Feedback and Issues Resolution Process	36-Day Review Period (November 30, 2020 – January 5, 2021), during which more than 1,700 people visited the project website.
	Metrolinx received eight public comments, as well as additional comments from four government review agencies, and two other technical stakeholders.
	In accordance with Section 10 of O. Reg. 341/20, Metrolinx established an Issues Resolution Process (IRP) to facilitate resolution of stakeholder concerns. The IRP engaged subject matter experts to support the development of responses, as required.

### 2.2.2 Lower Don Bridges Early Works Report

The Draft Lower Don Bridges Early Works Report is planned to be shared for public review and comment in Spring 2021. This Early Works Report is planned assess the impacts of, and commit to mitigation for, two bridges added to either side of the existing rail bridge, with space for tracks going in both directions.

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

### **2.2.3 Lakeshore East Joint Corridor Early Works Report**

The existing Lakeshore East rail corridor currently consists of three tracks, with construction beginning early 2021 on a fourth track to support the Lakeshore East GO Expansion Project. The Ontario Line represents an additional two tracks within the existing corridor.

The Draft Lakeshore East Joint Corridor Early Works Report is planned to be published for public review and comment in Fall 2021. This Early Works Report is planned to assess rail corridor expansion between Eastern Avenue and Logan Avenue to accommodate two Ontario Line tracks, including: grading; installation or upgrading of vegetated slopes or retaining walls and noise barriers; relocation or protection of utilities; and, construction of new Ontario Line bridges on each side of the existing Queen, Dundas and Logan bridges (refer to Section 1.2 for scope). Concerns identified in the letter from the Lakeshore East Community Advisory Committee and Save Jimmie Simpson!, such as noise and impacts to parks, will be assessed in this early works report as they relate to early works activities.

## **2.3 ENVIRONMENTAL IMPACT ASSESSMENT REPORT**

The Environmental Impact Assessment Report (EIAR) will build on the identified preliminary potential impacts and mitigation measures provided in the ECR and is currently being prepared to meet the requirements of O. Reg. 341/20. The EIAR will include a summary of existing environmental conditions, the potential environmental effects of the Project, recommended mitigation measures, the consultation process followed, and future commitments for the Project. The EIAR will include the following requirements of O. Reg. 341/20, s.15 (2):

- A statement of the purpose of the Ontario Line Project and a summary of background information relating to the Ontario Line Project.
- The final description of the Ontario Line Project, including a description of the preferred method of carrying it out, and a description of the other methods that were considered.
- A map showing the site of the Ontario Line Project.
- A description of the local environmental conditions at the site of the Ontario Line Project.
- A description of all studies undertaken in relation to the Ontario Line Project, including a summary of all data collected or reviewed and a summary of all results and conclusions.
- An assessment and evaluation of the impacts that the preferred method of carrying out the Ontario Line Project and other methods might have on the environment, and Metrolinx's criteria for assessment and evaluation of those impacts.
- A description of any measures proposed by Metrolinx for mitigating any negative impacts that the preferred method of carrying out the Ontario Line Project might have on the environment.
- A description of the proposal for monitoring or verifying the effectiveness of mitigation measures.
- A description of any municipal, provincial, federal or other approvals or permits that may be required for the Ontario Line Project.
- A consultation record including:



## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- A description of the consultations carried out with Indigenous Nations and interested persons;
- A list of the Indigenous Nations and interested persons who participated in the consultations;
- Summaries of the comments submitted by Indigenous Nations and interested persons;
- A summary of discussions that Metrolinx had with Indigenous Nations; and
- Copies of all written comments submitted by Indigenous Nations.

The Draft EIAR is expected to be published in early 2022 and made available for public review and comment. Concerns identified in the letter from the Lakeshore East Community Advisory Committee and Save Jimmie Simpson!, such as noise and impacts to parks, will be addressed in the EIAR.

### **2.4 ISSUES RESOLUTION PROCESS**

An Issues Resolution Process (IRP) has been established by Metrolinx in accordance with Sections 10 and 17 of O. Reg. 341/20. The IRP has been established to attempt to resolve any concerns raised by interested persons and Indigenous Nations in a way that does not cause unreasonable delay to implementation. The IRP involves review of comments provided during the review period for the draft Early Works and Environmental Impact Assessment Reports, development of responses to comments, and engagement of subject matter experts to support the development of responses, as required.

Metrolinx's intent is to identify and address concerns prior to posting of the draft Early Works and Environmental Impact Assessment Reports, and has been proactively engaging interested parties, community groups, Indigenous Nations, regulatory agencies and stakeholders to obtain and respond to feedback prior to draft report publication (see Section 5). Where concerns remain, Metrolinx is committed to working with concerned parties to address and resolve concerns to the extent possible.

Where concerns are expressed by an Indigenous Nation, Metrolinx will work closely with the Nation towards resolution of the concern, including by engaging subject matter experts as appropriate. Where concerns are raised by interested persons, Metrolinx will engage subject matter experts to develop recommendations intended to resolve the concerns, as appropriate. Subject matter experts will be engaged from the Ontario Ministry of Transportation and Infrastructure Ontario as warranted to review Metrolinx's recommended approaches to issue resolution.

Concerns and responses will be documented in the consultation record for the project and posted on Metrolinx's website.

## 3.0 POTENTIAL ADVERSE EFFECTS WITHIN FEDERAL JURISDICTION

### 3.1 FISH AND FISH HABITAT

The Project will require crossing the Don River and its tributaries at 4 points resulting in the construction of new structures at three locations (Lower Don, Walmsley Creek, and the West Don). At these locations, it is anticipated that structures can be designed to limit the need for in-water works, and appropriate mitigation measures can be applied to manage the potential for impacts to fish and fish habitat. Construction near or within watercourses should be generally limited to the installation of new piers or abutments to support the crossing structures, and further assessment will confirm appropriate design, construction and mitigation approaches to:

- Reduce the potential for permanent structural components within the watercourses;
- Limit the need for in-water works (in particular by adhering to relevant timing windows), and apply effective measures and construction practices to reduce the potential for disturbance and sedimentation;
- Maintain or restore riparian vegetation through appropriate rehabilitation plans; and
- Design structures to account for hydraulic, erosion and meander characteristics.

The project will be screened against DFO's published Measures to Protect Fish and Fish Habitat, and a Project Review will be requested as required to engage DFO in the design process. It is anticipated that regulatory standards will be met through Project design and implementation, and that standard mitigation measures will effectively limit or avoid the potential for adverse impacts on fish and fish habitat.

### 3.2 MIGRATORY BIRDS AND NESTS

The Project will require tree/vegetation removal, including within areas that may provide habitat for migratory birds. Specific removal requirements will be confirmed through further assessment. It is anticipated that removals will comply with the *Migratory Birds Convention Act*. As project planning and design proceed, opportunities to reduce the potential impacts on vegetated areas will be explored, and at a minimum, mitigation will include applying required timing windows and surveys for construction activities that may impact migratory birds.

With the implementation of the appropriate mitigation measures including avoidance timing windows, no permits are anticipated under the *Migratory Birds Convention Act*, 1994.

### 3.3 SPECIES AT RISK

Metrolinx has been working to understand and avoid where possible any potential impacts to species at risk. To this end, Metrolinx has sought and obtained a permit (Permit CR-D-002-19) under Section 17(2)(d) of the Ontario *Endangered Species Act* for any potential impacts to endangered or threatened species that may be present in the Ontario Line study area. This permit provides species-specific survey,

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

mitigation, monitoring and compensation requirements for Bank Swallow, Barn Swallow, Blanding's Turtle, Butternut, Chimney Swift, Little Brown Myotis, Northern Myotis, Small-footed Myotis, and Tri-colour Bat.

At this time, it is anticipated that all potential impacts to species at risk will be managed through the conditions of the ESA permit. No impacts to species listed under SARA are anticipated.

### **3.4 FEDERAL LAND AND LANDS OUTSIDE CANADA**

Metrolinx is currently consulting with the Department of National Defense to discuss opportunities to tunnel under the Armoury at Moss Park, located at 130 Queen Street West (PIN 21099-0135), which would require a subsurface easement. This is the only federal land associated with the project, and no potential adverse effects on federal lands are anticipated. Potential impacts to the Armoury at Moss Park resulting from the subsurface works will be assessed, and mitigation measures identified, as part of the Environmental Impact Assessment Report.

There will be no potential adverse effects on lands outside Canada. As described in Section 1, the Project is situated solely within the City of Toronto, in the Province of Ontario, Canada.

### **3.5 INDIGENOUS NATIONS**

Potential adverse effects to Indigenous Nations are not anticipated.

During this preliminary stage of the project, Metrolinx has engaged Indigenous Nations to determine interest and future participation in project planning and the environmental assessment. The various ways in which Metrolinx have engaged with Indigenous Nations are described below in Section 5.3. It is anticipated that engagement will continue as project planning and design advances, and through these engagement forums, Metrolinx will continue to address potential concerns and mitigate potential impacts to Indigenous Nations.

### **3.6 POTENTIAL ADVERSE DIRECT OR INCIDENTAL EFFECTS**

If federal funding to facilitate Project implementation is obtained, the potential adverse direct or incidental effects associated with the Project, as preliminarily documented in the ECR, would be directly linked or necessarily incidental to a federal authority's provision of financial assistance that would enable the carrying out of the Project, in whole or in part. These potential effects are well-understood and readily mitigable.

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

### **4.0 FEDERAL FUNDING**

When the priority transit projects were announced by the Province in 2019, the preliminary funding announcement for Ontario Line was \$10.9 billion. A project funding and financing approach is currently being developed with all levels of government. The Ontario Line was nominated for federal funding under the Investing in Canada Infrastructure Program (ICIP) in July 2019. The Province continues to advocate for the federal government to commit to a funding contribution of at least 40% of the capital costs for the Ontario Line. In support of the nomination, the Ontario Line Initial Business Case was submitted to the federal government for review. Additional business case analysis, including the Preliminary Design Business Case and Final Business Case, will also be provided.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 5.0 CONSULTATION AND ENGAGEMENT

Metrolinx has developed and is implementing a robust consultation and engagement program for the project. As project planning and design progress, Metrolinx will continue engaging with technical stakeholders, Indigenous Nations, elected officials, City of Toronto staff and the public to create an open dialogue with the people living, working, and operating businesses along the route of the project, as well as other interested parties.

The community and environmental impacts of the project are being studied and documented in environmental assessment reports. Regulatory requirements to consult on these reports provide opportunities to engage with interested parties, particularly on approaches to mitigating and managing potential project impacts.

Community interests are at the heart of design decisions across the entire Ontario Line, and Metrolinx will continue to work with community members and organizations, including the Lakeshore East Community Advisory Committee and Save Jimmie Simpson!, to understand and address concerns and questions.

#### 5.1 APPROACH TO CONSULTATION

To support project planning and design, Metrolinx has offered a wide range of communication and consultation activities and outlets to reach interested members of the public, property owners, review agencies, and other interested parties to solicit comments and feedback related to the Ontario Line Project, including:

- Project Engagement webpage (Project website) ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline));
- Project Distribution List;
- Mailings/notifications;
- Emails via the Project email address ([ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com));
- E-newsletters;
- Newspaper advertisements;
- Social media posts and advertisements (Facebook, Twitter, Instagram);
- Postcard mailout to promote introductory open houses;
- Public Open Houses;
- Elected Officials briefings;
- Outreach to Indigenous Nations;
- Regular meetings with City of Toronto staff to collaboratively advance design;
- Meetings with technical stakeholders, Business Improvement Areas (BIAs) and other local community groups:
  - Eighty-five community stakeholders and groups have been engaged;

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- Fifteen community stakeholders and groups have also participated in meetings with Metrolinx to date, including the Lakeshore East Community Advisory Committee, with whom Metrolinx has most recently met on May 13, 2020 and October 13, 2020; and
- Online consultation via the Project Engagement webpage.

In light of the ongoing public health measures that continue to restrict large in-person gatherings, Metrolinx shifted engagement online and relaunched Metrolinx Engage for the Ontario Line – a hub for project details, with opportunities to provide feedback and participate in virtual consultation.

At the outset of the Project, an initial Project Distribution List was developed to facilitate notifications to stakeholders and interested parties. Additional email contacts were collected through the Project webpage where individuals could submit their email addresses and select “subscribe”, and at the open houses held in January and February 2020. Individuals have the opportunity to subscribe or unsubscribe to the Project Distribution List at any time.

Appropriate contacts at review agencies (i.e., federal, provincial, municipal and conservation authorities) were confirmed through outreach during initial consultation activities. Elected officials (i.e., City of Toronto Councillors and Members of Provincial Parliament) with jurisdiction in the Ontario Line Study Area were confirmed through online resources. Indigenous Nations were identified through consultation with the Ministry of the Environment, Conservation and Parks in accordance with Section 3 of O. Reg. 341/20. The latest Project Distribution List can be viewed in Appendix B1 of the Final Exhibition Station Early Works Report. Note that all contact details for members of the public have been removed to protect personal information.

