

Park Lawn GO Station

PUBLIC MEETING #1 SUMMARY REPORT



FIRST
CAPITAL



METROLINX



**First Capital (Park Lawn) Corporation
Park Lawn GO Station
Public Meeting #1 Summary Report**

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Glossary of Terms and Conditions	
AODA:	<i>Accessibility for Ontarians with Disabilities Act</i>
BIA:	Business Improvement Area
EA:	Environmental Assessment
EAA:	<i>Environmental Assessment Act</i> (Ontario)
EPR:	Environmental Project Report
Etc.:	et cetera
FCR:	First Capital (Park Lawn) Corporation
GO:	GO Transit
GPGGH:	Growth Plan for the Greater Golden Horseshoe (2019)
Growth Plan:	A Place to Grow: Growth Plan for the Greater Golden Horseshoe
LRT:	Light Rail Transit
MHSTCI:	Ministry of Heritage, Sport, Tourism and Culture Industries
MOE/MOEE/MOECC/MECP:	Ministry of the Environment/Ministry of the Environment and Energy/Ministry of the Environment and Climate Change. The Ministry of the Environment was created in 1972 and merged with the Ministry of Energy to form the Ministry of Environment and Energy (MOEE) from 1993 to 1997 and again in 2002. The Ministry of the Environment changed its name to the Ministry of the Environment and Climate Change (MOECC) on June 24, 2014. The Ministry changed its name to Ministry of the Environment, Conservation and Parks (MECP) on June 29, 2018. Thus, the MOE/MOEE/MOECC and MECP are considered to be synonymous for the purposes of this Report.
MNRF	Ministry of Natural Resources and Forestry
TPAP:	Transit Project Assessment Process
TRCA:	Toronto and Region Conservation Authority

1. Background

First Capital (Park Lawn) Corporation (FCR) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto (“the Project”). Hatch was retained by FCR to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. Evaluating the impact of environmental effects of the proposed Park Lawn GO Station will be carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure net effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. FCR will be constructing the Project and will be responsible for incorporating mitigation measures during construction to address operational effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) and more frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station is proposed to be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

An Environmental Project Report (EPR) will be prepared at the conclusion of the TPAP to document the planning and decision-making process followed, the consultation undertaken and the effects of the proposed station on the technical areas noted below:

- Natural Environment – Consideration of natural features in the Study Area, including environmentally sensitive areas, the presence of Species at Risk and tree inventory.

- Socio-Economic Environment – Consideration of socio-economic and key land use features in the Study Area, including air quality, noise and vibration, potential property impacts, and traffic.
- Cultural Environment – Consideration of cultural heritage and archaeological features in the Study Area, such as built heritage resources, cultural heritage landscapes, and known or potential archaeological resources.

For inclusion in the Consultation Report, this Public Meeting #1 Summary Report has been developed and provides an overview of the Public Meeting and comments received.

2. Purpose

An important component of the TPAP is public and stakeholder consultation. From June 25 to July 20, 2020, an online Public Meeting was made available on the Project website as part of the pre-TPAP activities. In total, the material was viewed 205 times and a total of 27 public comments were received during the three-week comment period. The purpose of Public Meeting #1 was to introduce the Project, provide an overview of the TPAP and outline the status of the technical studies that are being undertaken to assess the effects of the proposed new GO Station. The meeting also outlined the consultation process including details on how to submit comments and feedback on the material presented.

The purpose of this report is to document the details of Public Meeting #1, including notification and material presented. The report will also summarize public and agency comments received, as well as responses provided during the consultation period.

3. Public Meeting #1 Overview

3.1 Notice of Public Meeting

3.1.1 *Notice to the Public*

3.1.1.1 *Notice via Newspaper*

The Notice of Public meeting was published in the *Etobicoke Guardian* on June 18 and 25, 2020 and in *L'Express* (local French newspaper) on June 19 and 26, 2020.

3.1.1.2 *Notice via Mail-out*

The Notice of Public Meeting was delivered via registered mail in addressed envelopes to those residents within 30m of the Project Footprint. In order to reach all residents within the condominium building adjacent to the site, municipally known as 88 and 90 Park Lawn Road, the Notice of Public Meeting was distributed to the Property Manager on June 18, 2020 for email distribution to the condominium residents. Additionally, the Notice of Public Meeting was delivered via Canada Post Neighborhood Mail (unaddressed admail) service to all postal codes within a 200m radius of the Project Footprint.

3.1.1.3 *Notice via Social Media and Public Locations*

The Notice of Public Meeting was posted on the Project website
(<https://www.2150lakeshore.com/transitea/>) on June 24, 2020.

3.1.2 Notice to Stakeholders

3.1.2.1 Federal Agencies, Provincial and Other Agencies

Federal, and Provincial agencies were provided with the Notice of Public Meeting on June 18 and 19, 2020 via email. An additional letter requesting feedback for the project was also provided to the following agencies in conjunction with the Notice of Public Meeting:

- Ministry of the Environment, Conservation and Parks (MECP)
- Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)
- Ministry of Natural Resources and Forestry (MNRF)
- Toronto and Region Conservation Authority (TRCA)
- City of Toronto

3.1.2.2 Elected Officials

The following elected Officials were notified of the Project and provided the Notice of Public Meeting on June 17, 2020:

- Ward 3 – Etobicoke-Lakeshore
- Councilor Mark Grimes
- Members of Provincial Parliament (MPPs) – Legislative Assembly of Ontario)
- Christine Hogarth, MPP - Etobicoke—Lakeshore

3.1.3 Notice to Indigenous Communities

The following Indigenous Communities received the Notice of Public Meeting, as well as letters via email on July 2, 2020:

- Haudenosaunee Confederacy Chiefs Council
- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation
- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Huron-Wendat Nation

- Mississaugas of Scugog Island First Nation
- Six Nations of the Grand River

3.2 Public Meeting

3.2.1 Purpose

3.2.2 Format

Due to the COVID-19 pandemic and the limitations for social gatherings of more than 10 people, Public Meeting #1 was presented in an online format via a pre-recorded PowerPoint presentation and voice overlay. The presentation was posted on the Project website as a YouTube link on June 25, 2020 and remained posted for the duration of the project.

Comments from the public and from agencies were received by the Project Team through either the project email address or through the *Bang the Table* platform via the Feedback Form.

The presentation was screened using an *Accessibility for Ontarians with Disabilities Act* (AODA) compliance software and modified in order to ensure accessibility for all parties, including closed captioning of the voiceover, colour contrast modifications and font resizing.

In total, the YouTube hit-counter recorded 212 views on the presentation at the end of the three-week comment period on July 20, 2020.

3.2.3 Information Presented

A PowerPoint presentation was prepared to provide an overview of the Project, the study process and the status of the existing conditions at the site. The topics on each of the PowerPoint slides are listed in Table 3.1.

Table 3.1: Contents of Public Meeting #1 Online Presentation

Slide Title	Slide Contents
Proposed Park Lawn GO Station	Title Slide: Introductions and Public Meeting Overview
Welcome	Agenda Slide
Proposed Park Lawn Go Station Overview	Overview of the proposed Project
Park Lawn GO Station Lakeshore West Corridor	Map of the Lakeshore West Rail Corridor with the location of the proposed Park Lawn GO Station
Park Lawn GO Station Study Area	Map of the Project footprint over satellite imagery
Transit Project Assessment Process (TPAP)	Overview of the TPAP
What Are We Assessing?	Overview of the technical studies that are undertaken as part of the EA
Natural Environment	Initial Findings and Future Studies
Socio-economic and Land Use	
Air Quality	
Noise and Vibration	
Cultural Environment Built Heritage	
Archaeological	

Slide Title	Slide Contents
Transportation	
Next Steps	Overview of the next steps in the TPAP and timeline of future milestones
We Want Your Feedback	Outlines details on how to share comments with the Project Team for inclusion in the Project

3.3 Summary of Comments Received

In total, 27 comments were received from June 25 to July 20, 2020 in combination from both email and the *Bang the Table* feedback platform. Comments received between June 25 and July 20, 2020 have been summarized into eight key topics and are presented in the following sections. A full comment log can be found in Appendix B. Individuals who provided their contact information were added to the Project mailing list for future notification milestones. For those who provided contact details, a personalized email response was sent from the Project email on September 29 and October 9, 2020.

Many comments were received during the Public Meeting and subsequent comment period, and included the following themes:

Privacy

- Residents expressed concerns surrounding the privacy for adjacent condo units due to the proximity of the proposed station platform. Suggested mitigation measures and design suggestions included barriers such as canopies and large trees.

Station Access

- Concerns around the safe navigation to and from the station for pedestrians and cyclists. Recommendations included physical barriers for bike lanes for increased safety.
- Suggestion that residents west of Park Lawn Road and south of the rail corridor, in both the Mystic Point neighborhood and the Harbourview Crescent/Bluewater Court neighborhoods be provided access to the station without walking around to Legion Road and crossing the Lake Shore Boulevard Bridge. This would alleviate traffic around the station, as well as to reduce unsafe pedestrians crossing Park Lawn Road in non-designated crossing zones

Local Transit Connectivity and Scheduling

- Concerns related to overcrowding and the additional ridership that will result from the proposed station. Suggestions to include the addition of express trains directly to the proposed Park Lawn GO Station, as well as Clarkson.
- Inquiries related to station accommodating future growth within the area in addition to the developments at 2150 Lakeshore Boulevard.
- Inquiries regarding connections with GO buses, streetcars and the Toronto Transit Commission (TTC) at the proposed station. Various suggestions were submitted including a connection to the Subway Bloor Line to have access to nearby Light-Rail-Transit (LRT)

and Union-Pearson (UP) train to Pearson Airport. Other suggestions included the consideration of future LRT/subways into the station for the increased density planning at Sherway Gardens.

Noise

- Concerns related to noise from idling, as well as trains approaching and departing the station, as a result of frequent stopping of trains at the proposed station.
- Concerns regarding the noise associated with passengers arriving and departing from the station, as well as noise from the station itself (i.e., PA system).
- Concern that existing condo buildings adjacent to the proposed GO Station were not intended to handle noise from a GO station, therefore appropriate noise mitigation should be implemented. Suggested mitigation measures included sound proofing of the building and the placement of a canopy on the west side of the platform, volume control, consideration in the placement of the PA system and the consideration of additional noise dampening measures.

Traffic

- Concerns related to increased traffic congestion on Park Lawn Road and Lake Shore Boulevard West.
- Suggestions to alleviate congestion including additional lanes to both Park Lawn Road and Lake Shore Boulevard West, commuter ramps adjacent to the proposed station in order to redirect traffic off of Park Lawn Road and Lake Shore Boulevard West.

Natural Environment

- Recommendation to maintain trees on the west side of Park Lawn Road for privacy; maintaining the embankment; and contributing to wildlife habitat within the area.
- Importance of the ravine system for many animals, including the various bird species that utilize the area. One comment suggested limiting the station design to the east side of Park Lawn Road to eliminate any impacts to the Mimico Creek ravine area and greenspace.
- Recommendation to maintain trail system along Mimico Creek ravine system for residents who frequently use the area for recreation.

Parking

- Recommendation that parking facilities should not be constructed at the proposed station due to space constraints and in order to support the existing neighbourhood and promote active transportation. Suggestions to reduce traffic flow included the addition of an easily accessible and circulated drop off/pick up area.
- Concerns regarding commuters using condominium parking for the proposed station. Residents encouraged the development of mitigation measures to deter parking at other buildings and facilitates.

Electrification and Air Quality

- Questions about timing of electrification around the proposed station.
- Poor air quality at Humber Bay Shores as a result of congestion on the Gardiner Expressway at the Humber River.
- Electrification would improve air quality in the area, and result in quieter trains, reducing noise impacts to residents.

A summary of comments received related to the topics above and the associated responses from the project team are provided below in Table 3.2.

Table 3.2: Summary of Key Themes and Project Team Responses

Stakeholder Comment	Project Team Response
Privacy	
There are two condo buildings adjacent to the proposed station with units that are in close proximity and can be easily viewed from the new platforms. There is general concern around making sure privacy of the residence is maintained so passengers are not peeking private bedrooms and living rooms of residence. This can be accomplished by building canopies at the station to block views, or naturally tall trees that block views beyond the sound barrier)	We recognize the importance of privacy for residents in buildings adjacent to the GO Station platforms. The concern and mitigation measure suggestions have been passed on to the design team.
Making sure the privacy of the residents in adjacent buildings are maintained as the platforms will overlook existing residential buildings.	
Station Access	
The station platform appears to cross over both Park Lawn and Mimico Creek. Is the intention for there to be access to both platforms (eastbound and westbound) from the westside of Mimico Creek and the north side of the rail corridor? I.E will residents of the Mystic Pointe neighborhood be able to access the platforms without having to walk up to Legion Road and down Parklawn. Many thanks!	The platform design does not extend over Mimico Creek. Access from the west side of Mimico Creek is not a part of the current scope. The 2150 development application has a number of recommendations to improve connectivity between the existing and planned development located on the west side of Park Lawn Road and the proposed GO Station - these can be reviewed here https://www.2150lakeshore.com/zba-submission .
Having connection to the station on both sides of Park Lawn and to the Mystic point neighbourhood across the Mimico Creek is vital for making this station accessible. Currently neighbourhood residents unsafely cross traffic on Park Lawn from west to east to catch busses going North. Station entrance only one side will exacerbate this issue	
Ensuring there is sufficient pedestrian connection east-west and north-south into the site from the entire Humber Bay neighbourhood. Making sure the design has connections to the station on both sides of Park Lawn to mitigate risk of commuters running across Park Lawn as we see today. As well as connection to Mystic Point and neighbourhoods	
Local Transit Connectivity and Scheduling	
How frequent will the GO Train be at the proposed Park Lawn GO Station?	This project will be part of the GO Expansion program. http://www.metrolinx.com/en/greaterregion/projects/lakeshorewest-go-expansion.aspx . Under GO Expansion, the Lakeshore West line is expected to have 15 minute all day service in both direction, or better, by 2031.
The scheduling of GO trains at Park Lawn will become very important. The evening GO Train at 5:10pm is usually quite packed, especially in the first few cars as about half the ridership gets off at Mimico. Adding more people to this train from HBS/Christie site will lead to serious/dangerous overcrowding on it. How about some “leapfrogging” scheduling. Perhaps a new 5 pm departure train that is express to Park Lawn, and then express to Clarkson (and the 5:10 continues to be all stops, including to Mimico). Many people from HBS/Christie area will take the GO train who currently drive. Every morning I see many cars coming out of the HBS condos getting onto the Gardiner for their drive downtown. It would be great to see people getting out of their cars and onto the GO Train.	The service concept for this station will be decided at a later date. All options will be considered for future service to and from Park Lawn GO, with one of the objectives being to allow for more flexible and adaptive lifestyles without the need for personal motor vehicles.
I am trying to live here without a car and depend on transit more, I would like to know if the weekend GO bus to Georgetown will make a pick up and drop off stop at Park Lawn saving me going to Union Station and then back out, passing this area again on the way to Georgetown. There are no GO trains to Georgetown on the weekends. It is a long slow tedious journey	<p>Currently there are no plans for GO Buses to connect with the Park Lawn GO Station. The future GO Expansion program includes increased service on all lines, including weekend service on the Kitchener Line, which will make traveling from different parts of the GTA easier and more convenient.</p> <p>Metrolinx is building a convenient and integrated transit network which includes electrification on core segments of the GO, including the Lakeshore East and West Corridors. Electrifying GO rail corridors is a multi-year project and we are committed to working with residents across the Greater Toronto and Hamilton Area throughout the process. The contract is in a multi-year procurement process, and currently teams are completing the bids that will close in 2021. Construction will get underway in 2022. The successful proponent team will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. The next public consultation for that project will happen this fall, and residents can register to be notified here - https://www.metrolinxengage.com/en/goexpansion/oncorridor.</p> <p>Future bus connections would be within the purview of the Toronto Transit Commission (TTC) and would be developed over time, as is typical, to respond to travel and demand patterns. Bus facilities and interconnection infrastructure is being developed as part of ongoing adjacent studies, including the 2150 development application, Secondary Plan and Transportation Master Plan studies to provide for such services on Park Lawn Road as they</p>