## **5.2 PUBLIC CONSULTATION**

### **5.2.1 Summary of Steps Undertaken to Consult the Public and Other Interested Parties to Date**

To date, Metrolinx has undertaken the following steps to consult the public and other interested parties:

- Ongoing/continuous virtual (online) engagement opportunities to provide feedback and submit inquiries via Project Engagement webpage as well as project email;
- Five in-person Public Information Sessions in January-February 2020;
- Virtual public engagement via Project Engagement webpage in place of in-person open houses for the Environmental Conditions Report in September-October 2020; and
- Virtual public engagement via the Project Engagement webpage in place of in-person open houses for the Exhibition Station Early Works Report in November 2020-January 2021.

Metrolinx maintains a record of all correspondence with, and feedback and comment submissions from, all interested parties. This consultation record is included in the environmental assessment reports that are made available for public review. The Environmental Conditions Report includes the consultation record available at the time of report preparation, Early Works Reports include a record of consultation

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

related to early works, and the Environmental Impact Assessment Report will include a post-Environmental Conditions Report record of consultation.

Public feedback received by Metrolinx during in-person engagement activities between January and February 2020 was provided through feedback forms distributed to attendees at each session. This feedback is documented in Appendix C2 of the Final ECR.

Virtual public engagement is conducted via the Project Engagement webpage. This webpage provides key facts, project updates, documents, public engagement materials, and other information for the public, including means to provide feedback and contact the Project team. The webpage includes links to open house materials (e.g., display boards), summarized information related to the Ontario Line environmental reports and links to these reports and their appendices.

Feedback can be provided on the Project Webpage via the 'Contact Us' and 'Ask-A-Question' functions during all phases of the Project. Inquiries can also be submitted via the Project email during all phases of the project. 'Contact Us' is a fillable form where participants provide their name, e-mail address, subject and message and 'Ask-A-Question' is a public forum where participants provide their name, topic and question in a fillable form. The questions submitted by participants via 'Ask-A-Question' and the responses from Metrolinx are shared publicly on the Metrolinx Engage website.

The 'Provide Your Feedback' function was also available on the Project Webpage during the review period for the Draft ECR and Draft Exhibition Station EWR to gather feedback related specifically to the environmental reports and individual environmental studies.

During the review period for the Draft ECR from September 17 to October 17, 2020, almost 20,000 people read blog posts which provided updates on the four segments of the Ontario Line and more than 15,000 people visited the Metrolinx Engage website to learn more about the Project and share feedback. Metrolinx received 181 questions and comments through email and the 'Ask-A-Question' feature and 136 submissions via 'Provide Your Feedback'. Social media posts resulted in 512,000 impressions, there was a 16% growth in subscriptions to the Ontario Line electronic newsletter and there were 30 meetings and briefings, with nearly 300 attendees, including all elected officials and BIAs along the alignment as well as many neighbourhood groups.

During the review period for the Draft Exhibition Station EWR from November 30, 2020 to January 5, 2021, more than 1,700 people visited the early works engagement webpages on the Project Webpage to learn more about early works planned for Exhibition Station and share feedback. Metrolinx received four emails, one Ask-A-Question and three Provide Your Feedback submissions related to Exhibition Station early works.

Public feedback received via email or through the Project Webpage is documented in Appendix C3 and C4 of the Final ECR and Appendix B3 of the Final Exhibition Station EWR.

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

Because its online engagement is still maturing, Metrolinx has also been canvassing residents and businesses along the alignment, including:

- Distribution of 2300 community notices regarding upcoming investigative work such as surveying and geotechnical drilling since September 2019;
- Conducting in-person interviews of 250 businesses near the alignment to understand their level of awareness about the project, their concerns/questions and their willingness to engage with us as the project moves forward; and
- Distribution of customized neighbourhood collateral delivered to 12,000 homes and businesses, directing them to the project website and contact channels.

### **5.2.2 Overview and Approach to Addressing Public Concerns**

To date, issues raised by the public and community stakeholders and groups through in-person and online engagement have been related to the project budget, funding and procurement model; the public engagement process; community and environmental impacts; political influence; and alignment, stations and access/connectivity. A summary of issues and Metrolinx's actions to address these concerns is provided in Table 5.1 below.

To address these issues as well as other feedback Metrolinx received at the initial public open houses and subsequent online engagement, and in an effort to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers, Metrolinx made a number of Project design changes that include the following:

- the station at Bathurst and King has been repositioned to reduce impacts to heritage properties;
- the stations that will intersect with Line 1 (Queen and Osgoode) have been shifted to straddle the existing subway line to improve customer transfers;
- the station serving Corktown has been relocated out of the street to reduce impacts to area businesses, traffic and transit;
- coordination of plans for new bridges over the Don River and the future East Harbour station that will provide pedestrian and cycling connections across the Don River;
- the station at Riverside/Leslieville has been positioned to avoid impacting Jimmie Simpson Recreation Centre;
- the station serving Pape Village has been relocated out of the street to reduce construction impacts; and
- the alignment through Thorncliffe Park has been adjusted to reduce community impacts and better fit with the existing neighbourhood.



**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

**Table 5.1 Summary of Public Concerns and Metrolinx Responses**

<b>Category</b>	<b>Concerns</b>	<b>Way in which Metrolinx has addressed and/or Intends to Address these Concerns</b>
Budget, Funding and Procurement Model	<ul style="list-style-type: none"> <li>Concerns related to P3 procurement model, funding methods and budget</li> <li>Concerns regarding fare costs once the Ontario Line is in operation</li> </ul>	<ul style="list-style-type: none"> <li>Development and provision of responses*, including sharing of information regarding the procurement model, funding methods, budget and Ontario Line fare costs</li> <li>Posting of project procurement information to the Project Webpage (<a href="https://www.metrolinxengage.com/en/content/ontario-line-procurement">https://www.metrolinxengage.com/en/content/ontario-line-procurement</a>) and inclusion of procurement milestones in the overall project timeline, also available on Project Webpage</li> </ul>
Public Engagement and Environmental Assessment Process	<ul style="list-style-type: none"> <li>Concerns regarding the engagement process, and requests for more detailed information regarding various project components such as proposed noise barriers, station layouts and underground portions of the alignment, timelines and plans</li> <li>Requests for more public meetings in nearby and impacted communities</li> <li>Concerns regarding the environmental assessment process for the Ontario Line and questions about the environmental assessment process, including early works construction timing and perceived lack of cumulative impact assessment for heavy rail operations and Ontario Line</li> </ul>	<ul style="list-style-type: none"> <li>Development and provision of responses*, including sharing of information regarding the environmental assessment process in accordance with O. Reg. 341/20, public engagement process, and Project timelines and plans</li> <li>In comment/inquiry responses*, reaffirming commitment to undertake a cumulative impact assessment for heavy rail and Ontario Line operations as needed, particularly for noise and vibration</li> <li>In comment/inquiry responses*, reaffirming commitment to continue engagement with community stakeholders and groups and local communities</li> <li>Posting of the description of the Ontario Line environmental assessment process and public consultation milestones in the context of the overall project timeline to the Project Webpage (<a href="http://www.metrolinx.com/ontarioline">www.metrolinx.com/ontarioline</a>)</li> <li>As part of the planned public engagement activities in future project phases, establishment of Community Liaison Committees and Community Offices (see Section 5.6 for further details)</li> </ul>

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

<b>Category</b>	<b>Concerns</b>	<b>Way in which Metrolinx has addressed and/or Intends to Address these Concerns</b>
Community and Environmental Impacts	<ul style="list-style-type: none"> <li>Concerns about human health impacts related to noise and vibration</li> </ul>	<ul style="list-style-type: none"> <li>Proactive commitment to install seamless noise walls along the joint corridor. The exact locations, height and designs of noise walls will be confirmed as planning work continues. Metrolinx will also be pursuing a wide array of other proven solutions for reducing noise, such as continuously welded rail and fully automated trains with modern signalling. This means the Ontario Line is anticipated to result in a permanent reduction in noise levels along the joint corridor.</li> <li>In comment responses*, clarifying that the intent of the project noise and vibration assessment study is to investigate changes in noise and vibration levels as a result of the project and recommend mitigation for these changes/impacts, in accordance with applicable noise and vibration assessment protocols.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerns related to railway safety</li> </ul>	<ul style="list-style-type: none"> <li>In comment responses*, reaffirming commitment to safety and designing a safe railway system with independent oversight and assurance, as well as sharing information about safety features of the proposed system such as modern signalling and monitoring technology that ensures continuous communication, maintenance of safe distance, and ability of trains to detect objects on tracks and stop automatically.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerns related to noise and vibration during construction and operation.</li> </ul>	<ul style="list-style-type: none"> <li>Proactive commitment to install seamless noise walls along the joint corridor. The exact locations, height and designs of noise walls will be confirmed as planning work continues. Metrolinx will also be pursuing a wide array of other proven solutions for reducing noise, such as continuously welded rail and fully automated trains with modern signalling. This means the Ontario Line is anticipated to result in a permanent reduction in noise levels along the joint corridor.</li> <li>In comment responses*, reaffirming commitment to building seamless noise barriers and implementing other noise and vibration mitigation measures to avoid or minimize impacts resulting from Ontario Line operations.</li> <li>In comment responses*, reaffirming commitment to implementing a variety of construction noise and vibration impact mitigation measures (e.g., restricting hours of particularly noisy construction activities and installing temporary construction noise screens) to minimize construction-related impacts.</li> </ul>

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

Category	Concerns	Way in which Metrolinx has addressed and/or Intends to Address these Concerns
	<ul style="list-style-type: none"> <li>Concerns about air quality and questions about how Metrolinx will mitigate air quality impacts during construction.</li> </ul>	<ul style="list-style-type: none"> <li>In comment responses*, confirming usage of electric trains with no local air quality emissions and reaffirming commitment to completing air quality assessment studies and implementing mitigation as required.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerns about the extent of tree removals and impacts to parkland and greenspace.</li> </ul>	<ul style="list-style-type: none"> <li>In comment responses*, reaffirming commitment to minimize impacts by reducing construction footprint to the extent possible; restoring parkland and greenspace affected by construction immediately following construction completion; and implementing vegetation compensation in accordance with Metrolinx's Vegetation Guideline which meets or exceeds local municipal tree removal compensation requirements.</li> </ul>
Community and Environmental Impacts	<ul style="list-style-type: none"> <li>Concerns regarding impacts to local businesses and residents, property impacts and values, mitigation of impacts.</li> <li>Concerns about impacts to wildlife, Species at Risk and watercourses (Don River).</li> <li>Concerns and questions regarding the preservation of heritage buildings and monuments and the research completed on properties not listed as known or potential heritage buildings.</li> <li>Concerns about impacts to traffic during construction, temporary lane closures and daily impacts to the community.</li> <li>Concerns about construction disrupting lands with archaeological potential and questions about the definitions and requirements surrounding work stoppages related to discovery of unexpected archaeological materials.</li> <li>Concerns about dewatering, including risk to building settlements and questions about areas that will be dewatered.</li> </ul>	<ul style="list-style-type: none"> <li>Development and provision of comment/inquiry responses*, including sharing available environmental study results, anticipated construction and property impacts and proposed mitigation measures.</li> <li>In comment/inquiry responses*, addressing concerns regarding environmental impacts of the Ontario Line Project through sharing of environmental study results, providing additional information or clarification regarding an environmental study and/or providing information on the proposed mitigation measures and monitoring activities.</li> <li>In comment/inquiry responses*, communicating that further information and environmental study results will be provided in the forthcoming Environmental Impact Assessment Report and/or Early Works Report(s).</li> <li>In comment/inquiry responses*, reaffirming commitment to complete environmental/impact assessment studies and/or provide further information on impacts and mitigation measures in the forthcoming Environmental Impact Assessment Report and/or Early Works Report(s).</li> <li>Incorporation** of additional impact mitigation measures and clarification of the methodology of the environmental studies in the Final Environmental Conditions Report and/or Final Exhibition Station Early Works Report based on questions and concerns received.</li> </ul>

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

Category	Concerns	Way in which Metrolinx has addressed and/or Intends to Address these Concerns
	<ul style="list-style-type: none"> <li>Requests for more detail on natural environment impacts (i.e., trees, parkland, greenspace, wildlife, Species at Risk, Don River), with emphasis on the importance of preserving parkland and greenspace.</li> </ul>	<ul style="list-style-type: none"> <li>Posting of information related to Project alignment and stations through various neighbourhoods (i.e., West, Downtown, East and North segments) to the Project Webpage (<a href="http://www.metrolinx.com/ontarioline">www.metrolinx.com/ontarioline</a>).</li> </ul>
Political Influence/ Government Involvement	<ul style="list-style-type: none"> <li>Concerns related to government involvement in the Ontario Line project.</li> </ul>	<ul style="list-style-type: none"> <li>Development and provision of comment responses*.</li> </ul>
Alignments, Stations, Access/ Connectivity	<ul style="list-style-type: none"> <li>Requests for the Ontario Line to be fully accessible for people of all ages, abilities and financial circumstances and to serve the largest population possible while integrating seamlessly with other existing and future transit lines.</li> <li>Suggestions for alternative alignment options, including adding stations and connections to the preliminary alignment and consideration of an underground alignment.</li> <li>Concerns regarding the above-ground portions of the alignment in terms of impacts on communities and requests for cost comparisons between above-ground and underground alignments.</li> <li>Comments regarding the Project's lifespan and choosing an alignment that will best serve Toronto long-term.</li> <li>Questions regarding the decision-making process, relating to the Ontario Line alignment.</li> <li>Concern regarding the gap between King/ Bathurst Station and Exhibition Station, noting that a station should be built at King/Strachan or Douro/ Strachan along the Kitchener GO Line.</li> </ul>	<ul style="list-style-type: none"> <li>Development and provision of comment responses*, including sharing of information related to the Ontario Line alignment and future station locations.</li> <li>Posting of information related to Project alignment and stations through various neighbourhoods (i.e., West, Downtown, East and North segments) to the Project Webpage (<a href="http://www.metrolinx.com/ontarioline">www.metrolinx.com/ontarioline</a>).</li> </ul>

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

Category	Concerns	Way in which Metrolinx has addressed and/or Intends to Address these Concerns
	The individual requested that Metrolinx utilize the new pedestrian/cycling bridge at King and Douro to provide residents with a connection to the Ontario Line.	

\* Metrolinx maintains a record of all correspondence with, and feedback and comment submissions from, all interested parties. This consultation record is included in the environmental assessment reports (ECR, EWR(s) and EIAR) that are made available for public review. The ECR includes the consultation record available at the time of report preparation, the EWR(s) include consultation record related to early works, and the EIAR will include a record of post-ECR consultation.

\*\*A summary of changes made to the reports in response to comments received during the report review periods is provided in Section 7.8.2 of the Final Environmental Conditions Report and in Section 8.7.1 of the Final Exhibition Station Early Works Report.

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

As part of the Exhibition Station early works process and in accordance with Section 10 of O. Reg. 341/20, Metrolinx established an issues resolution process to attempt to resolve any concerns raised by interested persons and Indigenous Nations in a way that does not cause unreasonable delay to the implementation of Exhibition Station early works. Based on comments received, no further studies beyond what Metrolinx has committed to complete as outlined in the Draft Exhibition Station EWR were identified as required.

### **5.3 INDIGENOUS NATIONS ENGAGEMENT**

#### **5.3.1 Summary of Steps Undertaken to Engage Indigenous Nations to Date**

The following Indigenous Nations were identified as being potentially interested in the Ontario Line project. This list was sent to the Ministry of the Environment, Conservation and Parks for feedback and approval. Note that Six Nations of the Grand River and Haudenosaunee Confederacy Chiefs Council were added to the list of potentially interested Indigenous Nations on July 30, 2020.

- Huron Wendat Nation;
- Métis Nation of Ontario;
- Mississaugas of the Credit First Nation;
- Kawartha Nishnawbe First Nation;
- Six Nations of the Grand River;
  - Elected Council;
  - Haudenosaunee Confederacy Chiefs Council;
- Williams Treaties First Nations;
  - Alderville First Nation;
  - Beausoleil First Nation;
  - Chippewas of Georgina Island;
  - Chippewas of Rama First Nation;
  - Curve Lake First Nation;
  - Hiawatha First Nation; and
  - Mississaugas of Scugog Island First Nation.

As part of engagement on the Ontario Line, Metrolinx shared the following project notices and reports with the identified Indigenous Nations:

- Letter introducing the Project – February 12, 2020 & July 30, 2020
- Draft Environmental Conditions Natural Environment Report – June 3, 2020
- Draft Early Works Natural Environmental Report – June 4, 2020
- Draft Early Works Report – June 5, 2020

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- Draft Environmental Conditions Report – June 15, 2020
- Notice of Publication of Draft Environmental Conditions Report – September 17, 2020
- Notice of Publication of Final Environmental Conditions Report and Draft Exhibition Station Early Works Report – November 30, 2020
- Notice of Publication of Final Exhibition Station Early Works Report – February 1, 2021
- Correspondence with Indigenous Nations is documented in Appendix C6 of the Final ECR and Appendix B3 of the Final Exhibition EWR.
- The following meetings were held with Indigenous Nations to discuss the Ontario Line Project:
  - Huron Wendat Nation – April 27, 2020
  - Mississaugas of the Credit First Nation - June 11, 2020 & February 23, 2021
  - Curve Lake – July 15, 2020
  - Chippewas of Rama First Nation – December 4, 2020
- In addition to the formal engagement outlined above, Metrolinx contacted or communicated with Indigenous Nations on the Ontario Line Project through:
  - Phone calls to Indigenous Nations:
    - Notice of Public Information Centre – Calls made January 17, 2020
  - Forecasting upcoming communication across all Metrolinx projects to each Nation on a monthly basis
  - Providing regular email reminders regarding deadlines across all projects to each Nation on a monthly basis
  - Receiving feedback and answering questions on the Ontario Line over the phone or during the following non-project specific meetings or engagements:
    - Meeting with Huron Wendat Nation, at which a summary overview of the Subways Program, including Ontario Line was provided – November 13, 2019
    - Meeting with Chippewas of Rama First Nation – September 16, 2020
      - o Chippewas of Rama expressed limited capacity to meaningfully engage with the Subways Program materials that had been sent thus far.
      - o Chippewas of Rama suggested that sending technical documents without review capacity support could not be considered proper engagement.
      - o The minutes for this meeting have not yet been finalized.
    - Meeting with Six Nations of the Grand River – November 25, 2020

On March 26, 2020, Indigenous Nations received Ontario Line Stage 1 Archaeological Assessment (North, South and West) reports for review and comment. An update on the Stage 1 Archaeological Assessment (South) was shared on February 8, 2021.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Metrolinx made a commitment to Mississaugas of the Credit First Nation to include Indigenous monitors in all Stage 2+ archaeological work being completed for the Ontario Line. This opportunity will be extended to all identified Indigenous Nations as well. Metrolinx also committed to sharing archaeological assessments with Indigenous Nations for feedback in draft form prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) to allow opportunities for comment and feedback.

On January 19, 2021, all identified Indigenous Nations were invited to provide monitors to attend geotechnical and environmental site investigations in relation to borehole drilling on/near known archaeological sites at 271 Front Street East, 44 Parliament Street and 25 Berkeley Street. The following Nations sent Indigenous monitors to be on site for the borehole drilling:

- Six Nations of the Grand River First Nation
- Haudenosaunee Confederacy Chiefs Council
- Huron Wendat Nation
- Curve Lake First Nation

Nations who expressed interest but could not participate received field notes from each location.

### 5.3.2 Overview and Approach to Addressing Concerns

A summary of Indigenous Nations concerns as well as the way Metrolinx has addressed or intends to address these matters is presented in Table 5.2 below. While no specific concerns have been communicated on the environmental assessment work for the Project to date, Metrolinx has received concerns related to capacity of Indigenous Nations to review reports and has been evaluating possible ways to facilitate these reviews.

**Table 5.2 Summary of Indigenous Nations Concerns and Metrolinx Responses**

Concerns	Response to Concerns
On March 26, 2020 Kawartha Nishnawbe First Nation indicated that the Nation holds Treaty and Aboriginal rights within the area affected by the project. They indicated that they have no capacity to participate in assessments or consultations and ask whether Metrolinx will be providing assistance.	Metrolinx began communicating with Kawartha Nishnawbe First Nation regarding the possibility of setting up a meeting to better understand the needs and interest of the Nation and to discuss possible ways to support the review of projects but has not yet received a response.
On April 27, 2020 Metrolinx met with Huron Wendat Nation. The Nation had concerns about incorporating oral histories of Indigenous Nations within archaeological assessments.	In December 2020, Metrolinx communicated to Huron Wendat Nation that Metrolinx follows the direction of Ontario Ministry of Heritage, Sport, Tourism and Culture Industries regarding approach to incorporating oral histories of Indigenous Nations within archaeological assessments.



## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Concerns	Response to Concerns
On September 17, 2020 Six Nations of the Grand River indicated that due to the extremely large volume of reports and studies coming to Six Nations of the Grand River on Metrolinx projects, they did not have the resources or the capacity to be reading through each document without funding support from Metrolinx, with the exception of archaeology. They indicated concern for development and impacts to the environment on their treaty territories. They referenced a letter sent to Metrolinx regarding the overall relationship between Metrolinx and Six Nations of the Grand River.	Metrolinx continues to provide project information to Six Nations of the Grand River. Metrolinx is evaluating opportunities to provide capacity funding and a response is under development to be sent to Six Nations of the Grand River regarding their concerns about the overall relationship between Metrolinx and Six Nations of the Grand River.
On November 25, 2020, during a meeting with the Six Nations of the Grand River, the Nation identified that specific treaty information was not included in the archaeological assessments that support the Ontario Line.	The draft meeting minutes from the November 25, 2020 meeting reflecting this concern were submitted to the Six Nations of the Grand River in early January 2021 for further input. Recognizing that the ongoing COVID-19 pandemic may be impacting the operations of the Six Nations of the Grand River office, Metrolinx continues to reach out to the Six Nations of the Grand River for further input from the Nation on how to best address this concern.

## 5.4 MUNICIPAL ENGAGEMENT

Metrolinx has been engaging with the City of Toronto to advance the planning and design of the Ontario Line since 2019. To facilitate meaningful engagement, a systematic process to schedule meetings, obtain City feedback and request City's data necessary to inform project development has been established and followed.

To date, more than 80 staff-level meetings have been held to obtain feedback and inform project development. The City's Transit Expansion Office (TEO) is the one-window point of contact for Metrolinx transit projects. TEO has been key to facilitating a range of meetings to advance planning on a range of topics, such as:

- EA process (e.g., overview of O. Reg. 341/20 requirements and environmental reports content and publication order)
- EA-specific disciplines, including:
  - Vegetation (e.g., City parks tree removal compensation approach)
  - Cultural heritage (e.g., station-specific built heritage resource/cultural heritage landscape impacts and mitigation strategies)
- Project design components and design considerations, such as:
  - Bridges (e.g., Lower Don Bridges general arrangement and construction methodology)
  - Alignment (e.g., routing (horizontal and vertical position) of specific project segments such as the tunnel segment between Bathurst/King Station and Strachan Portal)
  - Stations (e.g., station layout and platform configuration)

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- Fire, Life and Safety (e.g., proposed location of emergency egress points in accordance with applicable requirements)
- Pedestrian Modelling (e.g., review of pedestrian modelling outcomes and corresponding design solutions to accommodate pedestrians at various stations)
- Maintenance and Storage Facility (e.g., location, function and access to/from the facility)
- Early works components (e.g., any enabling works along the GO corridor, where Ontario Line tracks will be added, such as Exhibition and Lakeshore East)
- Stormwater infrastructure (e.g., Lakeshore East Joint Corridor stormwater infrastructure design considerations)
- Municipal utilities (e.g., relocation of City's watermain in vicinity of the Lower Don Bridges)
- Construction phase considerations, including traffic management (e.g., development of Transit and Traffic Management Plan for Lakeshore East Joint Corridor early works construction)
- Site Plan Review (e.g., review of the concepts for the downtown stations, including station layouts, entrances, and landscaping)
- Permits, Licenses and Approvals (i.e., series of discussions related to various permits, licences and approvals Metrolinx intends to obtain from the City and corresponding requirements)

Metrolinx values its partnership with the City of Toronto and will continue to work closely with City staff to advance project milestones.

## **5.5 CONSULTATION WITH OTHER INTERESTED PARTIES**

### **5.5.1 Engagement with Elected Officials**

The following Elected Officials were engaged throughout the study process, participated in briefings with Metrolinx during key milestones and were provided with the opportunity to review the Ontario Line environmental assessment reports.

- Councillor Brad Bradford;
- Councillor Gary Crawford;
- Councillor Denzil Minnan-Wong;
- Councillor Michael Ford;
- Councillor Jaye Robinson;
- Councillor Joe Cressy;
- Councillor Kristyn Wong-Tam;
- Councillor Paula Fletcher;
- Councillor Anthony Perruzza;
- Member of Provincial Parliament Chris Glover;
- Member of Provincial Parliament Kathleen Wynne;

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- Member of Provincial Parliament Michael Coteau;
- Member of Provincial Parliament Peter Tabuns; and
- Member of Provincial Parliament Suze Morrison.

Metrolinx received comments from one Elected Official (Member of Provincial Parliament Peter Tabuns) during the review period for the Draft ECR. Comments and Metrolinx's response are documented in Appendix C5 of the Final ECR.