Stakeholder Comment	Project Team Response
	<p>evolve and to provide strong connectivity between the GO line and across southern Etobicoke that fall within the Park Lawn GO transit-shed.</p> <p>The TTC Streetcar loop is envisioned to extend LRT services directly to the GO Station to maximize the convenience of passenger transfer between the GO Station and the surface transit routes in the area. This transfer between travel modes is an important factor in maximizing transit usage in the area and the attractiveness of transit as a practical, efficient and competitive travel mode. Please visit https://www.2150lakeshore.com/zba-submission/ for more information regarding proposed transit connections in the area.</p>
I support locating stations at population and employment centres. However, seeing as the existing Mimico station is in close proximity, has there been an assessment of the impact of an additional station at Park Lawn on travel times for those heading further west? Will the Lakeshore West train stop at every station or are we taking the first steps towards a local/express model?	GO Expansion will include service every 15 minutes or better, in both directions, all day. There are already express trains running on the Lakeshore West Rail corridor at peak times. The updated 2020 Park Lawn Business Case (http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-04-22-Park-Lawn-Updated-Initial-Business-Case-2020-FINAL.pdf) found that the addition of Park Lawn station will not adversely impact schedules for passengers further west, as the stop will allow express trains to bypass local trains at Park Lawn, which currently happens at Mimico.
After talking to many members of the Humber Bay Shores (HBS), South Swansea and Bloor West Village communities there is a common sentiment that connecting HBS (and the future Park Lawn GO station) to Jane station (Bloor line) via S. Kingsway would solve a lot of transit problems in the area. Is this being considered during planning of the new 2150 Lake Shore transit oriented community and integration with the future GO station?	<p>Future bus connections would be within the purview of the Toronto Transit Commission (TTC) and would be developed over time, as is typical, to respond to travel and demand patterns. Bus facilities and interconnection infrastructure is being developed as part of ongoing adjacent studies including the 2150 development application, Secondary Plan and Transportation Master Plan studies to provide for such services on Park Lawn Road as they evolve and to provide strong connectivity between the GO line and across southern Etobicoke that fall within the Park Lawn GO transit-shed.</p> <p>The TTC Streetcar loop is proposed to extend LRT services directly to the GO Station to maximize the convenience of passenger transfer between the GO Station the surface transit routes in the area. This transfer between travel modes is an important factor in maximizing transit usage in the area and the attractiveness of transit as a practical, efficient and competitive travel mode.</p> <p>This project will be part of the GO Expansion program. http://www.metrolinx.com/en/greaterregion/projects/lakeshorewest-go-expansion.aspx . Under GO Expansion the Lakeshore West line is expected to have 15 minute all day service in both direction, or better, by 2031. Metrolinx is working on improving transit connections and working with local transit to improve connectivity.</p>
Noise	
There are three major noise concerns: Train, Passengers, and Station. The train idling noise next to the building, the passengers making their way through the station, and the station sound system making regular announcements. We would like to see strong mitigation measure for all three in the design. Building design and sound proofing, volume level and placement of PA systems, and a covered station or canopy on the west side of the platform can potentially help mitigate these.	A noise and vibration assessment is one of the technical studies that is being completed in support of the Pre-Transit Project Assessment Process (TPAP) work for the proposed GO Station. The study will take into consideration existing noise levels from the Lakeshore West Rail Corridor and other noise sources from the area and compare those to predicted, and modelled noise levels at the proposed Station following construction. The noise levels will then be compared to provincial standards for noise limits within populated areas and any necessary mitigation will be implemented if required.
Building anything on the west side of Park Lawn would seriously jeopardize the comfort of the people currently living in South Beach Condos. These buildings were not built to take into account the noise from a train station	
Addressing any potential noise for Trains idling, passenger traffic, and announcement and PA systems from the station. Limiting impact of any noise to existing buildings on the west of park lawn and potentially new development east of Park Lawn. Looking into additional noise dampening measures along the entire station area given the changes of noise patterns associated with the station.	
Traffic	
Have impacts to traffic flow been considered, including at Park Lawn/ Lakeshore intersection particularly left turning vehicles from the west side of intersection? Also, the traffic impacts to left turning vehicles north of project towards Gardiner ramp? My thoughts and concerns are: 1. Commuters departing the station- South side of new station, an elevated commuters exit (running parallel with GO railway) to towards west of Park Lawn minimizing the effects of pedestrian crossing the lights just north of Metro building - Same elevated platform which takes commuters down to northeast of Park Lawn/Lakeshore intersection and east of BMO 2. A careful analysis and planning of vehicles exit points coming from the Christie site. 3. On the north side of the proposed GO station an	<p>As part of the pre-Transit Project Assessment Process (TPAP) work, we are undertaking a number of technical studies as presented in the Public Meeting #1 presentation, one of which is the completion of a Transportation Brief to review existing conditions, as well as near-term conditions, following the opening of the GO Station.</p> <p>-To encourage area residents and commuters to walk, cycle or take local transit to the new station, commuter parking is not planned for the proposed Park Lawn GO Station. The proposed station is envisioned to create a multi-modal hub to promote active transportation and local transit connections to access the station from the surrounding community. This would eliminate the addition of extensive vehicle traffic coming to and from the site.</p>

Stakeholder Comment	Project Team Response
elevated platform for GO commuters coming from the East however final destination is towards Lakeshore Blvd. This will eliminate their need for interfering with the northbound and left turning motorist towards Gardiner from Park Lawn south.	
My only question is regarding the number of roadways being built / changed to add capacity if this project goes ahead? Is the project or City considering adding more lanes to busy roads such as Park Lawn and the Lakeshore exit and entrance ramps?	As part of the pre-Transit Project Assessment Process (TPAP) work, we are undertaking a number of technical studies as presented in the Public Meeting #1 presentation, one of which is the completion of a Transportation Brief to review existing conditions, as well as near-term conditions, following the opening of the GO Station. There is no plan to provide commuter parking at the GO Station with ridership being driven by the travel needs of local area development within the growing Humber Bay Shores area that can access the Park Lawn Station either on-foot, by bicycle and on local transit services. There is, as such, no recommendation to increase the number of roadways, or to widen existing roadways as a result of traffic generated by the GO Station in this context. It is noteworthy that there are also a number of other City led and development related processes ongoing in the area that are assessing the broader road need in the future considering new planned area development and changing travel demands. These studies include the City led Mr. Christies Secondary Plan study and the Park Lawn – Lake Shore Transportation Master Plan studies that will identify future street improvements. As part of the redevelopment of the 2150 Site, there is a new Relief Road planned to the north of the Station that will connect Park Lawn Road and Lake Shore Boulevard. Other intersection improvements and realignments of the accesses to the Gardiner Expressway are proposed in addition to a series of internal roads within the 2150 Site.
Natural Environment	
The west side of Park Lawn is host to a large number of wildlife (birds, coyotes, rabbits and more) as well as the Mimico Creek. The trees play a major role in promoting this wildlife, maintaining the embankment and privacy of residence. Having strong measures to protect existing trees and vegetation during construction and after are critical for maintaining the existing natural habitat	Impacts from the proposed station on the Natural Environment is also being considered in the Natural Environment Report that is currently being completed. This study will assess the existing conditions of the site, including wildlife and species at risk habitat, aquatic habitat, watercourses, tree inventories and other natural features. The technical study will identify any impacts to the natural environment as a result of the proposed GO Station and appropriate mitigation, in retaining the function of the ravine system.
Maintaining the wildlife habitat, vegetation, and tree coverage of the surrounding Mimico creek area. The tree coverage supports a large variety of birds in the area and supports the embankment that rails are built on.	
Also, there is green space and a river on the west side of Park Lawn, which is currently enjoyed by wildlife and people walking on a daily basis, which may be destroyed by any construction. That would be a great loss to the current residents.	
Parking at Stations	
What kind of parking or traffic features are planned for the Park Lawn GO Station? This site should support the existing neighborhood and no additional parking provided, outside of a kiss and ride drop off spot at max. Especially considering there will be more condos and buildings proposed for the site. The addition of a GO station is great, but it should reduce the amount of car traffic in the area, not increase it.	To encourage area residents and commuters to walk, cycle or take local transit to the new station, commuter parking is not planned for the proposed Park Lawn GO Station. It is noted that area resident parking areas would be separate from general area parking with access controlled through use of typical security measures which would prevent errant use of such parking by potential commuters. Mitigation measures are planned to be incorporated into the development plans through which errant long-term commuter parking usage of retail and visitor parking can be controlled and prevented. The need and range of measures and controls will be advanced as part of planning processes as new development proceeds.
Having mitigation strategies addressing potential abuse of usage for existing Condo's retail/visitor/residence car parking for train commuters is important to the neighbourhood. Having ample covered bike storage is important for promoting active commuting means.	
Will there be parking at the new GO Station? If so, where and how? Parking should be kept to a minimum due to space constraints. Perhaps increase the parking at Mimico (ie – maybe build a second level of parking at Mimico). I wouldn`t want to see a lot of rare space at Christie taken up by parking.	
The neighbourhood in general is supportive of an Urban station, however, there are concerns around how the Condo parking will be impacted due to potential commuter abuse of condo retail/residence/visitors parking spots. Especially given the proximity of existing condos to the GO station. Having measures to address this would be appreciated.	To encourage area residents and commuters to walk, cycle or take local transit to the new station, commuter parking is not planned for the proposed Park Lawn GO Station. It is noted that area resident parking areas would be separate from general area parking with access controlled through use of typical security measures which would prevent errant use of such parking by potential commuters. Mitigation measures are planned to be incorporated into the development plans through which errant long-term commuter parking usage of retail and visitor parking can be controlled and prevented. The need and range of measures and controls will be advanced as part of planning processes as new development proceeds.
We support the station being an Urban station with no parking. To make this design successful, having easily accessed and circulated drop-off zones are key. To avoid further congestion on Park Lawn, preference for commuters not using neighbouring condo parking lots.	As part of the redevelopment of the 2150 Site, there is a new Relief Road planned to the north of the Station that will connect Park Lawn Road and Lake Shore Boulevard. Other intersection improvements and realignments of the accesses to the Gardiner Expressway are proposed in addition to a series of internal roads within the 2150 Site.
Electrification and Air Quality	

Stakeholder Comment	Project Team Response
<p>Metrolinx initially turned down a new station at Park Lawn as it was too close to Mimico for diesels to start and stop so soon. They said they would reconsider once the line was electrified. "Will they be using electric trains now that Park Lawn is approved?"</p> <p>Is the plan to electrify the GO train system still moving ahead? Previous air quality studies show that the Gardiner, at the Humber River, has the worst air quality in the city because the auto traffic bunches up at that point. Again, if the Park Lawn GO Station could pull some of those people out of their cars (from existing condos and future ones to be built at Christie) - that should help air quality in south Etobicoke.</p>	<p>The updated service concept evaluation shows all local trains stopping at both Park Lawn and Mimico Stations. In previous examinations, this station was not progressed due to various factors including upstream impacts and operating challenges inherent to diesel locomotives. This updated 2020 Business Case is supportive of the goals articulated in the 2018 GO Expansion Full Business Case to provide 15 minute or better service to the core parts of the Metrolinx network.</p> <p>Metrolinx is building a convenient and integrated transit network which includes electrification on core segments of the GO, including the Lakeshore East and West Corridors. Electrifying GO rail corridors is a multi-year project and we are committed to working with residents across the Greater Toronto and Hamilton Area throughout the process. The contract is in a multi-year procurement process, and currently teams are completing the bids that will close in 2021. Construction will get underway in 2022. The successful proponent team will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. The next public consultation for that project will happen this fall, and residents can register to be notified here - https://www.metrolinxengage.com/en/goexpansion/oncorridor.</p>

3.4 Agency Input

Four comments were received from Agencies in response to the Notice of Public Meeting. Below is a summary of their comments. Response letters provided to agencies are included in Appendix B.4.

- **Transport Canada** – recommend comparing the Project against the self-assessment criteria to determine which Acts may be pertinent.
- **Ministry of Heritage, Sport, Tourism, Cultural Industries** – recommendation for how to incorporate consideration of cultural heritage and archaeology studies into pre-planning activities, through completion of a Cultural Heritage Report and Stage 1-2 Archaeological Assessment for the entire Study Area. Also request that the draft EPR be shared with MHSTCI prior to Notice of Commencement for review and to provide input.
- **Hydro One** – Advised that there is a high voltage transition facility in the study area – recommend to be kept informed as the Project progresses and more information becomes available to advise of actual conflicts with assets, and resulting measures and costs that may be incurred. Transmission corridor may have provisions for future lines or contain secondary land uses. In the event that proposed project results in Hydro One station expansion, EA will be required under the Class EA for Minor Transmission Facilities and may require six months to be completed. Continued consultation is critical to avoid conflicts. Request confirmation that Hydro One infrastructure and associated ROW will be completely avoided. Developments should not reduce design clearances. Construction activities to maintain electrical clearance from transmission line conductors. Grading or drainage must be controlled and directed away from transmission corridor.
- **Impact Assessment Agency of Canada** – The Impact Assessment Act outlines a process to assess impacts of certain major projects. Recommendation to review the Physical Activities Regulations (i.e., Project List) to determine if Project is on the list. Based on information provided, Project does not appear to be described on the Project list.

4. Conclusions

Though stakeholders expressed support for the proposed Park Lawn GO Station, they also identified and expressed some concerns with respect to noise and vibration, local transit connectivity, parking availability, potential traffic impacts, privacy, electrification and air quality, impacts to the natural environment and station access.

5. Next Steps

FCR will take into consideration the comments and input from stakeholders as part of the evaluation of potential environmental effects. Consultation with members of the public and interested stakeholders will continue throughout the TPAP through future Public Meetings. The next phase of public consultation/engagement is anticipated to take place in mid-year 2021.

Appendix A

Public Meeting Material



1

WELCOME

At this meeting, you will learn about potential transit improvement in the area and the environmental assessment process for a proposed new GO Station.

WHAT YOU WILL LEARN

- Overview of the proposed GO Station
- The environmental assessment process
- Studies being completed
- How to provide feedback

YOU CAN PARTICIPATE BY

- Listening to the Public Meeting Presentation; and/or
- Submitting questions via email or on the Q&A Platform at engage.2150lakeshore.com/transitea



2

PROPOSED PARK LAWN GO STATION PROJECT OVERVIEW

- FCR (Park Lawn) Corporation has proposed a new GO Station to be located along the Lakeshore West Rail Corridor, between Mimico and Exhibition Stations
- The new proposed GO Station would complement First Capital's proposed 2150 Lake Shore Blvd. W. transit-oriented mixed-use development
- GO Transit currently operates train services along the Lakeshore West Corridor, from Union Station in Toronto to Niagara Falls and West Harbour in Hamilton
- An Environmental Assessment will be completed which will follow the Transit Project Assessment Process (TPAP), as prescribed in O. Reg. 231/08 under the *Environmental Assessment Act*
- A new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing
- The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit



3

PARK LAWN GO STATION LAKESHORE WEST CORRIDOR



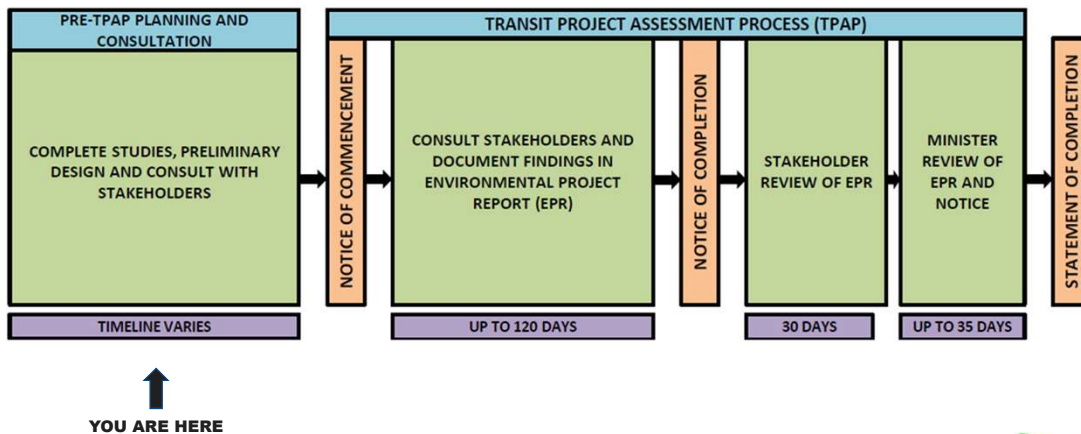
4

PARK LAWN GO STATION STUDY AREA



5

TRANSIT PROJECT ASSESSMENT PROCESS



6

WHAT ARE WE ASSESSING?

- Existing environmental conditions will be determined and the significance of specific features will be evaluated.
- Potential effects of the Project on these features will be identified and documented.
- Appropriate mitigation measures, compensation, monitoring strategies and future studies will be recommended.
- The next few slides present the status of ongoing studies.

NATURAL ENVIRONMENT

- Vegetation
- Wildlife
- Fish and Fish Habitat
- Sensitive Areas
- Species at Risk

SOCIO-ECONOMIC ENVIRONMENT

- Existing and Planned Land uses
- Developments

CULTURAL ENVIRONMENT

- Built Heritage
- Cultural Heritage Landscape
- Archaeology

TECHNICAL

- Air Quality
- Noise and Vibration
- Transportation

NATURAL ENVIRONMENT

INITIAL STUDIES

- No Species at Risk plants or vegetation communities identified to date
- Mimico Creek supports a wide variety of fish
- Initial Ecological Land Classification identified 9 terrestrial ecosites, 1 wetland ecosite, and 1 aquatic ecosite
- General area likely supports: Coyote, Groundhog, Raccoon, Chipmunk, Eastern Grey and Red Squirrels
- Small woodlots have the potential to provide habitat for woodland bird species

FIELD WORK PENDING

- Breeding and Species at Risk bird surveys
- Vascular plants and plant Species at Risk surveys
- Bat snag survey
- Aquatic and fish habitat surveys





SOCIO-ECONOMIC AND LAND USE

REVIEW UNDERWAY

- Socio-economic features and land uses within 400m of the proposed footprint
- Existing and proposed land use
- Neighbourhood profiles
- Population and employment data review
- Community amenities

TO BE COMPLETED

- Public realm improvements and features
- Safety and security analysis
- Aesthetic and visual analysis
- Effects assessment and development of mitigation measures

9

AIR QUALITY

STUDIES UNDERWAY

- Compilation of background air quality data
- Compilation of emissions factors
- Identification of potential sensitive receptors

TO BE COMPLETED

- Air dispersion modeling
- Effects assessment and development of mitigation



10

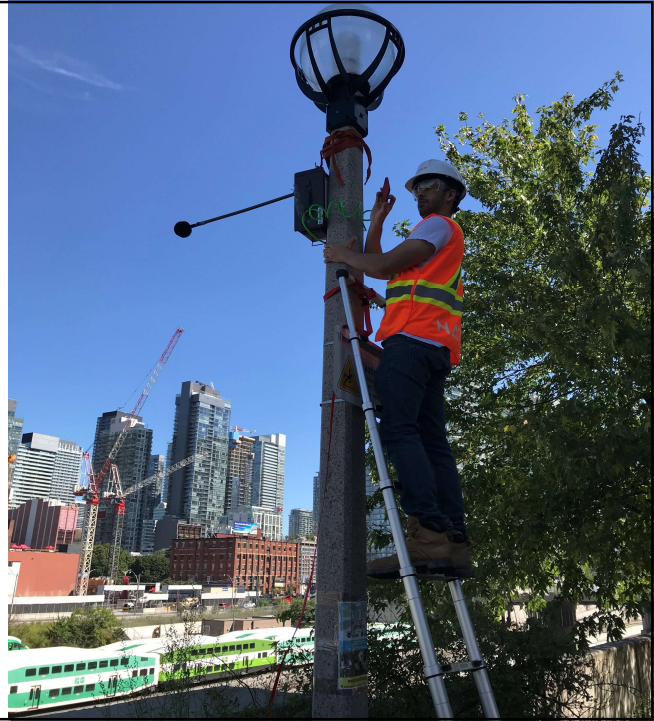
NOISE AND VIBRATION

STUDIES UNDERWAY

- Baseline noise measurements
- Baseline vibration measurements
- Identification of potential sensitive receptors

TO BE COMPLETED

- Construction noise assessment
- Operational noise assessment
- Construction vibration assessment
- Operational vibration assessment
- Noise and vibration mitigation



11



CULTURAL ENVIRONMENT BUILT HERITAGE

INITIAL STUDIES

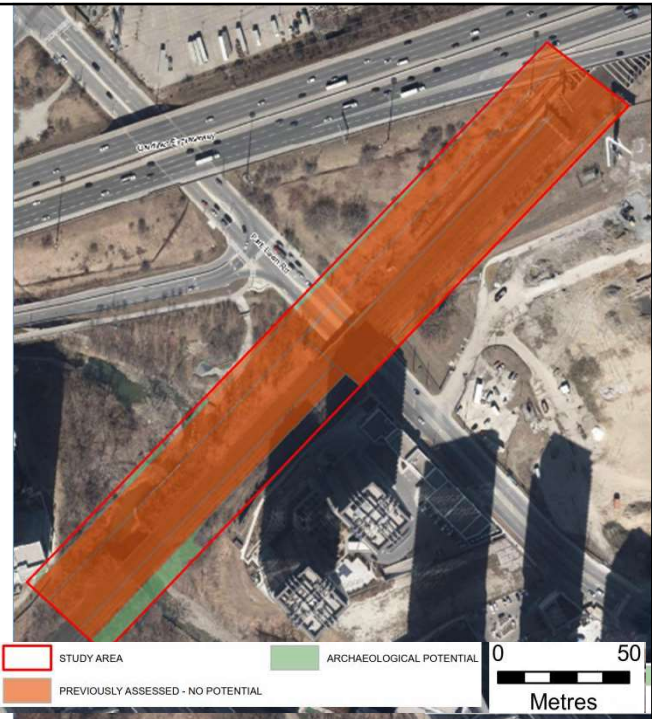
- Water Tower identified as a cultural heritage resource
- No properties within or adjacent to the Study Area have been designated and no provincial heritage properties are within or adjacent to the Study Area
- No heritage conservation easements within or adjacent to the Study Area

12

ARCHAEOLOGICAL

INITIAL STUDIES

- Previous studies found that portions of the Study Area had areas of heavy disturbance, as well as a small area of archaeological potential near Mimico Creek



13



TRANSPORTATION

STUDIES UNDERWAY

- Planning policy review
- Determine existing transportation conditions
- Review of proposed GO Station traffic activity
- Review of traffic studies associated with Park Lawn – Lake Shore Secondary Planning process and the Park Lawn – Lake Shore Transportation Master Plan
- Review of Near Term and Longer Term transportation network changes

14

NEXT STEPS



15

WE WANT YOUR FEEDBACK

STAY IN TOUCH

- Your feedback is important to informing this Project. Share your comments by submitting a comment on the website or via email.
- Sign-up for email updates to stay informed at transitea@2150lakeshore.com
- Visit the Project website for updates: 2150lakeshore.com/transitea

RECAP OF PUBLIC MEETING

- All feedback will be recorded and a summary will be posted on the Project website following the meeting.
- Any comments and feedback received between June 25th and July 20th, 2020 will be included in the Public Meeting summary report which will be published on the website in mid-August.



16

Appendix B

Notification

B.1 Newspaper Notices



Dan Pearce/Torstar
2019 Star Metroland Media Urban Hero Award winners are celebrated and honoured during a ceremony at York Mills Gallery Oct. 24.

HELP US FIND TORONTO'S NEWEST URBAN HEROES

READERS HAVE MORE TIME TO NOMINATE COMMUNITY CHAMPIONS

The nomination period for this year's Urban Hero awards has been extended until June 30.

This year's Urban Hero award nominations — presented by Star Metroland Media and toronto.com and its community neighbourhood newspapers, including this one - are taking place in unprecedented times.

But as we deal head-on with the COVID-19 crisis, perhaps it's never been more important to recognize our unsung heroes, those people generous with their time and energy who help make a difference in our community: Our Urban Heroes.

Now in its 11th year, the Star Metroland Media Urban Hero Awards single out individuals and groups for work, leadership and good deeds in eight categories: Arts, Business, Education, Environment, Good Neighbour, Health, Social Issues and Sports.

Nominations are being accepted online and it is easy to nominate someone on our website at bit.ly/UH2020nominate.

We will announce the nominees on July 2 and our 11th annual Urban Hero Awards gala will follow in October.

Star Metroland Media first introduced the Urban Hero Awards in Etobicoke in 2009. It grew to honour people in Scarborough and North York, and for the past four years the awards have been open to residents across Toronto.

Last year, Star Metroland Media received 41 submissions and 7,700 votes for nominees in the People's Choice category.



Notice of Public Meeting Proposed Park Lawn GO Station

The Project

First Capital REIT (FCR) has proposed to build a new GO Station to be developed in partnership with Metrolinx and located at the north end of the former Mr. Christie Cookie Factory, municipally known as 2150 Lake Shore Boulevard West. The proposed GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that would provide improved local and regional transit access and connectivity. GO Transit currently operates train service along the Lakeshore West Corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls. The proposed GO Station has the opportunity to provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico Stations.

The Process

A Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, will be completed for the proposed Park Lawn GO Station. As part of the TPAP, an Environmental Project Report (EPR) will be completed by Metrolinx and FCR to assess the potential environmental effects of this transit project. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP is started.

Join Us Online and Learn More

Due to COVID-19 and current provincial guidance on public gatherings, an online pre-recorded presentation will be posted in lieu of a public meeting. We invite you to join us online to find out more about this Project. The pre-recorded presentation will be posted online and will include a project overview, the existing conditions identified through environmental studies, and provide an opportunity to submit questions. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Questions and answers will be posted online.

The presentation will be made available at 2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20th, 2020.

Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

Comments Welcome

For more information, or to be added to the study's mailing list, please contact:
E-mail: transitea@2150lakeshore.com
Website: 2150lakeshore.com/transitea

All personal information included in a submission - such as name, address, telephone number and property location - is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact transitea@2150lakeshore.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-327-1434.

This Notice first published on June 18th.

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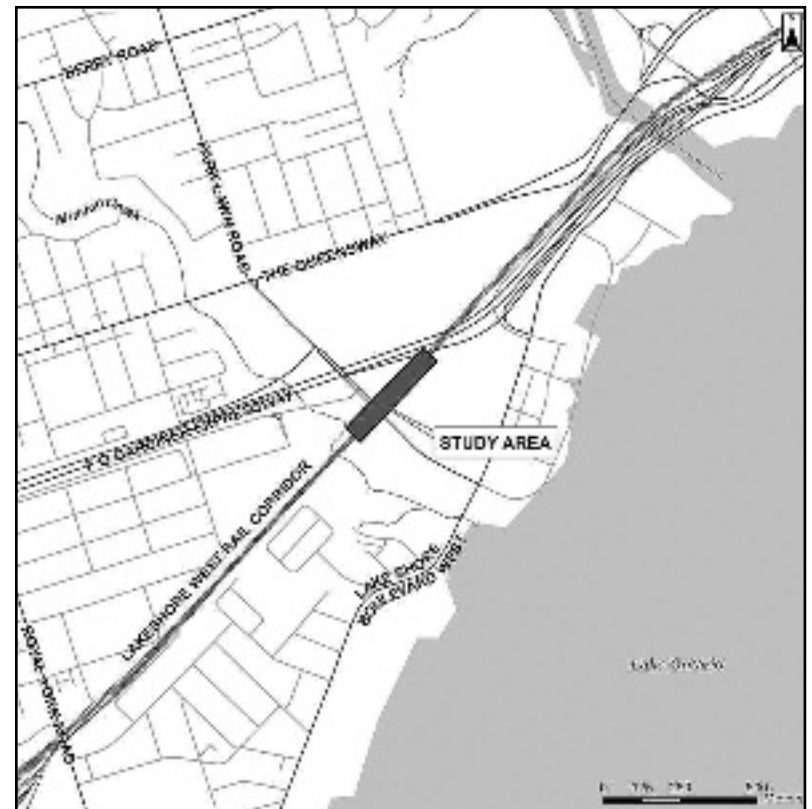
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Assurez une réouverture réussie de votre entreprise en trois étapes

Créez une nouvelle «normalité»

La phase 1 du relâchement des mesures de santé publique en Ontario étant réussie, l'ouverture de nouveaux lieux de travail est prévue dans la phase 2. Nous sommes rendus là.

Certes, le début du confinement a été plus facile que le déconfinement. Au moment de la «pause», nous nous sommes arrêtés. Nous avons réagi et très vite nous nous sommes confinés. Avions-nous le choix?

Trois mois plus tard, nous pouvons rouvrir tranquillement en prenant bien soin d'implanter les mesures de santé publique.

En tant que propriétaire ou employeur de petite entreprise, vous avez beaucoup à faire - notamment pour protéger la santé et la sécurité de vos employés. Cet article explique comment y parvenir en trois étapes.

Étape 1 - Déprogrammez

La perturbation créée par la pandémie n'est pas nouvelle. En fait, les problèmes rencontrés par les entreprises ont été amplifiés par CoViD-19. Ce qui est nouveau, c'est le fait que les défis rencontrés par les entrepreneurs dans la gestion des ressources humaines sont apparus en 3D à la suite de la pandémie.

En effet, plusieurs clients ont été réticents à autoriser leurs employés à faire du télétravail.

D'autres retardaient le réaménagement physique de leur lieu de travail; ou encore n'appréciaient pas à sa juste valeur la création d'une culture d'apprentissage continu.