No comments were received from Elected Officials during the Draft Exhibition Station EWR review period.

### **5.5.2 Engagement with Technical Stakeholders**

Technical Stakeholders engaged throughout the Project to-date, including federal, provincial and municipal agencies, conservation authorities and other technical stakeholders (e.g., utility companies) are listed below.

#### **Federal Agencies**

- Fisheries and Oceans Canada
- Transport Canada
- Department of National Defence
- Parks Canada

#### **Provincial Agencies**

- Conservation Ontario
- Infrastructure Ontario
- Ministry of Economic Development, Job Creation and Trade
- Ministry of Education, Capital Programs Branch
- Ministry of the Environment, Conservation and Parks
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of the Solicitor General (formerly Ministry of Community Safety and Correctional Services)
- Ministry of Transportation
- Ontario Power Generation
- Ontario Provincial Police

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

### **Municipalities/Municipal Agencies**

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

### **Conservation Authorities**

- Toronto and Region Conservation Authority

### **Other Technical Stakeholders**

- Canadian National Rail
- Exhibition Place
- George Brown College
- Hydro One Networks Incorporated
- La Cite
- Law Society of Ontario
- Ontario College of Art & Design University

Federal, provincial and municipal agencies, TRCA and other technical stakeholders, including Canadian National Rail and Hydro One Networks Incorporated were provided with the opportunity to review a draft of the Draft Environmental Conditions Report and Draft Early Works Report. They were also provided the opportunity to review the Draft Environmental Conditions Report (September 17, 2020) and received the Notice of Publication of Final Environmental Conditions Report (November 30, 2020). All technical stakeholders listed above were provided with the opportunity to review the Draft Exhibition Station Early Works Report (November 30, 2020) and were provided with the Notice of Publication of Final Exhibition Station Early Works Report (February 1, 2021).

Five technical stakeholders (City of Toronto, Toronto and Region Conservation Authority, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of the Environment, Conservation and Parks, and Toronto District School Board) provided comments on the draft of the Draft Environmental Conditions Report and Draft Early Works Report. These comments, documented in the Draft Environmental Conditions Report and Draft Early Works Report, were addressed prior to Draft Environmental Conditions Report and Draft Early Works Report publication and comment responses provided to the stakeholders.

During the review period for the Draft Environmental Conditions Report from September 17 to October 17, 2020, Metrolinx received comments from five technical stakeholders (City of Toronto, Toronto and Region Conservation Authority, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of the Environment, Conservation and Parks and Law Society of Ontario). Metrolinx's responses to Draft ECR comments as well as a summary of the changes made to the Draft ECR for inclusion in the Final ECR based on comments received during the review period are documented in Appendix C5 and Section 7.8.2

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

of the Final Environmental Conditions Report, respectively. Changes made to the Draft ECR included provision of further information and clarifications related to:

- Project description (clarification regarding project study area delineation)
- Environmental disciplines (e.g., addition of details regarding anticipated environmental effects, addition of mitigation measures and monitoring activities, and clarification of methodology and background information used to establish existing conditions and identify preliminary potential impacts)

During the review period for the Draft Exhibition Station Early Works Report from November 30, 2020 to January 5, 2021, Metrolinx received comments from six technical stakeholders (City of Toronto, Toronto and Region Conservation Authority, Ministry of Heritage, Sport, Tourism and Culture Industries, Ministry of the Environment, Conservation and Parks, Exhibition Place and Hydro One Networks Incorporated). As part of the Exhibition Station early works process and in accordance with Section 10 of O. Reg. 341/20, Metrolinx established an issues resolution process to attempt to resolve any concerns raised by interested persons and Indigenous Nations, in a way that does not cause unreasonable delay to the implementation of Exhibition Station early works. Based on comments received from technical stakeholders, no further studies beyond what Metrolinx has already committed to complete have been identified as required. In response to the comments received during the review period for the Draft Exhibition Station Early Works Report, the following changes were included in the Final Exhibition Station Early Works Report:

- Additional impact mitigation measures for environmental disciplines such as noise and vibration, traffic and transportation and air quality including:
  - implementation of a no-idling policy;
  - locating construction staging and laydown areas to avoid adverse impacts to sensitive receptors;
  - consultation with Exhibition Place regarding construction traffic impact; and
  - referring to the National Association of City Transportation Officials' Bike Share Toronto Siting Guide if relocation of any Bike Share Toronto stations is required.
- Clarifications regarding land use designations, restoration of City lands impacted by construction, and Hydro One and Exhibition Place assets.

Comments received from technical stakeholders and responses are provided in Appendix C5 and Appendix B3 of the Final Environmental Conditions Report and Final Exhibition Station Early Works Report, respectively.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 5.6 PLANNED CONSULTATION IN FUTURE PROJECT PHASES

Metrolinx is committed to continuing Indigenous Nations, stakeholder and public engagement and consultation as Project progresses. In addition to consulting the public and other interested parties as environmental reports are published, Metrolinx will:

- Maintain the **Project webpage** ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) so interested individuals can access updated Project information;
- Maintain the Project Distribution List to help ensure all interested individuals receive Project updates; and
- Continue discussions with members of the public, local stakeholders and Indigenous Nations with respect to potential impacts and mitigation, as appropriate, including via Community Liaison Committees and Community Offices.

#### 5.6.1 Community Liaison Committees and Community Offices

While digital tools and outreach efforts have made project information more accessible and increased feedback channels, Metrolinx is planning to establish additional engagement forums in the form of Community Liaison Committees and Community Offices.

Community Liaison Committees, which will include local elected officials, representatives from BIAs and local businesses, community groups and resident associations, will be set up along the entire alignment in Spring-Summer 2021 and provide regular two-way communication throughout the entire project to:

- Share project information, including construction timelines and impacts, with the community;
- Identify local priorities and concerns from the community and work together to develop solutions that are within the project's purview;
- Provide community input and feedback at key milestones in the lifecycle of the project; and
- Work cooperatively to inform and review efforts by Metrolinx and its constructor(s) to mitigate the short and long-term impacts of works and activities.

Opening of two Community Offices (one on Queen Street East and one at East York Town Centre) has been delayed due to COVID-19-related public health precautions but will soon provide a physical space from which Ontario Line Community Relations staff will answer questions, host small group meetings and offer community events such as walking tours, site visits and information sessions.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 6.0 PERMITS, LICENSES, AUTHORIZATIONS OR APPROVALS

A preliminary list of federal, provincial and municipal permits, licences, authorizations or approvals (PLAAs) that may be required for the Project is provided in Section 6 of the Environmental Conditions Report, in accordance with section 8(9) of O. Reg. 341/20 under the *Environmental Assessment Act*.

A confirmed list of federal, provincial and municipal PLAAs anticipated to be required for the Project will be provided within the Environmental Impact Assessment Report, as required under Section 15.(2)9 of O. Reg. 341/20.

A list of federal, provincial and municipal PLAAs anticipated to be required for early works will be provided within the Early Works Reports, as required under Section 8.(2)9 of O. Reg. 341/20 and exemplified by Section 7 of the Exhibition Station Early Works Report.

Federal, provincial and municipal PLAAs currently anticipated to be required for the Project, along with the assessment anticipated to be required to obtain the permit, licence, authorization or approval, conditions that might be placed on the approval, and consultation that may be required to support the approval, are provided in Table 6.1.

Public and Indigenous consultation and engagement is a requirement under some of the below PLAAs. The Ontario Line consultation and engagement approach and process, described in Section 5.0, 2.0 is robust and would cover any Metrolinx-led consultation requirements in support of these PLAAs. An Issues Resolution Process is a consultation requirement associated with the Ontario Line EA process and is outlined in Section 2.4. Regulatory bodies that lead consultation initiatives as part of PLAA processes are noted in the table.

2.4 In general, conditions included in PLAAs are related to any adverse effects to the biophysical, human health, cultural or heritage asset that is afforded protection through the applicable legislation or regulation, including mitigation measures and follow-up programs. As the environmental impact assessment is underway and the design is still being refined, in most cases PLAAs have not been executed and therefore conditions are not yet confirmed. However, examples of what PLAA conditions could include are provided below in Table 6.1.

A preliminary list of additional, non-environmental regulatory approvals associated with the Project is provided in Appendix C.

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Table 6.1 Currently Anticipated Permits, Licenses, Authorizations or Approvals Requirements

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
<b>Federal</b>				
<b>Fisheries Act Authorization</b> Fisheries and Oceans Canada (DFO) <ul style="list-style-type: none"><li>Should the Project have the potential to result in the death of fish or harmful alteration, disruption or destruction of fish habitat, DFO review will be required to determine the need for an authorization under paragraph 35(2)(b) of the <i>Fisheries Act</i></li></ul>	<p>Pending detailed design, consultation with DFO would be explored. The Project will be assessed to determine if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat including Species at Risk and impacts to Indigenous Nations.</p> <p>If approval and/or permits are required, the following assessment information would be provided:</p> <ul style="list-style-type: none"><li>Construction methods and details on all phases (construction, operation, maintenance, closure) including engineering drawings.</li><li>Information on watershed, wetlands, waterbodies near the construction footprint.</li><li>Public and Indigenous consultation undertaken as described in Section 5.</li></ul>	<ul style="list-style-type: none"><li>Timing window restrictions</li><li>Sediment and erosion control measures</li><li>Water intake screening requirements</li><li>Fish rescue</li><li>Riparian area restoration</li><li>Compensation for habitat loss</li></ul>	<ul style="list-style-type: none"><li>Applicable to all in-water works including works taking place in the Don River and Walmsley Brook.</li><li>If it is determined that authorization is required to be issued for the proposed works, DFO will undertake Indigenous consultation as required.</li></ul>	<ul style="list-style-type: none"><li>Not applicable</li></ul>
<b>Notice under <i>Canadian Navigable Waters Act</i></b> Transport Canada (TC) <ul style="list-style-type: none"><li>Under Section 9 and Section 10 of the <i>Canadian Navigable Waters Act (CNWA)</i>, approval for bridge work as defined under the Major Works Order for works across navigable waters not listed</li></ul>	<p>For navigable waterways not listed, the CNWA requires that proponents issue a public notice and provide information about proposed works (except for minor works) on all navigable waters.</p> <p>The Lower Don River is included in Metrolinx's opt-out locations under the former Navigation Protection Act (NPA). In light of the NPA opt-out, Transport Canada has indicated that for Metrolinx, the CNWA means that for works on a waterway not found on the schedule, Metrolinx has two options:</p> <p>Submit a voluntary application and receive an approval document, or</p> <p>Undertake the Public Resolution Process (owner led – no Transport Canada involvement).</p> <p>Pending detailed design, consultation with TC would be explored. If approval and/or permits are required, the appropriate approval package will be submitted.</p>	<ul style="list-style-type: none"><li>Maintain the water level or water flow necessary for navigation purposes in a navigable water</li><li>Give security in the form of a letter of credit, guarantee, suretyship or indemnity bond or insurance or in any other form that is satisfactory to the Minister of Transport.</li></ul>	<ul style="list-style-type: none"><li>Applicable to bridge work over the Lower Don River.</li><li>Public and Indigenous consultation undertaken as described in Section 5.0 will be evaluated to ensure it meets the consultation requirements as required by TC. If deemed to be required, additional consultation would be initiated.</li></ul>	<ul style="list-style-type: none"><li><b>Local Recreation</b> – contemplates potential impacts to water body navigability that could affect recreational opportunities</li></ul>



NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
<p><b>Impact Assessment Act (IAA)</b> Impact Assessment Agency</p> <ul style="list-style-type: none"><li>Section 82 Duties of Certain Authorities in Relation to Projects</li></ul>	<p>Pending detailed design, the application of Section 82 of the IAA will be assessed in relation to proposed underground works associated with the Moss Park station in the vicinity of federal land as described in Section 3.4.</p> <ul style="list-style-type: none"><li>DND would complete an assessment to determine if the project is likely to cause significant adverse environmental effects</li><li>Prior to making a determination, DND would post on the Agency's registry website a notice of intent to make a determination regarding potential for the project to cause significant adverse effects and invite public comments regarding the determination</li><li>DND would post a notice of determination on the Agency's registry website, including mitigation measures taken into account in making the determination</li></ul> <p>5.0</p>	<ul style="list-style-type: none"><li>Mitigation measures to address potential impacts to the biophysical, social and economic and cultural environment where avoidance is not feasible.</li><li>Monitoring activities where warranted to verify the effectiveness of proposed mitigation measures and support implementation of adaptive management as applicable.</li></ul>	<ul style="list-style-type: none"><li>Applicable to the federal lands in the vicinity of the Moss Park station as described in Section 3.4 above.</li></ul>	<ul style="list-style-type: none"><li><b>Aesthetics and Local Recreation</b> – contemplates potential impacts to Moss Park</li></ul>
<b>Provincial</b>				
<p><b>Statement of Completion*</b> Ministry of Environment Conservation and Parks (MECP)</p> <p>Early Works Reports and Environmental Impact Assessment Reports are being completed, in accordance with <i>Ontario Line Regulation (O.Reg 341/20)</i> under the <i>Environmental Assessment Act</i></p> <p>*Statement of Completion is the last step in the Ontario Line Project Assessment Process, which is a pre-approved process with regulated iterative steps (refer to Section 2 for more detail).</p>	<p>As described in Section 2.2 above, Early Works Reports are being undertaken to address where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors.</p> <ul style="list-style-type: none"><li>The Early Works Reports describe the proposed early works and alternatives considered, document local environmental conditions, and outline early works-specific environmental impacts, mitigation measures, monitoring activities, and potentially required permits and approvals.</li><li>Where potential negative effects to the biophysical, social and economic, and cultural environment have been identified, mitigation measures are recommended to avoid or reduce the potential for those effects</li></ul> <p>As described in Section 2.3 above, an Environmental Impact Assessment Report (EIAR) will be produced for the Project.</p> <ul style="list-style-type: none"><li>The EIAR will describe the proposed Project and alternatives considered, document local environmental conditions, and outline environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.</li><li>Where potential negative effects to the biophysical, social and economic, and cultural environment have been identified, mitigation measures are recommended to avoid or reduce the potential for those effects.</li></ul> <p>Issues raised by the public, stakeholders and Indigenous Nations during consultation and engagement activities are considered and addressed as appropriate.</p>	<ul style="list-style-type: none"><li>Mitigation measures to address potential impacts to the biophysical, social and economic and cultural environment are provided where avoidance is not feasible.</li><li>Monitoring activities are also identified where warranted to verify the effectiveness of proposed mitigation measures and support implementation of adaptive management</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components.</li></ul>	<ul style="list-style-type: none"><li>EWR and EIAR contemplate impacts to all components of the environment (as defined under the Environmental Assessment Act), including air quality, noise and vibration, aesthetics and local recreation.</li></ul>

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
<p><b>Permit to Take Water (PTTW)</b></p> <p>MECP</p> <ul style="list-style-type: none"><li>Required if temporary water takings are estimated to be greater than 400,000 L/day for dewatering during construction activities in accordance with the <i>Water Resources Act</i> (O. Reg. 128/03) Section 34</li></ul>	<p>Pending detailed design, further consultation with MECP would occur. If permits are required, the appropriate approval package will be submitted.</p> <ul style="list-style-type: none"><li>PTTW includes requirements to assess impacts to surface and groundwater quantity and quality due to project activities.</li></ul> <p>PTTW places limits on the quantity and duration of water taken and requires reporting.</p>	<ul style="list-style-type: none"><li>Settling monitoring</li><li>Regular reporting of water takings</li><li>Natural feature monitoring</li><li>Water quality and volume monitoring</li><li>Ensuring wellhead protection</li></ul> <p>Additional conditions could include monitoring requirements, seasonal restrictions, modifications to discharge locations, and remediation.</p>	<ul style="list-style-type: none"><li>Applicable to all Project components where dewatering is required as applicable.</li><li>Public and Indigenous consultation undertaken as described in Section 5 above would address the consultation requirements.</li><li>When an application for an ECA is made, it must be posted on the Environmental Registry for 30-45 days for public comment, as determined by MECP.</li></ul>	<ul style="list-style-type: none"><li><b>Public Safety</b> – contemplates potential effects to subsidence and geotechnical stability</li><li><b>Human Health</b> – contemplates potential effects to well supply, water quality and quantity</li></ul>

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
<p><b>Environmental Activity and Sector Registry (EASR) for construction dewatering</b></p> <p>MECP</p> <p>Required if temporary water takings of ground water and storm water for the purpose of construction dewatering have volumes estimated to be greater than 50,000 L/day, but less than 400,000 L/day under normal conditions in accordance with <i>O. Reg. 245/11 Registrations Under II.2 of the Act – General</i> and <i>O. Reg 63/16: Registrations Under Part II.2 of the Act – Water Taking</i></p>	<p>Pending detailed design, EASRs would be obtained as required.</p> <ul style="list-style-type: none"><li>Registration information needs to remain up-to-date and the water takings must continue to meet the criteria set out in O.Reg. 245/11 and O. Reg. 63/16, as applicable</li></ul> <p>Limited to prescribed activities:</p> <ul style="list-style-type: none"><li>taking of ground and/or stormwater for the purpose of dewatering a construction site.</li><li>the use, operation, establishment, alteration, extension or replacement of a sewage works that is used solely for the collection, transmission and disposal of storm water to dewater a construction site.</li></ul>	<p>Taking of water shall not commence until the water taking plan, discharge plan and notification are complete.</p> <ul style="list-style-type: none"><li>implementation of measures and water monitoring program outlined in the water taking plan</li><li>implementation of control measures outlined in the discharge plan</li><li>If discharge is within 30 m of a water body the additional mandatory requirements need to be followed.<ul style="list-style-type: none"><li>the turbidity of the discharge shall not exceed 8 Nephelometric Turbidity Units (NTU) above the background level of the nearest water body</li><li>background turbidity levels must be measured upstream and out of any influence of the discharge location</li><li>the local District Office of the Ministry shall be notified prior to the first discharge.</li></ul></li></ul> <p>The water taken must be discharged or transferred as follows:</p> <ul style="list-style-type: none"><li>discharge to a sewage works that has the appropriate Environmental Compliance Approval (ECA)</li><li>transfer to a waste management system that has the appropriate ECA or is registered under the non-hazardous waste transportation systems EASR</li><li>discharge to a municipal sanitary sewer or storm sewer in accordance with any municipal requirements that may exist</li><li>discharge to surface land that is in accordance with a discharge plan and criteria set out in the EASR. The land must not be enclosed in a building</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components where dewatering is required as applicable.</li><li>Consultation is not required for EASR activities; however, the public and Indigenous consultation and engagement undertaken as described in Section 5 would be undertaken prior to applying for an EASR.</li></ul>	<ul style="list-style-type: none"><li><b>Human Health –</b> contemplates potential effects to well supply, water quality and quantity.</li><li></li></ul>
<p><b>Environmental Compliance Approval (ECA) for Industrial Sewage</b></p> <p>MECP</p> <ul style="list-style-type: none"><li><i>Ontario Water Resources Act Section 53 under the Environmental Protection Act</i></li></ul>	<p>Industrial sewage works are any works involving the collection, transmission, treatment or disposal of sewage generated from industrial activities. This could include projects to handle storm runoff, domestic sewage and process sewage from industrial sites.</p> <p>The Project will be assessed to determine if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat including SAR.</p> <ul style="list-style-type: none"><li>An ECA for Industrial Sewage may be required if changes to existing sewers, stormwater management facilities and stormwater pumping stations are required as a result of detailed design. This may either require an amendment to an existing ECA(s) or a new ECA.</li></ul>	<ul style="list-style-type: none"><li>Water quality sampling testing to meet discharge criteria</li><li>Compliance reporting requirements</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components involving stormwater management and sewage discharge.</li><li>Public and Indigenous consultation and engagement undertaken as described in Section 5 above would address the consultation requirements.</li><li>When an application for an ECA is made, it must be posted on the Environmental</li></ul>	<ul style="list-style-type: none"><li><b>Public safety –</b> municipality required to review and concur that ECA will not contravene municipal bylaws; assesses threats to drinking water supplies</li><li></li></ul>

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
			Registry for 30-45 days for public comment, as determined by MECP.	
<b>ECA for Air/Noise</b> MECP <ul style="list-style-type: none"><li><i>Section 9 of the Environmental Protection Act; O. Reg. 419/05 Air Pollution and Local Air Quality; Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning (NPC-300)</i></li></ul>	For activities as described in Section 9 of the EPA, projects must demonstrate compliance with current air standards at points of impingement (POI) and current noise and vibration standards. <ul style="list-style-type: none"><li>An ECA for Air/Noise may be required pending detailed design.</li><li>ECAs include requirements to assess, mitigate and monitor potential adverse effects on local air quality and noise and vibration levels due to project activities.</li></ul>	<ul style="list-style-type: none"><li>Mitigation design requirements to address air emissions or sound or vibration levels.</li><li>Monitoring, testing and reporting requirements.</li><li>Complaint resolution process.</li><li>Ministry Notification requirements</li></ul>	<ul style="list-style-type: none"><li>Applicable to all station sites and the maintenance and storage facility.</li><li>Public and Indigenous consultation and engagement undertaken as described in Section 5 above would address the consultation requirements.</li><li>When an application for an ECA is made, it must be posted on the Environmental Registry for 30-45 days for public comment, as determined by MECP.</li></ul>	<ul style="list-style-type: none"><li><b>Human health</b> – provides modelling for air contamination, noise assessment</li></ul>
<b>EASR for Air/Noise</b> MECP <ul style="list-style-type: none"><li><i>O. Reg. 1/17 Registrations Under Part II.2 of the Act - Activities Requiring Assessment of Air Emissions</i></li></ul>	Pending detailed design, prescribed activities outlined in <i>O. Reg. 1/17</i> must be registered in the EASR. <ul style="list-style-type: none"><li>EASR registration requires the completion of modeling to demonstrate compliance with air, noise and/or vibration criteria.</li></ul> Public and Indigenous consultation and engagement undertaken as described in Section 5 above would address the consultation requirements.	<ul style="list-style-type: none"><li>Fugitive dust control requirements</li><li>Monitoring, testing and reporting requirements</li><li>Equipment operational requirements</li></ul>	<ul style="list-style-type: none"><li>Applicable to all station sites and maintenance and storage facility.</li><li>Consultation is not required for EASR activities; however, the public and Indigenous consultation and engagement undertaken as described in Section 5 would be undertaken prior to applying for an EASR.</li></ul>	<ul style="list-style-type: none"><li><b>Human Health</b> - provide modelling for air dispersion, noise reports, odour screening reports</li><li></li></ul>
<b>Drinking Water Works Permit (DWWP)</b> MECP <ul style="list-style-type: none"><li><i>Safe Drinking Water Act, 2002, O. Reg. 170/03</i></li></ul>	Pending detailed design, may be required to alter a drinking water system. <ul style="list-style-type: none"><li>Impacts to existing licenced operation systems will be identified and the appropriate licences will be engaged to determine potential impacts to the existing drinking water system to determine permitting requirements.</li><li>If required, impacts will be mitigated to the extent feasible and alteration would be completed in accordance with the terms and conditions of the permit.</li></ul> The conditions of the DWWP and the licence will apply, as applicable, to the additions, modifications, replacements or extensions of the drinking water system authorized by the issuance of a Schedule C (Authorization to Alter the Drinking Water System) document.	<ul style="list-style-type: none"><li>Conditions imposed on a licence will typically relate to requirements respecting the performance, operation and maintenance of the system as well as monitoring and recording of specific indicators of water quality and environmental impact, and provision of contingencies to prevent and deal with accidental spills or upsets.</li></ul>	<ul style="list-style-type: none"><li>Applicable to Project components that interact with existing or planned drinking water systems.</li><li>Consultation with the licence owner required.</li></ul>	<ul style="list-style-type: none"><li><b>Public Safety</b> – considerations for public drinking water supply</li></ul>