Enfin, plusieurs refusaient de s'associer à d'autres entreprises dans le but de développer une offre plus inclusive à leurs clients.

Aujourd'hui, non seulement ces questions refont surface, mais elles nécessitent une attention immédiate afin de permettre aux entreprises de survivre.

Pour vous préparer à l'ouverture de votre entreprise, la déprogrammation est la première étape que vous devez effectuer. En bref, cela signifie créer une nouvelle «normalité».

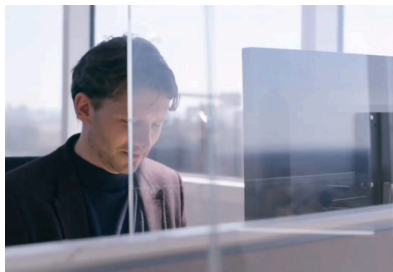
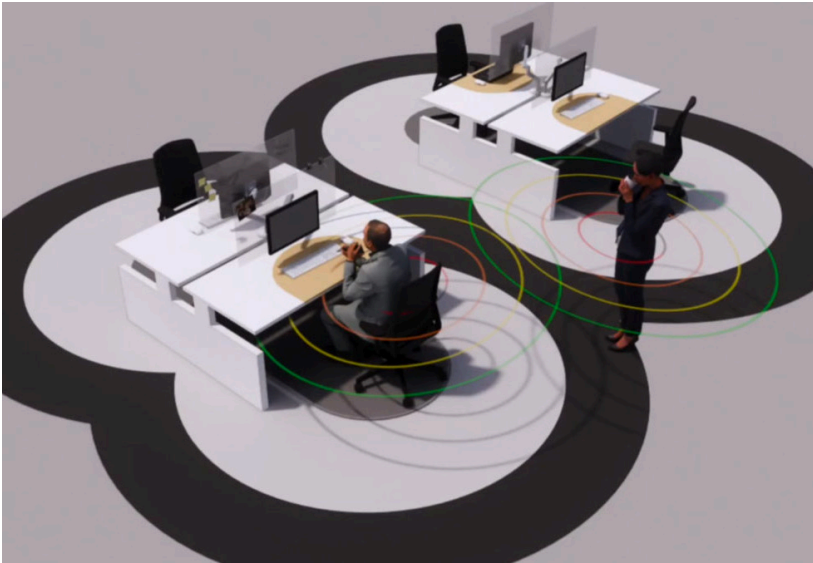
Continuez à faire ce qui a fonctionné pour vous avant de rouvrir. Cependant, comparez ce que vous avez accompli à vos valeurs organisationnelles et assurez-vous que les modifications apportées sont alignées avec vos valeurs. Sinon, faites les ajustements nécessaires pour rester fidèle à votre image de marque.

Retravailler votre structure organisationnelle en identifiant les rôles appropriés pour le télétravail par rapport à ceux qui doivent être exécutés au bureau; ou encore les rôles hybrides. Ensuite, évaluer les forces et les



Des bureaux où il est possible de respecter la distanciation physique.

PHOTOS: VIDÉO PROMOTIONNELLE DU «GFT OFFICE» DE LA FIRMES CUSHMAN & WAKEFIELD



Un poste de travail protégé par un écran de plastique.

faiblesses de l'équipe dans le contexte de la restructuration des rôles et des méthodes de travail et développer des programmes de formation pour les employés en télétravail.

Étape 2 - Planifiez

Tout d'abord, développez une équipe multidisciplinaire composée de membres de votre comité de santé et de sécurité, d'employés et de leaders socio-économiques de votre secteur, afin de planifier, préparer et suivre la réouverture de votre lieu de travail.

Attribuez à cette équipe les rôles de supervision de la conduite des évaluations des risques. Assurez une approche cohérente de tous les aspects de la réouverture. Aidez à élaborer et à mettre en œuvre des contrôles sur le lieu de travail, afin de minimiser le risque de contamination. Et planifiez les défis logistiques et technologiques des employés de retour au travail.

Intégrez toutes les bonnes choses que vous aviez en tête avant la pandémie. Par exemple, un lieu de travail plus inclusif, plus flexible et axé sur le développement de vos employés.

N'oubliez pas que vous apprenons à naviguer en temps réel. Par conséquent, il est important de faire preuve d'humilité et de réévaluer chaque changement que vous apportez, de

retravailler le plan au fur et à mesure, d'avancer et de demander à votre groupe de travail d'évaluer les résultats du plan et de surveiller les modifications apportées à la législation.

Étape 3 - Communiquez

Assurez-vous d'un plan de communication clair et rassurant. Planifiez des réunions en ligne pour communiquer chaque étape de votre plan.

Soyez transparent et informez vos employés que ce plan pourrait changer en fonction d'une nouvelle épidémie à l'intérieur ou à l'extérieur du lieu de travail. Il est important de communiquer à vos employés les mesures que vous mettez en place pour assurer une réouverture sécuritaire du lieu de travail.

Assurez-vous de suivre les directives de l'Organisation mondiale de la santé et du ministère de la Santé.

Partagez le plan du retour au travail: les mesures de contrôle de l'accès au travail; les mesures mises en place par rapport aux employés symptomatiques; les mesures sanitaires; le réaménagement des bureaux afin de respecter la distanciation physique.

Informez vos employés des directives et du protocole de retour au travail. Communiquez les mesures d'évaluation des risques en place.

Explorer de nouvelles façons de redéfinir le lieu de travail comme un espace sanitaire et engageant est la réalité d'aujourd'hui. En tant que petites entreprises et employeurs, profitez de cette période de transition pour réévaluer vos priorités et intégrer des changements positifs.

Consultante émérite en ressources humaines pour les petites entreprises à Toronto: ayoubhr.com.

Victoire de l'égalité des écoles en Colombie-Britannique

Marc Poirier · Francopresse

La Cour suprême du Canada a donné raison à la communauté francophone de la Colombie-Britannique, qui réclame depuis dix ans devant les tribunaux que le système scolaire de langue française dispose d'installations et de services équivalents à ceux du système anglophone.

Dans un jugement de sept juges contre deux, ce vendredi 12 juin, le plus haut tribunal du pays a renversé plusieurs éléments de la Cour d'appel de la Colombie-Britannique dans cette affaire, et statué des façons dont une quinzaine de communautés francophones de la province pourront obtenir le niveau d'éducation auquel elles ont droit dans leur langue.

«On avait raison»

«C'est un moment décisif, un tournant pour les francophones», affirme avec grande fierté Marie-Pierre Lavoie, présidente du Conseil scolaire francophone de la Colombie-Britannique (CSFBC).

«Ça répond à nos espoirs. Ça nous dit qu'on avait raison. Ça ne peut que faire vibrer la communauté. Ça va assurer la pérennité de la communauté francophone en Colombie-Britannique!»

Éducation équivalente

Dans un communiqué de presse émis conjointement par le CSFBC et la Fédération des parents francophones de la Colombie-Britannique (FPFCB), la présidente de ce dernier organisme, Suzana Straus, se dit plus que satisfaite du jugement rendu.

«C'est une victoire pour les parents francophones qui, depuis la création du CSF, réclament des écoles équivalentes dans bon nombre de communautés de la province, afin d'offrir à nos jeunes une éducation de langue française véritablement équivalente à celle dispensée dans les écoles de langue anglaise, et ce, de la maternelle à la 12e année.»

Le juge en chef

La décision, écrite par le juge en chef Richard Wagner, reprend l'évaluation systématique des besoins de 17 communautés francophones de la province sur lesquels s'était penché le tribunal de première instance, en l'occurrence la Cour suprême de la Colombie-Britannique.

La Cour suprême fédérale a estimé que les méthodes d'évaluation en première instance étaient fautives et elle a ajouté huit communautés à la liste qui devront, selon le tribunal, avoir droit à une école équivalente.

Pour quelques plus petites communautés, la Cour estime qu'elles ont droit «à des installations de base».

Pas d'échéance précise L'ordonnance de la Cour suprême fédérale à l'endroit des écoles constitue un «jugement déclaratoire». Il n'y a donc pas d'échéance précise ou de mécanisme afin que le gouvernement rende des comptes sur ses actions - ou son inaction.

«Chaque réparation est un cas d'espèce, mais la réparation doit néanmoins être apportée dans un délai utile», précise cependant la décision.

Pas de prétexte financier

La Cour suprême statue que le



Marie-Pierre Lavoie, présidente du Conseil scolaire francophone de la Colombie-Britannique, et Suzana Straus, présidente de la Fédération des parents francophones de la Colombie-Britannique, ce 12 juin 2020. PHOTO: CSFBC



L'École de l'Anse-au-sable, à Kelowna, gérée par le Conseil scolaire francophone de la Colombie-Britannique. PHOTO: STÉPHANE CHARETTE, WIKIMEDIA COMMONS



Richard Wagner.

gouvernement provincial ne peut évoquer des raisons financières pour justifier, par l'article 1 de la Charte canadienne des droits et libertés, une violation du droit à une éducation en français comparable à celle de la majorité, conféré dans l'article 23.

Il s'agissait-là d'une question clé argumentée par le gouvernement britanno-colombien et que la Cour d'appel avait acceptée.

La Cour suprême du Canada a rétabli la décision du tribunal de première instance, qui avait été infirmée par la Cour d'appel de la Colombie-Britannique, afin que le gouvernement provincial verse au CSFBC 6 millions \$ en dommages-intérêts, sur une période de dix ans, pour l'indemniser du sous-financement chronique de son système de transport entre 2002 et 2012.

Réactions à travers le pays

Le jugement de la Cour suprême était attendu dans tout le pays et a suscité une pluie de réactions.

«La Cour rejette notamment l'idée que les provinces et territoires puissent limiter le droit à l'éducation dans la langue de la minorité au nom de «l'affectation juste et rationnelle de fonds publics limités». Le tribunal voit juste en disant qu'une telle idée permettrait aux gouvernements de dégrader beaucoup trop facilement aux droits fondamentaux.» - **Fédération des communautés francophones et acadienne du Canada**

«L'AFO est heureuse de voir que la Cour suprême reconnaisse toujours l'importance de l'article 23 de la Charte canadienne des droits et libertés. Cet article de la Charte est primordial pour contrer l'assimilation de la communauté francophone au pays, car il assure le droit à une éducation en français équivalente à celle

de la majorité linguistique en terme d'infrastructures.» - **Assemblée de la francophonie de l'Ontario**

Carol Jolin, le président de l'AFO, avertit cependant qu'à l'aube d'une modernisation de la Loi sur les langues officielles, «ce conflit ayant perduré une décennie démontre que des gouvernements peuvent toujours tenter de se soustraire à leurs obligations linguistiques. Saisissons l'extraordinaire chance que nous avons de moderniser nos droits linguistiques en vue de bâtir un pays où les francophones n'auront plus à se battre à tout moment pour pouvoir vivre et s'épanouir en français.»

«Cette décision aura un impact majeur pour le milieu éducatif francophone dans toutes les provinces et territoires. En reconnaissant les droits des francophones et en leur offrant les moyens financiers pour soutenir l'éducation en français, la Cour suprême du Canada reconnaît d'une part que les provinces ne peuvent ignorer la Charte canadienne des droits et libertés et d'autre part que la vitalité du français au Canada passe par un soutien effectif et équitable.» - **Association des juristes d'expression française de l'Ontario**

Nadia Effendi, la présidente de l'AJEFO, a félicité les membres du cabinet Juristes Power «qui défendent ce dossier depuis plus de 10 ans au travers de multiples recours et qui offre au Canada une victoire historique.»

Trois élus libéraux à l'Assemblée législative de l'Ontario, **Lucille Collard**, **Amanda Simard** et l'ex-première ministre **Kathleen Wynne**, se sont réjouis que «la Cour suprême a clairement indiqué que les enfants qui étudient en français ou en anglais doivent recevoir la même qualité de service et la même expérience éducative à l'école. Peu importe la taille de la population francophone d'une région, la Cour a jugé l'obligation d'assurer l'égalité réelle dans le service éducatif fourni. Peu importe où vous êtes au Canada, vous avez droit à une éducation de qualité en français.»

METROLINX

Avis public - Consultation publique

Proposition concernant la station GO Park Lawn

Le projet

First Capital REIT (FCR) a proposé l'ajout d'une nouvelle station GO qui sera située à l'extrémité nord de l'ancienne fabrique de biscuits M. Christie, soit à l'adresse municipale 2150 Boulevard Lake Shore Ouest. La station GO proposée sera construite de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. Il est anticipé que la future station GO Park Lawn deviendra un centre de transport multimodal offrant un accès et une connectivité améliorés aux transports en commun locaux et régionaux. GO Transit exploite actuellement un service de train au sein du corridor ferroviaire Lakeshore Ouest, entre la station Union à Toronto et la station West Harbour à Hamilton et à Niagara Falls. Cette nouvelle station fournira un nouvel arrêt au sein du corridor ferroviaire Lakeshore Ouest, entre les stations Exhibition et Mimico.

La procédure

Tel que prescrit par le Règlement de l'Ontario 231/08 en vertu de la Loi sur les évaluations environnementales, Processus d'évaluation du projet de transport en commun, sera complété pour la station GO Park Lawn proposée. Dans le cadre du Processus d'évaluation du projet de transport en commun, un rapport environnemental sur le projet sera préparé pour évaluer les effets environnementaux potentiels de ce projet de transport en commun. Les travaux préalables au Processus d'évaluation du projet de transport en commun sont en cours et un avis de lancement sera émis lorsque le processus débutera.

Joignez-vous à nous afin d'en apprendre plus sur cette proposition

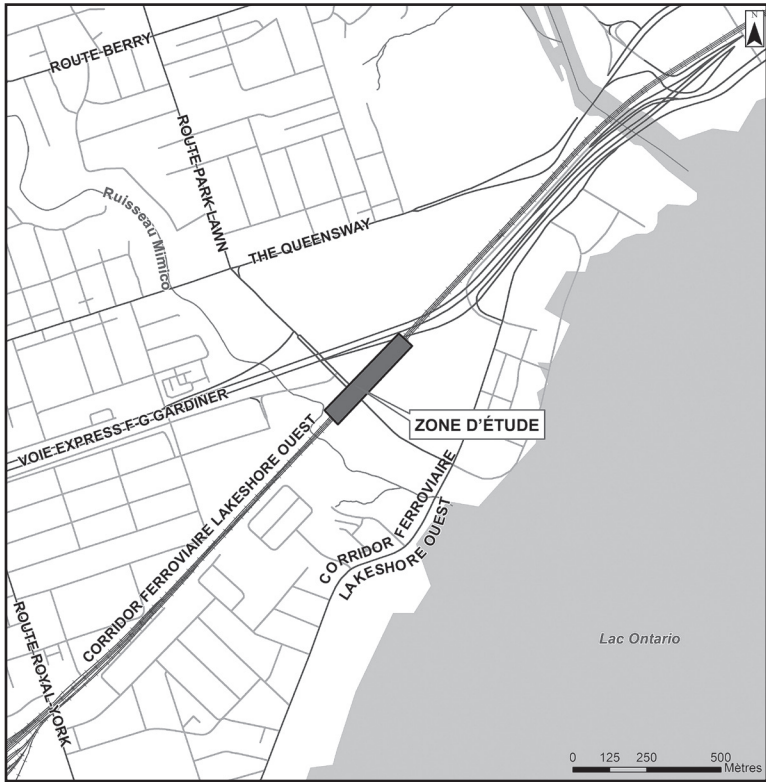
En raison de la COVID-19 et des directives provinciales actuelles sur les rassemblements publics, une présentation préenregistrée en ligne sera affichée au lieu d'une réunion publique. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera publiée en ligne et comprendra un aperçu du projet, les conditions existantes identifiées par des études environnementales et donnera l'occasion de soumettre vos questions. Votre participation est un élément crucial au sein de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx. Les questions et les réponses seront publiées en ligne.