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
<b>On-site and Excess Soil Management</b> MECP <ul style="list-style-type: none"><li>Approval and/or permits may be required under O. Reg. 406/19 to address excess soil management requirement.</li></ul>	Applicability to be determined pending detailed design. <ul style="list-style-type: none"><li>Volume, quality and soil condition to be determined as part of construction planning process.</li><li>Management guidelines to be completed and outline sampling, monitoring, handling and documentation requirements.</li><li>Management of Excess Soils to be completed under the supervision of a Qualified Person as prescribed.</li></ul>	Follow guideline (On-Site and Excess Soil Management and the associated MECP Rules for Soil Management and Excess Soil Quality Standards, dated December 8, 2020).	<ul style="list-style-type: none"><li>Applicable to Project components that generate excess soil or require on-site soil management during construction.</li><li>The work must be registered on the Resource Productivity and Recovery Registry and be available for public comment.</li></ul>	<ul style="list-style-type: none"><li><b>Human Health</b> – identification of contamination</li></ul>
<b>Record of Site Condition/Certificate of Property Use</b> MECP <ul style="list-style-type: none"><li>Records of Site Condition to be filed with MECP as required as per O. Reg.153/04. Certificate of Property Use may be issued by MECP in accordance with O. Reg. 153/04.</li></ul>	Assessment includes: <ul style="list-style-type: none"><li>Identification of contamination through investigative drilling and soil sampling;</li><li>Risk assessments to identify required risk management measures; and</li><li>The development of remediation plans.</li></ul>	<ul style="list-style-type: none"><li>Engineering requirements – capping, vapour intrusion mitigation measures, ground water management controls.</li><li>Administrative requirements – Health and Safety Plan, Soils and Groundwater Management Plan, Groundwater Control and Management Plan, site prohibitions (e.g., planting fruit or vegetables, constructing certain types of structures, prohibiting certain uses, access restrictions for undeveloped portions, etc., if relevant).</li><li>Monitoring/Maintenance Requirements – develop and implement:<ul style="list-style-type: none"><li>Groundwater monitoring plan</li><li>Cap inspection and maintenance program</li><li>Vapour/air quality monitoring plan; vapour intrusion mitigation measures inspection and maintenance program</li></ul></li><li>Annual reporting requirements</li></ul>	<ul style="list-style-type: none"><li>Applicable to Project components that require a change in land use from a commercial or industrial use to a residential or parkland use.</li><li>RSCs and CPUs must be posted on the Environmental Registry for public comment.</li></ul>	<ul style="list-style-type: none"><li><b>Human Health</b> – identification of contamination, remediation plans</li><li></li></ul>
<b>Endangered Species Act Permit</b> MECP <ul style="list-style-type: none"><li>Permit under s.17(1) in accordance with clause 17(2)(d) of the <i>Endangered Species Act</i></li></ul>	<b>Permit # CR-D-002-19 issued to Metrolinx for Ontario Line on July 7, 2020.</b>  The Project was assessed to determine if there is the potential for Project activities to result in impacts Species at Risk.  This permit provides species-specific survey, mitigation, monitoring and compensation requirements for Bank Swallow, Barn Swallow, Blanding’s Turtle, Butternut, Chimney Swift, Little Brown Myotis, Northern Myotis, Small-footed Myotis, and Tri-colour Bat.	Conditions identified in permit # CR-D-002-19: <ul style="list-style-type: none"><li>Timing window restrictions</li><li>Compensation</li><li>Monitoring the efficacy of mitigation efforts (such as artificial roost structures)</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components.</li><li>Public consultation completed</li></ul>	<ul style="list-style-type: none"><li>Not applicable</li></ul>
<b>Archaeology Assessment Review Letters</b> Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) <ul style="list-style-type: none"><li><i>Ontario Heritage Act</i></li></ul>	<ul style="list-style-type: none"><li>Upon confirmation that the Stage 1, 2, 3 and 4 (as applicable) archeology assessments have met fieldwork and licensing requirements, MHSTCI will issue a letter confirming their entry into the Ontario Public Register of Archaeological Reports.</li></ul>	<ul style="list-style-type: none"><li>Monitoring by a licensed archaeologist during construction as part of archaeological site avoidance and protection strategies (if full mitigation by excavation was not conducted prior)</li><li>Implementing an archaeological resources protection or contingency plan during construction</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components involving ground disturbance.</li><li>Indigenous Nations will be extended the opportunity to observe any archaeological work undertaken for the project. Information/Reports on archaeological work will be</li></ul>	<ul style="list-style-type: none"><li>Not applicable</li></ul>

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
			provided to interested Indigenous Nations.	
<b>Minister's Consent</b> MHSTCI <ul style="list-style-type: none"><li><i>Ontario Heritage Act</i></li><li>Standards and Guidelines for Conservation of Provincial Heritage Properties</li></ul>	<p>As a prescribed public body (PPB) under Ontario Regulation (O. Reg.) 157/10, Metrolinx is not subject to municipal heritage requirements but rather the Standards and Guidelines for Conservation of Provincial Heritage Properties (the Standards and Guidelines) issued under the <i>Ontario Heritage Act</i>. The Standards and Guidelines provide a series of guidelines that apply to Provincial Heritage Properties (PHP) and Provincial Heritage Properties of Provincial Significance (PHPPS) in the areas of identification and evaluation, protection, maintenance, use, and disposal.</p> <ul style="list-style-type: none"><li>Minister's Consent will be obtained where a heritage attribute of a PHPPS will be demolished, removed, or portions of the land transferred out of provincial control, as required.</li></ul> <p>Requirements for appropriate management of PHPs are documented in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (part of the ECR) and will be further refined in the Heritage Detail Design Report (HDDR) as part of the EIAR.</p>	<ul style="list-style-type: none"><li>Station design requirement at PHPPSs to reduce impacts associated with views identified as heritage attributes</li><li>Documentation and Pre- and Post-Construction Conditions Assessment</li><li>Landscape Management Plan to restore altered cultural heritage landscapes to pre-construction conditions</li><li>Documentation and Restoration Plans to restore altered built heritage resources to pre-construction conditions</li><li>Interpretive and Commemoration Strategy to inform interpretation of historic materials into the Ontario Line Project</li><li>Relocation Plans for heritage attributes planned to be temporarily relocated for the duration of construction activities</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components that may require demolition, removal, or transfer out of provincial control associated with PHPPSs.</li><li>Consultation with MHSTCI and the City of Toronto is ongoing.</li><li>Public and Indigenous consultation undertaken as described in Section 5.0 above would address the consultation requirements</li></ul>	<ul style="list-style-type: none"><li>Not applicable</li></ul>
<b>Municipal</b>				
<b>Site Plan Review</b> City of Toronto <ul style="list-style-type: none"><li>Agreement for alternative process to Site Plan Approval established between Metrolinx and the City of Toronto</li></ul>	<p>Project will undergo site plan review by the City of Toronto. Upon review of the full and complete final site plan review package the City of Toronto will provide a Notice of Completed Review.</p> <p>Site Plan Review is anticipated to include the submission of Project information related to:</p> <ul style="list-style-type: none"><li>Lighting plan, accessibility standards checklist, contaminated site assessment, sun/shadow study</li><li>Tree preservation, landscaping plans</li><li>Energy efficiency reporting, environmental impact study, green development standards checklist, noise impact study, vibration study</li></ul>	<p>City of Toronto will review the design specifications to confirm that the Project is compatible with the surrounding area and contributes to the economic, social and environmental vitality of the City.</p> <ul style="list-style-type: none"><li>The City will provide feedback on features such as building designs, site access and servicing, waste storage, parking, loading and landscaping</li></ul>	<ul style="list-style-type: none"><li>Applicable to all station sites and the maintenance and storage facility.</li></ul>	<ul style="list-style-type: none"><li><b>Public/rail safety</b> – lighting plan required</li><li><b>Public Safety</b> – accessibility standards checklist, contaminated site assessment, sun/shadow study may be requested</li><li><b>Aesthetics</b> – tree preservation, landscaping plans required</li><li><b>Human Health</b> – energy efficiency reporting, environmental impact study, green development standards checklist, noise impact study, vibration study may be requested</li></ul>

NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

Authorization	Description	Conditions could include:	Applicable Project Components and Consultation Requirement	Contemplation of Potential Impacts to Human Health, Public Safety, Aesthetics and Local Recreation
<b>Sewer discharge permit (Construction/Short Term and Permanent/Long Term permits)</b> City of Toronto <ul style="list-style-type: none"><li><i>Toronto Municipal Code Chapter 681, Sewers</i></li></ul>	All approvals, permits, associated agreements and/or exemptions will be obtained as required to complete the project in accordance with City of Toronto sewer use bylaws.  For discharges to storm sewers the Project will be assessed to determine if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat including SAR	<ul style="list-style-type: none"><li>Water quality testing to meet City of Toronto sewer standards</li><li>Monitoring volume to meet capacity limits</li></ul>	<ul style="list-style-type: none"><li>Applicable to all Project components involving discharge into a municipal sewer.</li></ul>	<ul style="list-style-type: none"><li><b>Human Health</b> – water quality and quantity.</li></ul>
<b>Tree Permits (Injure/Remove Healthy City-Owned Tree, Injure or Destroy Trees on Private Property permits)</b> City of Toronto <ul style="list-style-type: none"><li><i>Municipal Code Chapter 813, Article II</i></li><li><i>Municipal Code Chapter 813, Article III</i></li></ul>	Permits and approvals will be obtained as required to remove or injure trees (public owned, private owned, ravine and boundary/neighbour trees).  Tree preservation and arborist reports will be completed to document tree impacts as a result of the Project.  Compensation requirements will be determined in consultation with the City of Toronto. Consideration will be given to aesthetics and local recreation requirements.	<ul style="list-style-type: none"><li>Follow best management practices and mitigation identified in arborist report</li><li>Compensation requirements</li></ul>	<ul style="list-style-type: none"><li>Required for all Project components that involve tree injury or removal on a non-Metrolinx owned property.</li><li>Public and Indigenous consultation and engagement undertaken as described in Section 5.0 above would address the consultation requirements.</li></ul>	<ul style="list-style-type: none"><li><b>Aesthetics</b> - landscaping / replanting plan required</li><li><b>Local Recreation</b> – considers impacts to parks</li></ul>
<b>Building Permits</b> City of Toronto <ul style="list-style-type: none"><li><i>Municipal Code Chapter 363, Building, Construction and Demolition</i></li></ul>	Building permit checklist to be completed to confirm all application requirements have been met. Applications may include, but are not limited to, site plan, grading plan, stamped architectural, mechanical, structural and electrical plans, construction details and notes, tree declaration form, energy efficiency design for, vibration control form and municipal road damage form.	<ul style="list-style-type: none"><li>The City will approve design requirements and issue a building permit.</li></ul>	<ul style="list-style-type: none"><li>Applicable to station sites, tunnel boring machine launch site and the maintenance and storage facility.</li></ul>	<ul style="list-style-type: none"><li><b>Public safety</b> - compliance with building code</li><li><b>Aesthetics</b> – landscaping &amp; replanting required</li></ul>
<b>Demolition Permits</b> City of Toronto <ul style="list-style-type: none"><li><i>Municipal Code Chapter 363, Building, Construction and Demolition</i></li></ul>	Demolition permit checklist to be completed to confirm all application requirements have been met. Applications may include, but are not limited to, stamped demolition drawings, survey or grading plan, demolition control conditions, tree declaration form, vibration control form, designated substances and hazard materials report, post-condition survey	<ul style="list-style-type: none"><li>The City will approve demolition requirements and issue a demolition permit.</li></ul>	<ul style="list-style-type: none"><li>Applicable to station sites.</li></ul>	<ul style="list-style-type: none"><li><b>Public safety</b> - compliance with building code</li><li><b>Aesthetics</b> – landscaping and replanting required</li><li><b>Human Health</b> - management of hazardous materials</li></ul>
<b>TRCA</b>				
<b>Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Review</b> Toronto and Region Conservation Authority (TRCA) <ul style="list-style-type: none"><li><i>Conservation Authorities Act R.S.O. 1990, C. 27, O. Reg. 166/06 Crown Agency Act R.S.O. 1990, C. 48, s.1</i></li></ul>	Metrolinx will submit Project design, stormwater management plan, geotechnical studies, natural environment technical reports and the Environmental Impact Assessment Report for TRCA review as part of the Voluntary Project Review process.  TRCA's mandate is to reduce the risk of flooding, erosion and slope instability, as well as conservation of land through natural heritage assessments.  The Project will be assessed to determine if there is the potential for Project activities to result in the death of fish or harmful alteration, disruption or destruction of fish habitat, impacts to Species at Risk and migratory birds.	<ul style="list-style-type: none"><li>Implement Erosion and Sediment Control Plans and other Best Management Practices</li><li>Compensation for habitat loss</li><li>Implement restoration plans</li><li>Timing window restrictions on in-water works</li></ul>	<ul style="list-style-type: none"><li>Applicable to Project components within TRCA regulated area.</li><li>Public and Indigenous consultation and engagement undertaken as described in Section 5.0 above would address the consultation requirements.</li></ul>	<ul style="list-style-type: none"><li><b>Public Safety</b> – assesses slope stability, erosion and flooding.</li><li><b>Human Health</b> – Environmental Impact Study</li></ul>

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 6.1 IMPACTS OF FEDERAL PLAAS OR FUNDING

As indicated in Table 6.1, there are two federal authorizations that, pending detailed design, may be required: (1) *Fisheries Act* Authorization, and (2) Notice under *Canadian Navigable Waters Act*. Adverse direct or incidental effects to health, social or economic conditions are not anticipated; notwithstanding, a full assessment is being undertaken. Environmental impacts of the work associated with the two authorizations are believed to be mitigable through best management practices.

There are proposed alterations to the National Historic Site of Osgoode Hall required to accommodate the Ontario Line Osgoode station. Metrolinx has consulted with Parks Canada and has been directed that no permission, reporting or consultation requirements are required by the federal government with respect to work or interventions planned at a national historic site.

As noted in Section 4.0, federal funding is being sought. If federal funding to facilitate Project implementation is obtained, the potential adverse direct or incidental effects associated with the Project would be directly linked or necessarily incidental to a federal provision of financial assistance that would enable the carrying out of the Project, in whole or in part. The environmental assessment work carried out for the Project to date indicates that all of these potential effects are well-understood and readily mitigable.