La présentation sera disponible au [2150lakeshore.com/transitea](https://www.2150lakeshore.com/transitea) à compter du 25 juin 2020. Les commentaires pourront être envoyés jusqu'au 20 juillet 2020.

Pour en savoir plus sur le Plan de transport régional de Metrolinx pour la région du Grand Toronto et de Hamilton, ainsi que sur GO Transit, PRESTO et Union Pearson Express visitez le www.metrolinx.com.

Des commentaires ?

Pour plus d'information ou pour être ajouté à la liste de diffusion de l'étude, s'il-vous-plaît veuillez contacter :



Par courriel : transitea@2150lakeshore.com

Sur le site Internet : [2150lakeshore.com/transitea](https://www.2150lakeshore.com/transitea)

Tous les renseignements personnels inclus dans une soumission (tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété) sont collectés, conservés et divulgués par le ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Les renseignements sont recueillis en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de créer un dossier accessible au grand public tel que décrit à l'art. 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels que vous soumettez feront partie d'un dossier public accessible au grand public, sauf si vous demandez que vos renseignements personnels demeurent confidentiels. Pour plus d'informations, veuillez contacter transitea@2150lakeshore.com ou le coordonnateur de l'accès à l'information et de la protection de la vie privée du ministère de l'Environnement, de la Protection de la nature et des Parcs au 416 327-1434.

Cet avis a été publié pour la première fois le 18 juin 2020.



FIRST CAPITAL

Baby Point, l'histoire de la migration française vers l'intérieur du continent

2^e partie: un homme riche et puissant

La semaine passée, on a parlé des premiers habitants de Baby Point, le lieu d'un ancien poste de traite français à l'ouest de Toronto près de la rivière Humber. Cette semaine, on termine notre visite guidée virtuelle en retraçant l'histoire de celui qui a donné son nom au promontoire Baby (prononcez le a en français).



Michèle Villegas-Kerlinger

Le premier Baby en Nouvelle-France

L'histoire de la famille Baby au Canada commence en 1665, lors de l'arrivée de Jacques Baby de Ranville (1633-1688) avec le régiment de Carignan-Salières. Le fils de Jehan Baby, seigneur de Ranville [1], et d'Isabeau Robin était sergent dans l'armée française envoyée par le roi Louis XIV et Colbert, ministre des Finances, pour mater les Iroquois.

Une fois le traité de paix signé, en 1666, entre les Iroquois et Alexandre de Prouville Marquis de Tracy, commandant en chef des forces françaises en Nouvelle-France, Baby, à l'égal de 400 de ses compagnons d'armes, a choisi de s'établir au Canada.

L'ancien soldat a élu domicile dans le petit village de Champlain juste au nord de la ville de Trois-Rivières au Québec.

Deux ans plus tard, Baby s'adonnait à la traite des fourrures. Avec l'aval du gouvernement, il participait au marché de fourrures annuel qui se tenait à Montréal. Du même coup, il achetait des terres à Champlain et à Gentilly.

En 1670, le soldat devenu entrepreneur s'est marié à Jeanne Dandonneau du Sablé (1655-1703), fille d'un Trifluvien éminent. Le couple a eu douze enfants. Jacques est mort à l'âge de 55 ans à la tête d'une fortune considérable.

Raymond Baby sur les traces de son père

C'est à l'âge de quinze ans que Raymond (1688-1737), le benjamin des enfants de Jacques et de Jeanne, a décidé de partir vers l'Ouest, attiré, lui aussi, par la traite des fourrures.

En 1721, il s'est marié avec une Montréalaise de 15 ans sa cadette, Thérèse Le Compte Dupré (1703-1790).

Bien que de condition seigneuriale, ce qui l'obligeait à faire cultiver la terre pour favoriser la colonisation, la famille de Thérèse se livrait au commerce des fourrures, ce qui n'était pas rare à l'époque.

Jacques Baby, dit Dupéron, un homme riche et puissant

Jacques Baby, dit Dupéron, (1731-1789) le 8e des onze enfants de Raymond et de Thérèse, a emboîté le pas à son père, quittant le confort de Montréal pour l'aventure de l'Ouest. Vers 1753, il était commerçant et agent auprès des Amérindiens à Chingué (Ambridge en Pennsylvanie).

Pendant la guerre de Sept Ans, Dupéron a travaillé dans l'Ouest avec ses



Panneau dans le parc Étienne Brûlé qui longe la rivière Humber à Toronto.

frères Louis et Antoine qui se sont battus à ses côtés dans la vallée de l'Ohio conjointement avec des Amérindiens alliés aux Français. Un autre frère, François, gérait leurs affaires à Montréal en tant que partenaire dans leur entreprise appelée «Baby Frères».

Lors de la défaite de 1760, Jacques a refusé de prêter le serment d'allégeance à George III, le roi d'Angleterre. Ce refus lui a non seulement fermé les postes de l'Ouest, mais lui a valu un bref séjour en prison à Détroit. Il a été libéré après que le principal chef d'accusation, la participation dans un complot contre les forces britanniques, s'est révélé sans fondement.

Après un premier mariage en 1750 avec Marie-Angélique Crevier St-François (1733-?), Jacques Dupéron s'est remarié en 1760 avec Susanne Réaume (1740-1813), dit La Croix, à Détroit. Dupéron voulait partir pour l'Angleterre où son frère François était détenu en prison.

Mais, lors de son arrivée à Montréal en 1761, voyant la conjoncture économique toujours favorable à la vente des fourrures, il a préféré retourner avec sa femme à Détroit l'année suivante, faisant de cette ville sa base d'opérations. En 1763, lors du soulèvement de Pontiac, le chef des Outaouais, c'est Dupéron qui a ravitaillé les troupes britanniques assiégées à Détroit avant de rejoindre leurs rangs.

Quatre ans plus tard, le gouvernement britannique a nommé Baby capitaine et interprète au département des Affaires indiennes et commissaire intérimaire de la même agence en 1779. Désigné juge de paix en 1784 et lieutenant-colonel de la milice de Détroit en 1787, Dupéron est devenu membre du conseil des terres du district de Hesse en 1788.

En plus de la vente des fourrures, Dupéron tâtait dans l'immobilier suivant en cela les traces de son grand-père. Déjà en 1789, il était le propriétaire de 1 440 acres en territoire américain,



Jacques Baby fils

sans parler des 720 acres et de la réserve de bois près du lac Sainte-Claire, cadeau des Sautaux, qu'il possédait du côté britannique.

À sa mort, en 1789, à l'âge de 58 ans, on estimait sa fortune à quelque 24 570 livres.

Jacques Baby et Baby Point

Né à Montréal en 1763, Jacques (James) était le fils aîné [2] de la puissante famille de Jacques Baby, dit Dupéron.

Après avoir fait ses études au Séminaire de Québec, sous l'égide de son oncle François, et être retourné à Montréal à la fin de la guerre de Sept Ans, il est parti pour Londres où il s'est marié à une comédienne. Mais une telle union n'avait rien pour plaire à son père qui a vite fait d'annuler le mariage moyennant une pension versée à la femme.

De retour au Canada, le jeune divorcé s'est dédié au commerce de fourrures de la famille gracie auquel il a amassé une petite fortune et gagné de l'influence auprès des Amérindiens, tout comme les autres Baby avant lui.

En 1792, le premier lieutenant-gouverneur du Haut-Canada, John Graves



Jacques Baby, dit Dupéron.

Simcoe, a nommé le jeune Jacques Baby aux Conseils exécutif et législatif du Haut-Canada et au poste de lieutenant du comté de Kent, afin de le récompenser de sa loyauté envers la couronne britannique et pour qu'il représente la communauté francophone du sud-ouest.

Le Traité de Jay

L'année suivante, le politicien en herbe est devenu juge de la Cour du district de Western avant d'organiser, en 1794, la milice locale de Détroit. Mais la même année, les Baby ont décidé de quitter la ville française, devenue américaine en vertu du Traité de Jay [3], pour s'établir à Sandwich (Windsor), à l'autre côté de la rivière Sainte-Claire.

En 1799, on a choisi Baby pour occuper temporairement la fonction de surintendant général adjoint des Affaires indiennes. Trois ans plus tard, Jacques s'est marié avec Elizabeth Abbott avec qui il a eu cinq fils et une fille.

En 1807, le couple a acheté la maison construite par Alexandre Duff, un des fondateurs de l'ancienne ville de Sandwich [4] [5].



La Maison Duff Baby à Windsor.

La guerre de 1812

C'est peu après qu'a éclaté la Guerre de 1812. Baby a conduit la milice depuis Windsor jusqu'à Amherstburg. L'année suivante, il a été fait prisonnier lors de la bataille de Moravian-town. Pendant son absence, les Américains ont pillé sa maison et sa femme est morte d'une fièvre.

Comblé de chagrin, le veuf s'est réfugié avec ses enfants au Québec. Mais leur séjour a été de courte durée. Le jour où il a été nommé inspecteur général des comptes publics en 1815, fonction qu'il a occupée jusqu'à sa mort, Baby a déménagé avec sa famille à Toronto.

Peu après, il a acheté 114 acres sur le promontoire qui portera son nom, Baby Point. Avec l'aide de ses fils, il y a construit une maison de campagne [6] et planté des pommiers. Une source fournissait de l'eau que la famille embouteillait et vendait dans le monde entier.

D'autres responsabilités sont venues se greffer à celles qu'avait déjà Jacques Baby: commissaire chargé de disposer des biens confisqués aux traitres pendant la Guerre de 1812 et l'arbitrage, en 1823, du conflit qui opposait le Haut-Canada au Bas-Canada au sujet du partage des revenus douaniers.

Après plus de 40 ans au service du gouvernement du Haut-Canada et de York, Jacques Baby fils s'est éteint en 1833. Entre 1792 et 1830, l'unique membre francophone du Family Compact [7] avait cumulé pas moins de 115 postes d'importance dans le gouvernement britannique au Canada.

Les derniers Baby sur Baby Point

Les Baby sont demeurés sur leur promontoire jusqu'en 1910, l'année où le gouvernement canadien a acquis la propriété pour y construire un fort et des casernes. Le site s'avérant par la suite moins idéal à des fins militaires que par le passé, le terrain a été revendu deux ans plus tard au développeur Robert Home Smith.

Aujourd'hui, trois rues dans ce quartier portent le nom de Baby Point et, curieusement, une autre s'appelle «Strange Place».

En plus de la visite guidée de la Société d'histoire de Toronto, il y a le sentier partagé, une visite auto-guidée le long de la rivière Humber, mis sur pied par la Société et dont Baby Point fait partie.

Notes

[1] Les Baby faisaient partie de la noblesse ruinée du sud de la France.

[2] En tout, Dupéron aurait été le père de 22 enfants dont la moitié aurait survécu jusqu'à l'âge adulte.

[3] Le Traité de Jay.

[4] Baby a invité Tecumseh, le chef et génie militaire des Shawnees, à dîner à la maison de Duff.

[5] Les postes cumulés par Baby étaient souvent assortis de propriétés foncières formant partie de la rémunération. Entre 1793 et 1800, Jacques est devenu le propriétaire d'un grand nombre de terrains à Windsor, à Niagara-on-the-Lake, à York (Toronto) ainsi que dans les cantons de Yorkmouth, de Dorchester, de Harwich, de Malden, d'Aldborough et de Dunwich, soit un total de 30 000 acres.

[6] Sur le site du premier fort français.

[7] Le Family Compact, l'équivalent torontois du *Château Clique* à Montréal, représentait l'élite sociopolitique du Haut-Canada. Ses membres tenaient mordicus à leurs privilèges. Raymond, un des fils de Jacques Baby, a été arrêté pour un mauvais coup porté contre William Lyon Mackenzie, éditeur du Colonial Advocate et chef des Patriotes du Haut-Canada en 1837. Ces derniers remettaient en question le pouvoir détenu par le petit groupe majoritairement anglican, conservateur et fortuné. Le jeune Raymond, en compagnie de quelques-uns de ses amis, a démonté la presse de Mackenzie et jeté les caractères d'imprimerie dans le lac Ontario.

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Toronto, 416-465-2582
- Centre Etobicoke-Sud**
École Ste-Marguerite d'Youville
18 mois à 12 ans
755, chemin Royal York,
Etobicoke, 416-236-4557

- Centre Jones**
École du Bon-Berger
18 mois à 5 ans
343, ave Jones
Toronto, 416-465-2227
- Centre Queensdale**
École La Mosaique
2 ½ à 12 ans
80, ave Queensdale,
Toronto, 416-463-3975
- Centre Richview**
École Notre-Dame-de-Grâce
3 mois à 12 ans
école Richview
59, chemin Clement,
Etobicoke, 416-240-9559

www.lpcr.ca

METROLINX

Avis public - Consultation publique

Proposition concernant la station GO Park Lawn

Le projet

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Tel que prescrit par le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales*, Processus d'évaluation du projet de transport en commun, sera complété pour la station GO Park Lawn proposée. Dans le cadre du Processus d'évaluation du projet de transport en commun, un rapport environnemental sur le projet sera préparé pour évaluer les effets environnementaux potentiels de ce projet de transport en commun. Les travaux préalables au Processus d'évaluation du projet de transport en commun sont en cours et un avis de lancement sera émis lorsque le processus débutera.

Joignez-vous à nous afin d'en apprendre plus sur cette proposition

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Pour en savoir plus sur le Plan de transport régional de Metrolinx pour la région du Grand Toronto et de Hamilton, ainsi que sur GO Transit, PRESTO et Union Pearson Express visitez le www.metrolinx.com.

Des commentaires ?

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Cet avis a été publié pour la première fois le 18 juin 2020.

B.2 Emails to Elected Officials



FW: RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1

1 message

Luiza Sadowski [REDACTED]
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Wed, Jun 17, 2020 at 2:33 PM

FYI 2

From: Luiza Sadowski
Sent: June-17-20 2:29 PM
To: christine.hogarth@pc.ola.org
Cc: [REDACTED]
Subject: RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1

Dear MPP Hogarth,

First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing. The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit.

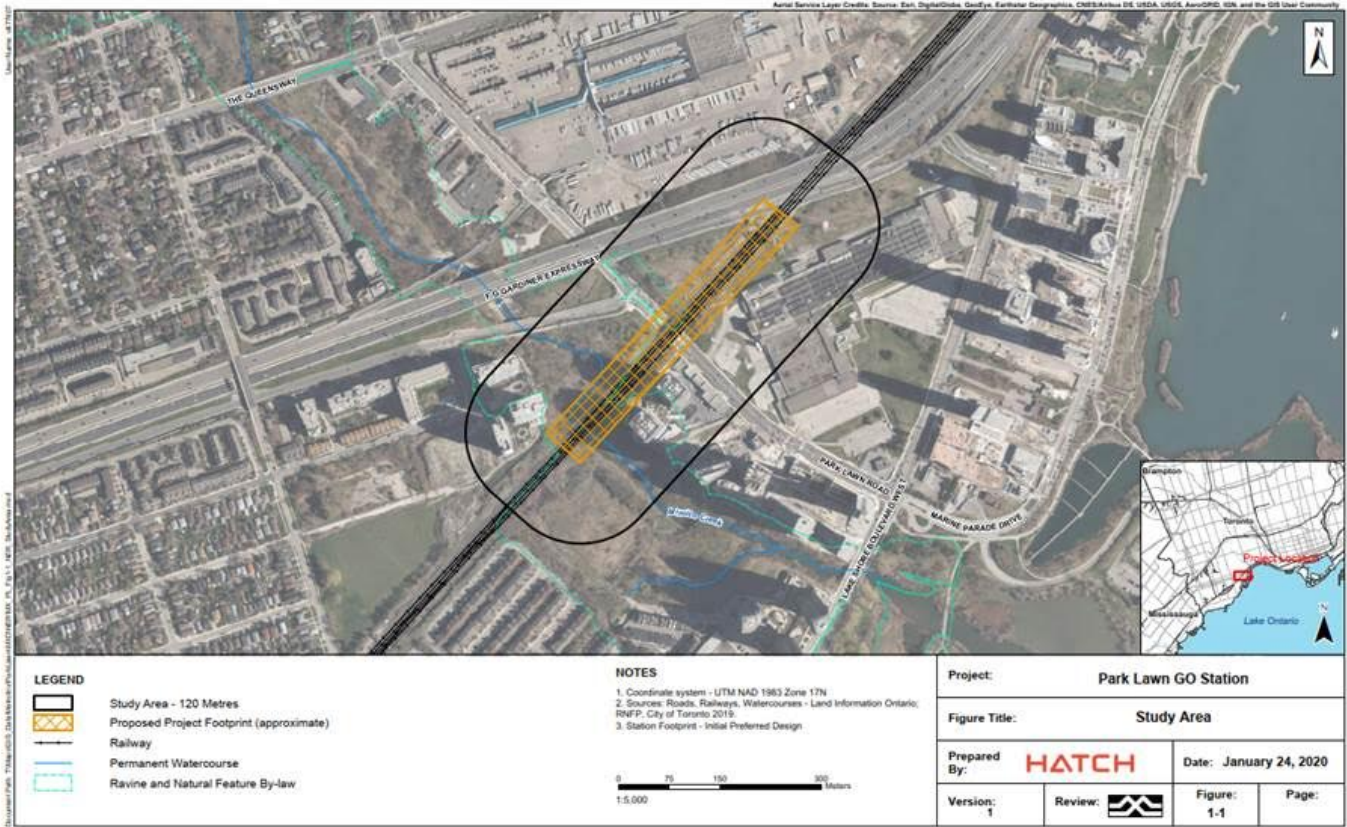
The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The GO Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will provide improved local and regional transit access. GO Transit currently operates train service along the Lakeshore West rail corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls.

We are writing to request feedback regarding your agency's interest in the project. We would appreciate your input on existing environmental features and any potential issues in the vicinity of the station site to help inform project planning.

Due to COVID-19 and current provincial guidance on public gatherings, an online presentation will be posted in lieu of a public meeting. Please see attached Notice of Public Meeting. We invite you and other agency representatives to participate. The presentation will be made available at www.2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20, 2020.

To request additional project information, request a meeting or discuss interest in this project please contact Melissa Alexander at [REDACTED] or transitea@2150lakeshore.com. The study team will continue to keep you updated as the project progresses. We invite and encourage your input.

Figure 1: Park Lawn GO Station Proposed Project Footprint



Sincerely,

LUIZA SADOWSKI

[Redacted signature block]



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Park Lawn PIC #1 Notice Final June 5, 2020.pdf
221K



FW: RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1

1 message

Luiza Sadowski [REDACTED]
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Wed, Jun 17, 2020 at 2:32 PM

FYI – apologies, there was a typo in your email in my original cc

From: Luiza Sadowski
Sent: June-17-20 2:30 PM
To: 'councillor_grimes@toronto.ca'
Cc: [REDACTED]
Subject: RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1

Dear Councillor Grimes,

First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing. The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit.

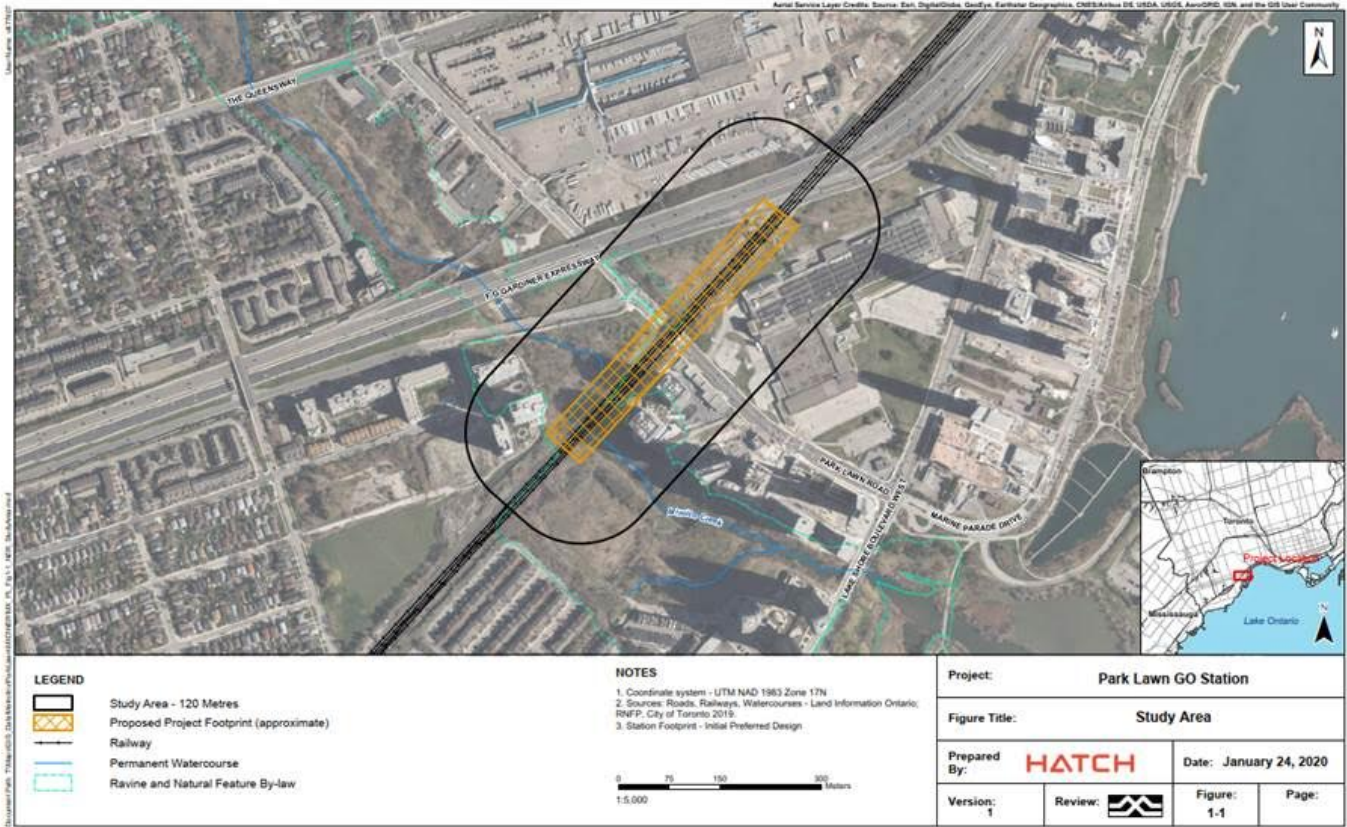
The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The GO Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will provide improved local and regional transit access. GO Transit currently operates train service along the Lakeshore West rail corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls.

We are writing to request feedback regarding your agency's interest in the project. We would appreciate your input on existing environmental features and any potential issues in the vicinity of the station site to help inform project planning.

Due to COVID-19 and current provincial guidance on public gatherings, an online presentation will be posted in lieu of a public meeting. Please see attached Notice of Public Meeting. We invite you and other agency representatives to participate. The presentation will be made available at www.2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20, 2020.

To request additional project information, request a meeting or discuss interest in this project please contact Melissa Alexander at [REDACTED] or transitea@2150lakeshore.com. The study team will continue to keep you updated as the project progresses. We invite and encourage your input.

Figure 1: Park Lawn GO Station Proposed Project Footprint



Sincerely,

LUIZA SADOWSKI

[Redacted signature block]



WE SERVE WITH PASSION, THINK FORWARD AND PLAY AS A TEAM

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

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

Park Lawn PIC #1 Notice Final June 5, 2020.pdf
221K

B.3 Letters to Indigenous Communities



July 2, 2020

<Insert Indigenous Community Contact Information>

Delivered by email

Dear <Insert Indigenous Community>

RE: Proposed Park Lawn GO Station – Request for Input, Offer for Community Meeting

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe region moves by building a fast, convenient and integrated transit network. A new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing. The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit. The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the <Insert Indigenous Community>

Accordingly, Metrolinx takes its engagement efforts with the <Insert Indigenous Community> seriously, recognizing: (1) <Insert Indigenous Community> connection to the areas in which Metrolinx operates and will be constructing infrastructure; and (2) that Metrolinx is a public agency of the Province of Ontario with limited resources and a mandate to implement transit infrastructure projects and operations.

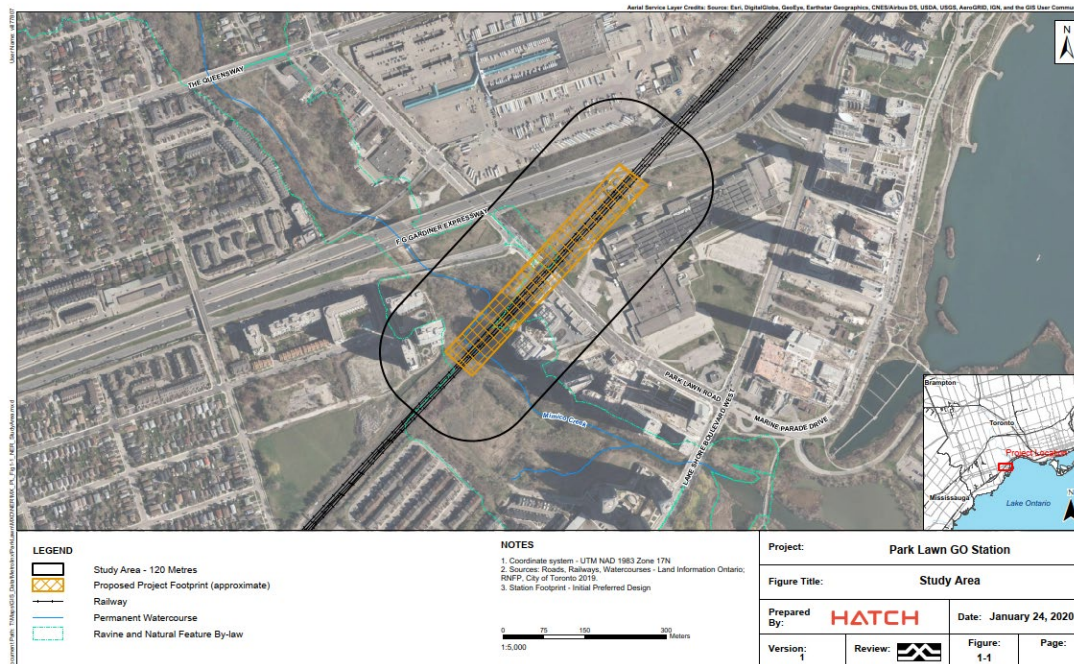
Project Description

First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The GO Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will provide improved local and regional transit access. GO Transit currently operates train service along the Lakeshore West rail corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls. The proposed GO Station has the opportunity to provide a new GO Station stop along the Lakeshore West rail corridor between Exhibition and Mimico Stations. The attached figure reflects the preliminary project footprint.

1. Scope

A Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, will be completed by FCR and Metrolinx for the proposed Park Lawn GO Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared to assess the potential environmental effects of this transit project. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP is started.

2. Study Area



3. Proposed Archaeology

As part of the TPAP, archaeological assessments are being completed. Schedule of these assessments is to be determined. We will be sharing Stage 1 Archaeological Assessments with you for your information and review and will inform you when Stage 2 Archaeological Assessments have been scheduled.

4. Engagement

Metrolinx would appreciate knowing about any interest the <Insert Indigenous Community> may have in the proposed Park Lawn GO Station. We would like to know if there are any potential impacts of the proposed project on your community's rights and/or interests. Metrolinx would welcome the opportunity to meet with your community to provide more information and discuss any interests or questions that you may have. Please let us know how best we might engage with your community.



Upcoming Public Meeting

Due to COVID-19 and current provincial guidance on public gatherings, an online presentation will be posted in lieu of a public meeting. A presentation will be posted online and will include a project overview, the existing conditions identified through environmental studies, and provide an opportunity to submit questions. Comments will be received by First Capital REIT, Hatch and Metrolinx staff. Responses to comments received will be made available on the project website. The presentation will be made available at 2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20, 2020. We extend an open invitation to you and members of the <Insert Indigenous Community> to participate in this meeting, however, this would not preclude any request from the to meet with Metrolinx directly.

Additional Information

For additional information regarding this project, including public meeting related materials, please visit: www.2150lakeshore.com/transitea. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in person meeting, please contact us at IndigenousRelations@metrolinx.com. We kindly request that you notify us of your interest in this project and how you may wish to engage with Metrolinx, in writing, by July 30, 2020.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

A handwritten signature in dark ink, appearing to read 'f. melander'.

Fallon Melander
Manager, Indigenous Relations Office

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



cc:

Katie Bright, Metrolinx

Gretel Green, Metrolinx

transitea@2150lakeshore.com

B.4 Letters to Agencies



2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting**1 -** [REDACTED]

2 messages

Sandeep Talwar <transitea@2150lakeshore.com>

Thu, Jun 18, 2020 at 4:11 PM

To: [REDACTED]
Cc: TorontoWest@metrolinx.com

June 18, 2020

RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1

Good Afternoon,

First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing. The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit.

The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The GO Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will provide improved local and regional transit access. GO Transit currently operates train service along the Lakeshore West rail corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls.

To facilitate the implementation of the proposed station, this project will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) will be prepared by FCR and Metrolinx to assess the potential environmental effects of this transit project. Pre-TPAP work is currently being undertaken including environmental studies, consultation and engagement activities, and preliminary engineering design for the proposed Park Lawn GO Station.

We are writing to request feedback regarding your agency's interest in the project. We would appreciate your input on existing environmental features and any potential issues in the vicinity of the station site to help inform project planning.

We will be reaching out shortly regarding stakeholder review times of technical documentation. The Notice of Study Commencement is planned for the Fall 2020 – dates are to be confirmed.

Due to COVID-19 and current provincial guidance on public gatherings, an online presentation will be posted in lieu of a public meeting. Please see attached Notice of Public Meeting. We invite you and other agency representatives to participate. The presentation will be made available at www.2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20, 2020.

To request additional project information, request a meeting or discuss interest in this project please contact the Project team at transitea@2150lakeshore.com. We will continue to keep you updated as the project progresses. We invite and encourage your input.