## **7.0 BENCHMARKS, STANDARDS, PERMANENT CHANGES OR CUMULATIVE EFFECTS TO HUMAN HEALTH, SAFETY, OR AESTHETICS AND LOCAL RECREATION**

Metrolinx will meet all benchmarks and standards applicable to the Ontario Line. No potential permanent negative changes or cumulative effects to human health, public safety and rail safety, or aesthetics and local recreation are anticipated, as detailed in the following subsections.

### **7.1 HUMAN HEALTH**

#### **7.1.1 Noise and Vibration**

The following noise and vibration guidance documents provide standards or benchmarks applicable to the project:

- MECP NPC-115 Construction Equipment
- MECP NPC-118 Motorized Conveyances
- MECP NPC-300 Environmental Noise Guideline Stationary And Transportation Sources
- US Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (Sept 2018)
- City of Toronto Bylaw 514-2008 363-3.6. Construction Vibrations
- DIN 4150-3 Structural Vibration Part 3: Effects of Vibration on Structures
- MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment
- MECP/TTC Draft Protocol for Noise and Vibration Assessment for the proposed Scarborough Rapid Transit Extension
- MOL Noise Regulation (O. Reg. 381/15)
- Ontario Provincial Standard Specification (OPSS 120), April 2008
- TTC Design Manual DM-0403-Acoustics
- NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems (2020)
- NFPA 72 National Fire Alarm and Signaling Code (2019)
- ISO 3095 “Acoustics –Railway applications – Measurement of noise emitted by rail bound vehicles”, 2013
- European Commission Regulation (EU) No 1304/2014 of 26, dated November 2014
- ISO/DIS 2631-2 “Evaluation of Human Exposure to Whole-Body Vibration Part 2: Evaluation of Human Exposure to Vibration and Shock in Buildings (1 to 80Hz)”. 1985

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

No permanent or cumulative noise or vibration impacts associated with project construction or operation are anticipated at this time. Construction noise and vibration will be assessed on a site-specific basis in the Early Works Reports and Environmental Impact Assessment Report. Mitigation for the duration of construction will be implemented, as required. Construction noise mitigation measures include equipment enclosures/silencers, temporary construction site noise barriers, and construction work hours restrictions, where possible. Noise levels will be monitored where impact assessment indicates that noise exposure limits may be exceeded to identify if any additional mitigation is required. These and other measures will be refined once anticipated impacts are known and will be provided for public review and comment as part of the Early Works and Environmental Impact Assessment Reports.

Metrolinx is currently undertaking noise and vibration assessments for the operation of the Ontario Line to confirm potential impacts and recommend mitigation where warranted. The methodology for this assessment is well understood, aligns with applicable guidelines and regulations, and is consistent with past transit project EAs and associated mitigation. Sample noise and vibration measurements have been taken along the proposed Ontario Line alignment to inform and validate baseline noise modelling. The assessment of construction and operational noise is based on modelling of current and future anticipated noise levels.

Based on our initial findings in support of Early Works Report and Environmental Impact Assessment Report development, it is expected that post-mitigation noise levels will be no higher or even lower than they currently are at the majority of locations along the joint corridor. This is largely because Metrolinx has committed to install seamless noise walls along the joint corridor. The exact locations, height and designs of noise walls will be confirmed as planning work continues. Metrolinx will also be pursuing a wide array of other proven solutions for reducing noise, such as continuously welded rail and fully automated trains with modern signalling. This means the Ontario Line is anticipated to result in a permanent reduction in noise levels along the joint corridor.

### **7.1.2 Air Quality**

The following air quality guidance documents provide standards and benchmarks applicable to the project:

- Ontario Ambient Air Quality Criteria (MECP, 2019)
- Canadian Ambient Air Quality Standards (CCME, 2018)
- Canadian engine emissions standards (e.g., Off-road Compression-Ignition (Mobile and Stationary) and Large Spark-Ignition Engine Emission Regulations (ECCC, 2020))

No permanent or cumulative air quality impacts associated with project construction or operation are anticipated at this time. Construction air quality emissions will be assessed on a site-specific basis prior to construction. Mitigation for the duration of construction will be implemented, as required. For example, Metrolinx is committed to implementing mitigation measures from Environment Canada's Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005). Air quality will be monitored during construction to identify if any additional mitigation is required. Mitigation measures will

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

be refined once anticipated impacts are known and will be provided for public review and comment as part of the Early Works and Environmental Impact Assessment Reports.

Given that the Ontario Line is an electric subway, no train operation-related air quality impacts are anticipated and permanent improvements to local air quality are expected. The Ontario Line could improve local air quality by taking over 28,000 cars off the road each day. Furthermore, the Ontario Line could reduce overall energy expended for transport by up to 7.2 million litres of automobile fuel every year. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year.

### 7.2 SAFETY

Safety is and will continue to be the top priority for both construction and operation of Metrolinx's transit system. Metrolinx would not design or operate a service that was not safe for customers, communities, and employees.

Ontario Line will qualify as an "urban rail transit system" under the *Shortline Railways Act* of Ontario. Metrolinx holds itself to the highest standards when it comes to safety. With respect to standards and benchmarks, National Fire Protection Association (NFPA) 130 – Standard for Fixed Guideway Transit and Passenger Rail Systems will be used along the track guideway to ensure fire life safety, and the Ontario Building Code will be met for station buildings. In addition, Metrolinx is currently undertaking an intensive Joint Corridor Safety Study on the proposed six-track joint corridor that will host both Ontario Line and GO trains. This study is being carried out in accordance with the newly promulgated Canadian Standards Association Express Document CSA EXP11:20, Canadian method for risk evaluation and assessment for railway systems (October 2020). This document is based on the well established and accepted European Common Safety Method (CSM) for Risk Assessment (together CSM RA) - EN 50126 and EN 50126: 2017 (Railway Applications - The Specification and Demonstration of Reliability, Availability, Maintainability and Safety (RAMS)). This approach is more stringent than current safety standards in Canada for equivalent operations and is being proactively adopted by Metrolinx. The study will consider the following:

- Potential requirement for delineation between the Ontario Line and GO rights-of way (ROWs);
- Principles in determining the separation requirements between ROWs;
- Different signal systems and operating rules;
- Operations, safety, and security;
- Emergency procedures; and
- Maintenance of respective lines/tracks.

The analysis will determine mitigation for adoption in the overall design of the joint corridor which could include barriers, potential retaining structures along the ROW, and construction methodology that considers the urban context. This study will be subject to review by an Independent Safety Assessor (ISA) who will undertake the safety assessments of the technical proposals to ensure all potential hazards

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

have been identified and mitigated. The results of this body of work will serve to inform the design of the joint corridor and ensure Metrolinx is adhering to the highest standards for rail safety.

No permanent changes or cumulative effects to public safety or rail safety are anticipated.

The well-being and safety of Metrolinx passengers and nearby residential areas is factored into every planning and design detail of the Ontario Line. Wherever Ontario Line trains will run on a joint rail corridor – as they will through Riverside and Leslieville – they will do so on their own dedicated tracks that will be completely separate from other rail operations. Metrolinx will use a dedicated, Ontario Line-only signalling system that will use the latest signalling and monitoring technology. This system will ensure trains are in constant communication with the control system so their precise location is known at all times, meaning vehicles always stay a safe distance from one another and are not authorized to move unless it is safe to do so. With sensors that can detect objects on the tracks, trains will also automatically stop if there is something blocking the way. Moreover, station platforms will be protected by screen doors which will only open after the train has arrived, rendering it impossible to unintentionally cross or access the track, drastically minimizing public safety risk. Fully automated electric trains will also be utilized for the Ontario Line, reducing risk of human error during operation of these vehicles.

### **7.3 AESTHETICS AND LOCAL RECREATION**

The following guidance documents provide standards and benchmarks that will inform project design applicable to aesthetics and local recreation:

- Metrolinx Design Standards
- Metrolinx Vegetation Guideline

No permanent negative or cumulative impacts to aesthetics and local recreation associated with project construction or operation are anticipated at this time. For long-term impacts, Metrolinx is committed to enhancing the public realm through aesthetic improvements and augmented access to local recreation opportunities.

Project construction-related changes to aesthetics (visual characteristics) and local recreation are of a temporary nature and will be mitigated through implementation of measures such as screened enclosures, temporary landscaping, and clearly signed walkways and cycling route options, as committed in the ECR. Mitigation measures will be refined once anticipated impacts are known and will be provided for public review and comment as part of the Early Works and Environmental Impact Assessment Reports.

The Ontario Line will result in the introduction of stations, retaining walls, bridges and other permanent structures. These public-facing elements of the project are being designed in accordance with Metrolinx design standards, which seek to permanently enhance the public realm. The Ontario Line will also permanently enhance access to local recreation opportunities, including cycling routes, amenities at Exhibition Place, and trails in the Don River system. In addition, where opportunities exist to enhance local recreational areas such as parks, Metrolinx is committed to working with communities and

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

municipalities to implement the Metrolinx Vegetation Guideline. This guideline has been designed to ensure that tree compensation that is undertaken meets or exceeds regulatory requirements.

Communities living alongside the joint rail corridor will benefit from seamless noise walls and enhanced landscaping, reducing exposure from rail activities compared to current conditions.

## **8.0 CONTINUED MANAGEMENT OF POTENTIAL EFFECTS TO THE PUBLIC OR INDIGENOUS NATIONS**

Metrolinx is committed to fully addressing and managing impacts of the project to the public or Indigenous Nations. As part of our environmental assessment work to date, documented in the Environmental Conditions Report and Exhibition Station Early Works Report, Metrolinx has committed to mitigate all identified preliminary potential impacts during both construction and operation of the project, including impacts to noise, vibration, air quality, vegetation, wildlife, visual characteristics, built heritage resources and archaeological resources. In the forthcoming Early Works Reports and Environmental Impact Assessment Report, Metrolinx will further commit to impact-specific mitigation that will avoid, reduce or minimize effects to the extent possible.

Metrolinx has sought, and will continue to seek, feedback from the public and Indigenous Nations regarding how the Ontario Line could impact communities, as well as feedback on how impacts could be prevented, remedied or mitigated.

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 9.0 VIEW ON WHETHER THE PROJECT WARRANTS DESIGNATION UNDER THE *IMPACT ASSESSMENT ACT*

Metrolinx is of the view that the Ontario Line does not warrant designation under the *Impact Assessment Act* for the following reasons:

- the Ontario Line will be an electric subway with trains running largely in existing transit corridors and underground and therefore will have limited, well-understood and readily mitigable environmental impacts (see Sections 1, 2, 3, 6 and 7)
- the Ontario Line does not include a physical activity designated by regulation under the *Impact Assessment Act* (see Section 9.1)
- the Province of Ontario developed a project-specific environmental assessment regulation that exempts the Ontario Line from provincial Individual and Class environmental assessment requirements, given the well-understood environmental impacts of this type of transit project
- the proposed project-specific environmental assessment regulation was posted on Ontario's Environmental Registry for review and comment by interested parties from February 18 to March 19, 2020; a total of seven comments were received. Comments submitted through the registry can be viewed here: <https://ero.ontario.ca/notice/019-0614>
  - The project-specific environmental assessment regulation was reviewed and revised in response to feedback received during the review and comment period with respect to the circumstances where the Minister of the Environment, Conservation and Parks may impose conditions
- the Ontario Line's potential impacts within federal jurisdiction are limited and will be managed through the project-specific environmental assessment process and federal PLAAs (see Sections 2, 3 and 6)
- a comprehensive consultation and engagement program with local community members, Indigenous Nations, the City of Toronto and stakeholders has been underway since 2019 and will continue through project implementation (see Section 5)
  - Metrolinx is actively addressing concerns from interested parties, including the Lakeshore East Community Advisory Committee and Save Jimmie Simpson! (see Section 5) and will continue to do so throughout the project lifecycle. It is important to note that the substantive assessment of anticipated impacts and recommended mitigations for the neighbourhood these groups represent is currently underway. There will be fulsome consultation with community groups and the public during the public review period following the release of draft Early Works Reports and the Environmental Impact Assessment Report.
- designation of the Ontario Line under the *Impact Assessment Act* would delay realization of the tremendous benefits of the project including enhancements to quality of life and public health, economic development, and reduced greenhouse gas emissions (see Section 9.2)

Appendix A provides additional input for the Agency's consideration regarding factors outlined in the Agency's *Operational Guide: Designating a Project Under the Impact Assessment Act*

(<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/designating-project-impact-assessment-act.html>) in support of Metrolinx's view that designation of the Ontario Line is not

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

warranted and would delay realization of environmental benefits, thereby hindering the Government of Canada's ability to meet its greenhouse gas emissions reduction targets.