Sincerely,

Melissa Alexander

part of the TPAP, an Environmental Project Report (EPR) will be prepared by FCR and Metrolinx to assess the potential environmental effects of this transit project. Pre-TPAP work is currently being undertaken including environmental studies, consultation and engagement activities, and preliminary engineering design for the proposed Park Lawn GO Station.

We are writing to request feedback regarding your agency's interest in the project. We would appreciate your input on existing environmental features and any potential issues in the vicinity of the station site to help inform project planning.

We will be reaching out shortly regarding stakeholder review times of technical documentation. The Notice of Study Commencement is planned for the Fall 2020 – dates are to be confirmed.

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To request additional project information, request a meeting or discuss interest in this project please contact the Project team at transitea@2150lakeshore.com. We will continue to keep you updated as the project progresses. We invite and encourage your input.

Sincerely,

Melissa Alexander

Project Manager

Hatch - Environmental Services Group (**consultant to FCR**)

cc: Gretel Green, Metrolinx

TorontoWest@metrolinx.com

Attachments:

Figure 1 – Project Study Area

Figure 2 – Notice of Public Meeting

2 attachments



2020-07-20_ParkLawnGOSTn_MHSTCComments.pdf
179K



Attachment - MX TPAP Requirements.pdf
633K

Appendix C

Agency Consultation

Attachments:

Notice of Public Meeting



Notice of Public Meeting.pdf

270K

Leslie Rich <lrich@conservationontario.ca>
To: Sandeep Talwar <transitea@2150lakeshore.com>
Cc: "TorontoWest@metrolinx.com" <TorontoWest@metrolinx.com>

Mon, Jun 22, 2020 at 9:03 AM

Good morning,

Thank you for the information. We have forwarded the proposal to Toronto and Region Conservation Authority and will not require any additional follow-up from your team.

Kind regards,

Leslie Rich, MES, RPP

Policy and Planning Liaison

Conservation Ontario

120 Bayview Parkway

Newmarket, Ontario

Cell 705-716-6174



[Quoted text hidden]

Sandeep Talwar <transitea+canned.response@2150lakeshore.com>

Mon, Jun 22, 2020 at 9:03 AM



Hydro One Networks Inc
483 Bay St
Toronto, ON

July 27, 2020

Re: Proposed Park Lawn GO Station

Attention:
Melissa Alexander, MCIP, RPP
Project Manager

Thank you for sending us notification regarding (Proposed Park Lawn GO Station). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermain, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Proposed Park Lawn GO Station) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***



Impact Assessment
Agency of Canada

Ontario Region
600-55 York Street
Toronto ON M5J 1R7

Agence d'évaluation
d'impact du Canada

Région de l'Ontario
600-55 rue York
Toronto ON M5J 1R7

August 12, 2020

Sent by email

Melissa Alexander
Project Manager
Metrolinx
transitea@2150lakeshore.com

Dear Melissa Alexander:

Subject: Non-applicability of the *Impact Assessment Act* to the proposed Park Lawn GO Station

Thank you for your correspondence, dated June 6, 2020, regarding the proposed Park Lawn Go Station.

The *Impact Assessment Act* (IAA) outlines a process for assessing the impacts of certain major projects, including the assessment of positive and negative environmental, economic, health and social effects that are within the legislative authority of the Parliament of Canada. The *Physical Activities Regulations* (also known as the Project List) describe those projects that have the greatest potential to cause adverse effects in those areas and are subject to the requirements of IAA. Proponents of those projects are required to submit an Initial Project Description to the Impact Assessment Agency of Canada (the Agency).

Based on the information available to the Agency, your project does not appear to be described on the Project List. **Kindly review the requirements of IAA, including the Project List.**

If you believe that your project is not subject to IAA, and do not intend to submit an Initial Project Description, we kindly request that you remove the Agency from your distribution list.

.../2



- 2 -

If you have any questions, please feel free to contact us at
iaac.ontarioregion-regiondontario.aeic@canada.ca.

The attachment that follows provides web links to useful legislation, regulation,
and guidance documents.

Sincerely,

Anjala Puvananathan
Director, Ontario Region

Enclosure: Useful Legislation, Regulation, and Guidance Documents

Attachment – Useful Legislation, Regulation, and Guidance Documents

For more information on the *Impact Assessment Act*, please refer to the following links:

Legislation and Regulations:

<https://www.canada.ca/en/impact-assessment-agency/corporate/acts-regulations/legislation-regulations.html>

Impact Assessment Process Overview:

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/impact-assessment-process-overview.html>

Practitioner's Guide to Federal Impact Assessments under the *Impact Assessment Act*:

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/practitioners-guide-impact-assessment-act.html>

Compendium of Policies and Guidance Documents:

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance.html>

Government of Canada News Release dated August 8, 2019:

<https://www.canada.ca/en/impact-assessment-agency/news/2019/08/better-rules-for-impact-assessments-come-into-effect-this-month.html>



2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting #1 (MECP)

4 messages

Gretel Green <Gretel.Green@metrolinx.com>

Mon, Oct 5, 2020 at 4:38 PM

To: "Batista, Cindy (MECP)" <Cindy.Batista@ontario.ca>, "Cameron, Anne (MECP)" <Anne.Cameron@ontario.ca>

Cc: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>, Toronto West <TorontoWest@metrolinx.com>, Colin OMeara <Colin.OMeara@metrolinx.com>, Eveline McKee <Eveline.McKee@metrolinx.com>

Cindy,

I apologize for the confusion.

Poor choice of words – The 90% EPR will be circulated for review to agencies on February 11.

Current schedule shows:

Notice of Commencement - May 6, 2021

Statement of Completion October 21, 2021

Gretel Green, M.Sc. CISEC

Manager (A), Environmental Programs & Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

T: 416.202.1649 | C: 647.284.4047



From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]**Sent:** October-05-20 3:54 PM**To:** Gretel Green; Cameron, Anne (MECP)**Cc:** transitea@2150lakeshore.com; Toronto West; Colin OMeara; Eveline McKee; Batista, Cindy (MECP)**Subject:** RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting #1 (MECP)

Hello Gretel,

10/7/2020

First Capital REIT Mail - RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting #1 (MECP)

Can you kindly clarify when Metrolinx intends on issuing its notices of Commencement and Completion? It's not entirely clear what you mean when you state below that 'EPR is currently shown to commence February 11th'. Does this mean that the Notice of Commencement will be issued on February 11th, 2021?

Thanks,

Cindy

From: Gretel Green <Gretel.Green@metrolinx.com>

Sent: October 5, 2020 3:17 PM

To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>

Cc: transitlea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Colin OMeara <Colin.OMeara@metrolinx.com>; Eveline McKee <Eveline.McKee@metrolinx.com>

Subject: RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting #1 (MECP)

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

Hi Anne,

Thank you for reaching out, the schedule has been modified due to additional studies required by TRCA.

MECP review of the 90% EPR is currently shown to commence February 11th (submittal to all agencies) with comment review shown to be completed by March 29th (30 business day review).

Thank you for reaching out to ensure you are able to reserve review time for Park Lawn. I can imagine your schedule is quite full.

Please feel free to reach out anytime.

Gretel Green, M.Sc. CISEC

Manager (A), Environmental Programs & Assessment

Metrolinx

[10 Bay Street | Toronto | Ontario | M5J 2W3](#)

T: 416.202.1649 | C: 647.284.4047



From: Cameron, Anne (MECP) [<mailto:Anne.Cameron@ontario.ca>]
Sent: October-01-20 2:01 PM
To: Gretel Green
Cc: transitlea@2150lakeshore.com; Toronto West; Batista, Cindy (MECP)
Subject: RE: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting #1 (MECP)

Good afternoon Gretel,

I am reaching out regarding the proposed Park Lawn GO Station. The Ministry of the Environment, Conservation and Parks is wondering if you have an approximate date that you will be submitting a Draft Environmental Project Report for our review?

Thank you for your time.

All the best,

Anne Cameron | Project Officer

Environmental Assessment Services Section | Environmental Assessment Branch

135 St. Clair Avenue West | 1st Floor | Toronto ON M4V 1P5

☎: 437-246-2066 | ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Gretel Green <Gretel.Green@metrolinx.com>
Sent: June 19, 2020 10:23 AM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Cc: transitlea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>
Subject: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting #1 (MECP)

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

Good Morning Anne,

Please forward to interested MECP agency review staff.

First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing. The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit.

The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The GO Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will provide improved local and regional transit access. GO Transit currently operates train service along the Lakeshore West rail corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls.

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We are writing to request feedback regarding your agency's interest in the project. We would appreciate your input on existing environmental features and any potential issues in the vicinity of the station site to help inform project planning.

We will be reaching out shortly regarding stakeholder review times of technical documentation. The Notice of Study Commencement is planned for the Fall 2020 – dates are to be confirmed.

Due to COVID-19 and current provincial guidance on public gatherings, an online presentation will be posted in lieu of a public meeting. Please see attached Notice of Public Meeting. We invite you and other agency representatives to participate. The presentation will be made available at www.2150lakeshore.com/transitea commencing on **June 25**. Comments will be received until July 20, 2020.

To request additional project information, request a meeting or discuss interest in this project please contact the Project team at transitea@2150lakeshore.com. The Project team will continue to keep you updated as the project progresses. We invite and encourage your input.

Sincerely,

Gretel Green

Manager (A), Environmental Programs & Assessment

Metrolinx

[10 Bay Street | Toronto | Ontario | M5J 2W3](#)

T: 416.202.1649 | C: 647.284.4047

July 20, 2020

EMAIL ONLY

Melissa Alexander
Hatch – Environmental Services Group
2800 Speakerman Drive
Mississauga, ON L5K 2R7
transitea@2150lakeshore.com

MHSTCI File #: 0012260
Proponent : Metrolinx and First Capital REIT
Project : Park Lawn GO Station
Location : City of Toronto, Ontario

Dear Ms. Alexander:

Thank you for contacting the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) about the above-referenced project, which is following the Transit Project Assessment Process (TPAP) as defined in Ontario Regulation 231/08 under the *Environmental Assessment Act*. O. Reg 231/08 identifies the MHSTCI interest in cultural heritage resources. Cultural heritage resources include:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the TPAP, the proponent is required to consider whether its proposed transit project could have a potential negative impact on the environment. Under the process an objection can be submitted to the Ministry of the Environment, Conservation and Parks (MECP) about a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest.¹ The MECP expects a transit project proponent to make reasonable efforts to avoid, prevent, mitigate or protect matters of provincial importance.

The MECP's [Guide to Environmental Assessment Requirements for Transit Projects \(Transit Guide\)](#) provides guidance to proponents on how to meet the requirements of O.Reg 231/08. The Transit Guide encourages proponents to obtain information and input from appropriate government agency technical representatives before starting the TPAP to assist in meeting the timelines specified in the regulation, including the submission of a draft Environmental Project Report (EPR) for review and comment prior to issuing a Notice of Commencement.

Among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to:

- identify existing baseline environmental conditions;
- identify project-specific location or alignment (including construction staging, land requirements); and,
- identify expected environmental impacts and proposed measures to mitigate potential negative impacts.

This letter provides advice on how to incorporate consideration of cultural heritage in the above mentioned pre-planning activities, and also expands on section 3.4 of the Transit Guide by outlining the technical

¹ The MECP's *Guide to Environmental Assessment Requirements for Transit Projects* states that "when dealing with any property of cultural heritage value or interest, "provincial importance" is not restricted to property meeting the criteria as set out under the *Ontario Heritage Act* in *Ontario Regulation 10/06*, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance." Consideration of provincial importance includes properties that meet the criteria set out in O. Reg 9/06.

studies and level of detail required to address the cultural heritage component for transit projects that are covered by O.Reg 231/08. The outcomes and recommendations of the studies will be reported in the draft EPR and form the basis for any future commitments outlined in the EPR.

Please note that the [*Standards and Guidelines for Conservation of Provincial Heritage Properties*](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act* (OHA), came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Project Summary

First Capital REIT has proposed to build a new GO Station to be developed in partnership with Metrolinx and located at the north end of the former Mr. Christie Cookie Factory, municipally known as 2150 Lake Shore Boulevard West. The proposed GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road in the City of Toronto. It would provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico Stations.

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation.

Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

MHSTCI recommends that, as a best practice, a combined Stage 1-2 archaeological assessment (AA) be completed for the entire study area during the pre-planning phase.

At a minimum, a Stage 1 AA will be undertaken for the entire study area during the pre-planning phase. The results of the Stage 1 AA will inform the TPAP and will be summarized in the draft EPR. If the Stage 1 AA recommends further AA(s), then MHSTCI recommends that further stages of AA be completed as early as possible during the planning or design phase of the project, and prior to the completion of detailed design.

Archaeological assessments are required to be undertaken by an archaeologist licenced under the *Ontario Heritage Act*, who is responsible for submitting the report directly to MHSTCI for review.

The EPR must include specific information from the AA report(s). The Executive Summary of each AA report provides a brief summary of the work completed and the recommendations for next steps, whether for further archaeological assessment, in which case the report will include a map that identifies those areas, or for no further assessment. The EPR must also include clear commitments to undertake the recommended AA and a timeline for their completion.

Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area during the pre-planning phase to inform the TPAP. This study will:

1. Identify existing baseline cultural heritage conditions within the study area. The consultants preparing the Cultural Heritage Report report will need to define a study area and explain their rationale. MHSTCI recommends that the study area for the report include, at minimum, the project footprint and adjacent properties. Alternatively, the study area may include the project footprint and a study zone that is located immediately beside the footprint and extends a certain distance. The report will include a historical summary of the development of the study area and will identify all known or potential built heritage resources and cultural heritage landscapes in the study area.

MHSTCI has developed screening criteria that may assist with this exercise: [Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes](#).

2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
3. Propose and recommend measures to avoid or mitigate potential negative impacts to known or potential cultural heritage resources. The proposed mitigation measures are to inform the next steps of project planning and design.

Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted², and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed within the TPAP. If a built heritage resource or cultural heritage landscape is found to be of CHVI, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person. The HIA will be completed in consultation with MHSTCI and the proponent as early as possible during detail design, following the TPAP.

While some cultural heritage landscapes are contained within individual property boundaries, others span across multiple properties. For certain cultural heritage landscapes, it will be more appropriate for the CHER and HIA to include multiple properties, in order to reflect the extent of that cultural heritage landscape in its entirety.

More detailed advice on how to document some of the information above is attached to this letter.

Proponents that are subject to the S&Gs should refer to *Information Bulletin 3 - Heritage Impact Assessments for Provincial Heritage Properties*.

Technical heritage studies will be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed.

The findings of the above-mentioned studies should be summarized as part of the EPR discussion of existing conditions, impact assessment, mitigation, and future commitments. Commitments for further studies should clearly state what is to be done, who is responsible for implementation, and when.

Draft Environmental Project Report

The draft EPR should be shared with MHSTCI before the Notice of Commencement of the TPAP process, so that the ministry may review and provide input.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the TPAP process. If you have any questions, require clarification, or would like additional examples to assist with project reporting, do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner

² A direct adverse impact would have a permanent and irreversible negative effect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples include, but are not limited to: removal or demolition of a heritage attribute, land disturbance, alterations that are not sympathetic to the CHVI of the property, introduction of new elements that diminish the integrity of the property, changing the character of the property, intensification of the property without conservation of heritage attributes.