### **9.1 NOT DESIGNATED UNDER THE PHYSICAL ACTIVITIES REGULATIONS OF THE *IMPACT ASSESSMENT ACT***

The Ontario Line, a new 15.6-kilometre transit line located in Toronto, Ontario, does not include a physical activity designated by regulation under the *Impact Assessment Act*. Specifically, the Ontario Line is not located in wildlife area, as defined in section 2 of the Wildlife Area Regulations, a migratory bird sanctuary, as defined in subsection 2(1) of the Migratory Bird Sanctuary Regulations, a protected marine area established under subsection 4.1(1) of the *Canada Wildlife Act*, or a national park. The Ontario Line also does not require a total of 50 km or more of new right of way, a new railway yard with a total area of 50 ha or more, or the expansion of an existing railway yard that results in an increase of its total area by 50% or more and a total area of 50 ha or more.

### **9.2 TIMELY BENEFITS REALIZATION**

The Ontario Line will have tremendous benefits, as outlined in the Preliminary Design Business Case for the project (available here:

<http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Summary-Public-Final.pdf>). These benefits include:

- **Improved Quality of Life and Public Health:** The Ontario Line could improve local air quality and reduce collisions by up to 1,200 over the project life cycle by taking over 28,000 cars off the road each day and encouraging use of active travel to access transit. Travellers who switch to rapid transit from driving tend to walk more and realize health benefits from a more active lifestyle.
- **Unlocking Jobs and Economic Development:** The Ontario Line is expected to support over 4,700 jobs per year between 2020 and 2030, with continued employment after 2030 for the operations and maintenance of the line.
- **Moving People with Less Energy and Reduced Emissions:** The Ontario Line could reduce overall energy expended for transport by up to 7.2 million litres of automobile fuel every year. This is the same as nearly 120,000 fill ups at the pump per year. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year.

Designating the Ontario Line under the *Impact Assessment Act* would delay the realization of these benefits.



## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### 10.0 CONCLUSION

The Ontario Line will strengthen connections between people and jobs within Toronto and the surrounding region by improving the speed, frequency, reliability and overall footprint of rapid transit service. It will bring rapid transit to new communities in the east end, north of Danforth Avenue, and surrounding Exhibition/Ontario Place, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes. Lastly, the Ontario Line will improve the quality of life for commuters by reducing travel time and providing a sustainable alternative to driving, helping to reduce the pressure on existing transportation systems. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year.

As outlined in Section 2.0, Metrolinx is completing an environmental assessment in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Through this regulation, Metrolinx is required to consider all impacts on the environment as defined by the *Environmental Assessment Act*, mitigate these impacts, and undertake robust and meaningful consultation at each iterative stage of the EA process. Metrolinx is committed to working closely with community partners and the City of Toronto as we advance this provincial priority project.

**APPENDIX A**  
**INPUT REGARDING FACTORS THE AGENCY MAY  
CONSIDER**

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

## Appendix A INPUT REGARDING FACTORS THE AGENCY MAY CONSIDER

The table below provides additional input for the Agency's consideration regarding factors outlined in the Agency's *Operational Guide: Designating a Project Under the Impact Assessment Act* (<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/designating-project-impact-assessment-act.html>) in support of Metrolinx's view that designation of the Ontario Line is not warranted.

Relevant Factors the Agency May Take into Account	Response
Is the project or its expansion(s) near a threshold set in the Project List?	<p>In the Physical Activities Regulation, the relevant thresholds are:</p> <p>The construction, operation, decommissioning and abandonment of either of the following:</p> <ul style="list-style-type: none"> <li>A new railway line that is capable of carrying freight or carrying passengers between cities and requires a total of 50km or more of new right of way.</li> <li>A new railway yard with a total area of 50 ha or more.</li> </ul> <p>The Ontario Line is a subway that will carry passengers entirely within one city (the City of Toronto) and approximately 15.6 km in length. Approximately 3.7 km of the subway line will be within an existing rail corridor.</p> <p>The Ontario Line will feature a maintenance and storage facility with a total area of approximately 30 ha.</p>
Would standard design features and mitigation address the anticipated adverse effects?	<p>It is anticipated that the Project will incorporate proven design and mitigation approaches (e.g., use of fully automated trains with modern signaling) based on recent national or international project examples, with flexibility for innovation to meet appropriate industry and regulatory standards for design and operation. See Sections 2.1 and 2.2 of the response, outlining work completed to-date to identify mitigation to address adverse effects.</p>
Does the project involve new technology or is a new type of activity?	<p>The Project will use modern, proven technology that has been used in other cities throughout the world. For details please see: <a href="#">The Ontario Line - Trains &amp; Technology   Metrolinx Engage</a></p>
Can the potential adverse effects be adequately managed through other existing legislative or regulatory mechanisms?	<p>The potential for adverse effects will be evaluated through a well-defined multi-step environmental assessment process that will identify the impacts that the Project may have on the environment, as well as corresponding mitigation measures and monitoring activities to verify mitigation effectiveness. The environmental assessment requires a description of</p>

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

Relevant Factors the Agency May Take into Account	Response
	applicable approvals and permits, and the Project will be implemented in accordance with applicable federal, provincial and municipal authorizations. See Section 2 of the response, outlining the robust Ontario Line Project Assessment Process, as well as Section 6 of the response, outlining required permits, licenses, authorizations, and approvals.
Will an assessment of environmental effects be carried out by another jurisdiction?	The Ontario Line Project Assessment Process (OLPAP) has been defined through provincial regulation (O. Reg. 341/20) to provide a multi-step environmental assessment process that is responsive to the assessment and scheduling needs of the Project. This process is similar to the Transit Project Assessment Process that has been effectively applied to assess transit projects in Ontario and includes additional reporting and consultation milestones. See Section 2 of the response, outlining how the assessment of effects will occur for the Ontario Line Project.
Could the project cause adverse environmental effects because of its location and environmental setting, or because of a change in use on previously developed lands?	The OLPAP will include assessment of existing sensitive features in the project footprint, related effects, and mitigation and monitoring recommendations, as outlined in Section 2 of the response. The rigorous assessment and authorization process required for Project implementation is anticipated to effectively address the potential for adverse effects within applicable regulatory standards. The Project will be implemented within the City of Toronto, an urban setting where similar infrastructure has been previously planned and effectively constructed while limiting the potential for adverse effects.
Are there are proposals for multiple activities within the same region that may be a source of cumulative effects?	The project will take place within an urban environment for which concurrent development and infrastructure construction is an ongoing consideration, in particular related to air quality and noise and vibration. However, the Project will be designed and implemented to meet regulatory standards to effectively manage the potential for environmental impacts.
Are there are potential effects across international borders?	The Project takes place entirely within Canada, within the City of Toronto.
Would the potential greenhouse gas emissions associated with the project hinder the Government of Canada's ability to meet its commitments in respect of climate change, including in the context of Canada's 2030 emissions targets and forecasts?	Greenhouse gases will be emitted during the construction phase of the Project; however, because the implementation of the Project is expected to reduce the use of private vehicles in or near the Project footprint – it is estimated the Project could reduce automobile vehicle kilometers traveled by 266,000 km per day - there is expected to be a substantial net overall decrease in greenhouse gas emissions as a result of the Project. Therefore, the Project is expected to contribute to the Government of Canada's ability to meet its greenhouse gas emissions reduction targets. Designation of the Project would hinder the

**NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

Relevant Factors the Agency May Take into Account	Response
	Government of Canada's ability to meet its greenhouse gas emissions reduction targets.
Has a response to a prior request to designate the project been rendered, including a response under the <i>Canadian Environmental Assessment Act, 2012</i> ?	Metrolinx is not aware of any such requests.

**APPENDIX B**  
**LIST OF COMMUNITY STAKEHOLDERS AND GROUPS**  
**ENGAGED BY METROLINX TO DATE**

## NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

### Appendix B LIST OF COMMUNITY STAKEHOLDERS AND GROUPS ENGAGED BY METROLINX TO DATE

Metrolinx has provided regular project updates, highlighting engagement and feedback opportunities, to the following community stakeholders and groups:

- Aboriginal Labour Force Development Circle;
- Aboriginal Legal Services;
- Amazing Moss Park;
- Anishnawbe Health Toronto;
- Association for Native Development in the Performing and Visual Arts;
- Beaconsfield Village Residents Association;
- Building Roots;
- Campbell House Museum;
- CF Toronto Eaton Centre;
- Chinatown Business Improvement Area (BIA);
- CityPlace Fort York BIA;
- CityPlace Residents' Association;
- Community Living Toronto;
- Corktown Residents and Business Association;
- Danforth BIA;
- Danforth Residents Association;
- Distillery Historic District;
- Don Mills Residents Inc.;
- Downtown Yonge BIA;
- East End Transit Alliance;
- Flemingdon Health Centre;
- Fontbonne Ministries;
- Fort York Neighbourhood Association;
- Friends of Flemingdon Park;
- Friends of Moss Park;
- Friends of Trinity Bellwoods Park;
- Gabriel Dumont Institute;
- Garden District Residents Association;

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- Garment District Neighbourhood Association;
- Gooderham and Worts Neighbourhood Association;
- Grange Community Association;
- Green Communities Canada;
- Lakeshore East Community Advisory Committee (CAC);
- Leadership of Downtown Toronto BIAs;
- Leaside Green and Leaside Park Terrace Condos;
- Leaside Residents Association;
- Leslieville BIA;
- Liberty Village BIA;
- Liberty Village Residents Association;
- March of Dimes Canada;
- Miziwe Biik Aboriginal Employment & Training;
- Native Canadian Centre of Toronto;
- Native Men's Residence;
- Native Women's Resource Centre;
- Nishnawbe Homes;
- Ontario Aboriginal HIV/AIDS Strategy;
- Ontario Place for All;
- Pape Area Concerned Citizens for Transit (PACCT);
- Pape Avenue Junior Public School Parent Council;
- Pape Village BIA;
- Parkdale Residents Association;
- Parkdale Village BIA;
- Queen Street West BIA;
- Regent Park Neighbourhood Association;
- Riverside BIA;
- Sisters of St. Joseph Toronto;
- St. Lawrence Market Neighbourhood BIA;
- St. Lawrence Neighbourhood Association;
- The 519;
- The Bentway Conservancy;
- The Danny BIA;
- The Friends of Fort York and Garrison Common;



## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- The Neighbourhood Organization (TNO);
- Thorncliffe Park Community Association;
- Thorncliffe Park Women's Committee;
- Thorncliffe Soccer Club;
- Toronto Aboriginal Support Services Council;
- Toronto and York Region Métis Council;
- Toronto Community Housing;
- Toronto Council Fire Native Cultural Centre;
- Toronto Entertainment District BIA;
- Toronto Entertainment District Residents Association;
- Toronto Financial District BIA;
- Toronto Inuit Association;
- Trinity Bellwoods BIA;
- United Way of Greater Toronto;
- Waterfront for All;
- Waterfront BIA;
- West Don Lands Committee;
- West Queen West BIA;
- Wigwamen;
- WoodGreen Community Services;
- Wynford-Concord Residents Association;
- YMCA of Greater Toronto; and
- 2-Spirited People of the 1st Nations.

**APPENDIX C**  
**LIST OF NON-ENVIRONMENTAL REGULATORY**  
**APPROVALS**

# NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT

## Appendix C LIST OF NON-ENVIRONMENTAL REGULATORY APPROVALS

The following is a preliminary list of non-environmental regulatory permits, licences, authorizations and approvals that may be required for the Project:

- City Planning
  - Minor Variance
  - Zoning By-Law Amendment
  - Official Plan Amendment
  - Preliminary Project Review or Zoning Compliance Certificate
- Toronto Building
  - Designated Structures Permit
  - Sign Permit
  - Site Services & Service Connections
  - Plumbing Building Permit
  - Heating Ventilation, Air Conditioning (Mechanical) Permit
  - Shoring and Excavation Permit
  - Backflow Prevention Device Permit
  - Alternative Design Solutions Approval
  - Authority to Occupy
  - Foundation Part Permit
  - Superstructure Part Permit
  - Temporary Structures Permit
- Transportation Services
  - Full Stream Cut Permit – Dry Utilities
  - Full Stream Cut Permit – Wet Utilities

## **NOTIFICATION REGARDING POTENTIAL DESIGNATION OF THE ONTARIO LINE PROJECT AS A DESIGNATED PROJECT UNDER THE IMPACT ASSESSMENT ACT**

- Street Occupation Permit
  - Tie-backs, Piling and Shoring Agreements
  - Street Furniture Removals
  - Permanent Closure of a Public Thoroughfare
- Toronto Water
  - Sewer Use Permit for Discharge of Groundwater
  - Water and Sewer Connection/Disconnection Permit
  - Hydrant Use Permit
  - Fire Hydrant and Flow Test Permit
- Ministry of Transportation
  - Highway Corridor Management Permits
- Transport Canada
  - Transport Canada Aeronautical Assessment
  - Navigation Protection Program
- Industry Canada
  - Antenna Tower Siting Procedures
- Federally Regulated Railways
  - Canadian Pacific Railway Permit
  - CP Agreement
  - Canadian National Railway Permit
  - CN Agreement