MTCS Required Reporting for Cultural Heritage Resources in Environmental Project Report (EPR) under Transit Project Assessment Process (TPAP)
Ministry of Tourism, Culture and Sport
December , 2018

Purpose: The following document was developed by MTCS to provide examples to Metrolinx of how to document its TPAP due diligence as it relates to cultural heritage technical studies. This document is supplementary to the **MTCS – Metrolinx Cultural Heritage Technical Studies Framework for Transit Project Assessment Process (TPAP)**, developed by MTCS and Metrolinx (December 2018)

Next steps: MTCS will develop further guidance material to assist MECP and proponents of all TPAP projects to meet the cultural heritage resource component of undertakings under TPAP defined in Ontario Regulation 231/08.

The following headings correspond to section headings typically used in Environmental Project Reports

Description of Existing Conditions: Archaeological Resources

- The Description of Existing Conditions of the EPR will be based on the archaeological assessment (AA) reports completed and include:
 - A brief overview of all the stages of archaeological assessment undertaken (e.g. Stage 1, 2, 3, 4)
 - The objective of that stage of assessment (e.g. A Stage 1 AA is a background study to determine area(s) of archaeological potential, a Stage 2 AA is a property assessment to determine whether archaeological resources might be present etc.
 - The outcomes (conclusions and recommendations) of the AA are to be articulated in the EPR. If archeological potential or resources are present, the AA would recommend further archaeology assessment to be undertaken (up to a Stage 4). If the there is no archeological potential or resources present the AA would clearly state that the area specified (and mapped) has no further archaeological concerns. NOTE: The conclusions/recommendations are typically included in the Executive Summary of the AA and should be reiterated (cut and paste) in the EPR.
 - If the Stage 1 AA determined that the study area includes areas of archaeological potential, the EPR will include the map(s) from the AA report showing those areas.
 - The AA report(s) and MTCS acceptance letter(s) should be appended to the EPR.
 - If through a Stage 2 or 3 AA an archaeological site(s) has been identified the site location is considered sensitive information and is not to be made public. To this end, the licenced archeologist is required to record sensitive data, such as site location, in a separate Supplementary Documentation report. A Supplementary Documentation Report should not be appended to the EPR.

Additional MTCS Recommendations:

- Ideally, Metrolinx should also undertake a Stage 2 AA (or Stage 1-2 AA) for Metrolinx-owned properties. This would assist in understanding whether any archaeological resources could contribute to the overall cultural heritage value of the property.

- For properties not owned by Metrolinx, it should use its best efforts to obtain a PTE (Permission to Enter) and document the steps or efforts made to obtain PTE. If PTE can't be obtained during the TPAP, undertake AA(s) prior to detail design. The findings and recommendations of the AA(s) are to inform the TPAP and/or detail design.
- If, through the Stage 1 AA, archaeological sites associated with Indigenous communities are identified and the undertaking could impact those sites, Metrolinx is to contact MTCS and MOECC to discuss how to proceed (prior to the issuance of the notice of commencement). Ideally, Metrolinx should undertake a Stage 2 AA for those areas and the AA findings/recommendations should inform the project and the draft EPR.
- If further archeological assessment is warranted and cannot be completed during the TPAP, then the EPR should include a commitment to complete Stage 2AA, and Stage 3AA if recommended by the Stage 2AA, as early as possible and prior to the completion of detail design.
- For more information on archaeological assessments: http://www.mtc.gov.on.ca/en/archaeology/archaeology_assessments.shtml

Example of information to be included in the EPR:

[The EPR is to include an overview of the stage of assessment undertaken (e.g. Stage 1, 2, 3), and its objective or purpose]

A Stage 1 archeological assessment was undertaken on [date] by [consultant archaeologist] for [property or study area]. A Stage 1 AA consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting MTCS to find out whether, or not, there are any known archaeological sites on or near the property. Its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary. The Stage 1 AA is included in Appendix X.

[Then include the outcomes and recommendations of the report, as in Executive Summary]

Note the following example was taken from the Executive Summary of the Stage 1AA report prepared by ASI as part of Metrolinx's Barrie Rail Corridor Expansion (BRCE) TPAP

Archaeological Services Inc. (ASI) was retained to undertake the Stage 1 Archaeological Assessment in support of the TPAP, which forms part of the Barrie Rail Corridor Expansion (BRCE) Environmental Project Report (EPR).

For the purposes of this Stage 1 Archaeological Assessment, the BRCE TPAP study area covers 60 miles (approximately 97 km) of the Barrie rail corridor from Mile 3.00 to Mile 63.00 on the Newmarket Subdivision and crosses a number of municipalities, from south to north: the City of Toronto; the Regional Municipality of York (including the City of Vaughan, the Township of King, the Town of Aurora, the Town of Newmarket and the Town of East Gwillimbury); the County of Simcoe (including the Town of Bradford West Gwillimbury, and the Town of Innisfil); and the City of Barrie. The study area is defined as follows:

- *All lands within the existing rail corridor Right-of-Way (ROW) within the TPAP study limits;*
- *All private property adjacent to the existing rail corridor ROW within the TPAP study limits that may need to be acquired to accommodate the second track, GO Station infrastructure upgrades (e.g., platforms, tunnels), road/rail grade separations, and/or ancillary infrastructure (e.g., layover facility);*
- *All publicly owned ROWs adjacent to the existing rail corridor ROW within the TPAP study limits that may need to be acquired to accommodate the second track, GO Station infrastructure upgrades (e.g. platforms, tunnels), road/rail grade separations, and/or ancillary infrastructure (e.g., layover facility); and,*
- *All lands required for a future layover facility located in the Artesian Industrial Park in the Town of Bradford West Gwillimbury (at Mile 43.00).*

The Stage 1 background study determined that 78 previously registered archaeological sites are located within one km of the study area, and seven of these are within 50 metres. These seven sites are discussed in detail within this Report. A review of the geography and land use history of the study area suggests that it has potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on the degree of disturbance and the condition of soils found in the study area.

This Stage 1 Archaeological Assessment property inspection determined that the majority of the study area has been previously disturbed by construction of the existing rail ROW and adjacent development. However, notwithstanding this disturbance, significant sections of the study area were found to retain archaeological potential and will require further archaeological assessment.

Following completion of this Stage 1 Archaeological Assessment, a series of eight recommendations are presented for further assessment as part of the BRCE Project. These include recommendations for further Stage 2 Archaeological Assessment, Stage 3 Archaeological Assessment, Stage 3 Cemetery Investigations, and Archaeological Monitoring:

- 1. The study area includes lands determined to have archaeological potential (see Figures 32 to 80 provided in Section 7.0 of this Report) that will require a Stage 2 Archaeological Assessment if determined during detailed design to be affected by the Project, in accordance with the S&G, Section 2.*
- 2. The study area includes lands determined to have no archaeological potential due to deep and pervasive disturbance caused by construction of the existing rail ROW and adjacent development (as shown in Figures 32-80 provided in Section 7.0 of this Report), in accordance with the S&G, Section 1.3.2. No additional archaeological assessment is recommended on these lands.*
- 3. The study area includes lands that have been subject to previous archaeological assessments and cleared of further investigation (see Figures 32 to 80 provided in Section 7.0 of this Report). No additional assessment is recommended on these lands.*
- 4. The study area is immediately adjacent to the Heritage Glen site (BcGv-20), an ancestral Huron- Wendat village with established cultural heritage value or interest (CHVI). However, portions of the 20-metre construction buffer and 50 metre monitoring buffer around the site extend into the study area, and these lands will require a Stage 2 Archaeological Assessment if determined during detailed design to be affected by the BRCE Project, in accordance with the S&G, Section 2. This site has not yet been subject to a Stage 3 Archaeological Assessment (Site-specific Assessment), thus its extent and limits are not well understood.*
- 5. The study area includes lands containing the Allandale site (BcGw-69), an ancestral Huron- Wendat village and ossuary with established CHVI. These lands will require a Stage 2 Archaeological Assessment (Property Assessment) if affected by the Project, in accordance with the S&G, Section 2. This work may lead to a recommendation for a Stage 3 Archaeological Assessment (Site-specific Assessment) in order to determine the nature and extent of any archaeological resources and, ultimately, a Stage 4 Mitigation of Development Impacts involving salvage excavation and/or protection/avoidance of the Allandale site (BcGw-69).*
- 6. The study area is situated within one km of the Hope site (AlGv-199), an ancestral Huron-Wendat village that was fully mitigated and no longer retains CHVI. However, there are undisturbed lands with archaeological potential that are within the BRCE study area that are captured by the Ossuary Potential Model (see Section 3.1). These lands will require ossuary monitoring if determined during detailed design to be affected by the Project.*
- 7. The study area includes lands that include or lie adjacent to known cemeteries or historic churches that may contain cemeteries (as shown in Figures 32 and 77 provided in Section 7.0 of this Report). Known cemeteries require protection and avoidance from any Project effects. Lands within 10 metres of known cemeteries require completion of a Cemetery Investigation prior to any proposed ground disturbance through construction of the Project. A Stage 2 Archaeological Assessment (Property Assessment) that also includes archival research on these properties is recommended, in accordance with the S&G, Section 2.*
- 8. If during the detailed design it is confirmed that the BRCE Project extends beyond the currently identified study area, then further Stage 1 Archaeological Assessment (Background Study and Property Inspection) will be conducted to determine the archaeological potential of the affected lands. [End of Sample Text]*

Description of Existing Conditions - Built Heritage Resources and Cultural Heritage Landscapes

- Metrolinx is to prepare a ***Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment*** (instead of its Cultural Heritage Screening Report (CHSR)) for all projects, including those under TPAP. The report will provide:
 - A good level of baseline reporting to identify all known or potential cultural heritage resources within the study area (including any properties that meet MTCS's screening criteria) and a thumbnail description of its cultural heritage value of interest (CHVI) (both 9/06 and 10/0-6)
 - A description of project-specific preliminary impacts that may affect those resources and
 - Recommended mitigation measures to best conserve the CHVI and inform project planning.
- In some cases, depending on preliminary findings and anticipated impacts, further Cultural Heritage Evaluation Reports (CHERs) **may** be required to be completed during the TPAP (please refer to Impact Assessment below for further discussion). The CHER and Metrolinx Heritage Committee decision form would be included in the draft and final EPR.

Example of information and level of detail to be included in the EPR for Existing Conditions:

[The EPR is to include an overview of the report(s) completed, its objective or purpose, the outcomes and recommendations of the report(s)]


Note: the following table presents examples Existing Conditions reports completed for Metrolinx projects [Hamilton LRT (2011) and Lakeshore East (2015)] and the information that is to be included in the EPR. The table format is preferred for clarity.



A Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment was undertaken on [date] by [heritage consultant] for [name of project or study area]. The assessment for this report consisted of data collection, background historic research, review of secondary source material and field review. A total of # (known and potential) cultural heritage landscapes and built heritage resources were identified within or adjacent to the rail corridor as listed below.



Cultural Heritage Evaluation Reports were recommended for the # properties that could be directly impacted. All CHERs were undertaken on [date] by [heritage consultant]. The Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment and CHERs are included in Appendix X.



The following table identifies known and potential cultural heritage resources:

[NOTE: the CHR Reference Number is used on a corresponding map of the overall study area to show the location of the CHR and its boundaries (e.g. whole properties boundaries are to be shown and not just dots on the map)]

CHR Reference Number	Type of Property	Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR1	Mansion and Cathedral	4 Queen Street South (at King Street West) City of Hamilton	Identified in the City of Hamilton’s Inventory of Buildings of Architectural and/or Historical Interest.	<p>Scottish Rite of Freemasonry: Mansion and Cathedral (1895/1923)</p> <p>The Scottish Rite retains design, associative, and contextual value. Originally built for George Elias Tuckett, the subject property was established with a mansion by 1896. Elias was founder of Tuckett Tobacco and 27th Mayor of Hamilton. In 1925, the property was expanded to include a cathedral and it was at this time that the property began to be used by the Scottish Rite of Freemasonry. The subject resource is a very fine example of Masonic architecture and its physical design has lent itself to being called the ‘Towers’. The subject resource also retains notable contextual value as a landmark in the City of Hamilton, strongly defining the southwest corner of King Street West and Queen Street, a historic intersection, and serving as a spatial orientation device to residents and tourists. The subject resource and the property to the west, used as the Grand Lodge, serve as a cultural heritage landscape associated with the Masonic Order and which retains community values, as the combined landscape often functions as a photograph destination in the City of Hamilton.</p>	

CHR Reference Number	Type of Property	Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 2	Residential: Log House	Purvis-Castle Log Cabin 90 Morningside Avenue City of Toronto	Designated under Part IV of the OHA (By-law 51-2004)	<p>Purvis-Castle Log Cabin</p> <p>The Reasons for Designation (1985) describe the building as a one and-a-half storey log house constructed of 14-in. elm timbers, squared on all sides with lapped corners secured by wooden pins and measuring approximately 20-ft. by 28-ft. with an early timber frame lean-to kitchen wing. The logs are covered with cladding and the door and window openings have been modernized. The former Municipality of Metropolitan Toronto acquired the property as part of the Gardiner Expressway Extension transportation corridor. The legal description of the property was changed in the 2004 amendment.</p>	 <p>Southwest from the LSE Rail Corridor to 90 Morningside Avenue.</p>
CHR 3	Bridge	Rouge River Bridge Mile 316.10 City of Toronto & City of Pickering	Identified by Metrolinx as a Provincial Heritage Property of Provincial Significance	<p>The Rouge River Bridge is a railway bridge located on the boundary of the City of Pickering and City of Toronto at the mouth of the Rouge River (include description of property).</p> <p>The bridge was identified by Metrolinx as a Provincial Heritage Property of Provincial Significance (date) - see Appendix X – CHER and Statement of CHV</p>	 <p>View North to the Rouge River.</p>

CHR Reference Number	Type of Property	Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 4	Culvert	Petticoat Creek Culvert Mile 315.40 City of Pickering	Metrolinx identified culvert as a Provincial Heritage Property (date) – CHER and SCHV appended to EPR	<p>The Petticoat Creek Culvert is stone railway culvert over the Petticoat Creek in the south part of the City of Pickering (include description of property).</p> <p>The culvert was identified by Metrolinx as a Provincial Heritage Property (June 8, 2016) - see Appendix X – CHER and Statement of CHV</p>	 <p>South elevation of the Petticoat Creek Culvert</p>
CHR 5	Public park	Wellington Park King Street West at Wellington Street North	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes AND Listed on the City of Hamilton Register of Property of Cultural Heritage Value	<p>Late 19th century - Designed landscape/public park</p> <p>This designed cultural heritage landscape is associated with early settlement patterns in the City of Hamilton. A plaque situated along the park's southern elevation acknowledges that many 'firsts' in the City developed around this section including the development of Smith's Tavern, the first public house in the City, and in 1796 hosted the first meeting of the Barton Lodge Free and Accepted Masons. At the southeast corner of this intersection, the first log school house was erected, later accompanied by a Methodist Church. A new church was built at the southeast corner in the early twentieth century. A review of Bird's Eye view mapping from 1893 confirms that the subject park was established by this time, featuring axial pathways beginning at the corners of the park and converging at a radial centre. Mapping from 1893 also confirms that the southern elevation of the resource was line with deciduous trees at this time.</p>	

CHR Reference Number	Type of Property	Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 6	Transitional urban streetscape (residential/commercial streetscape)	King Street East, Sanford Avenue to Bannesdale, City of Hamilton	Identified in field review	<p>King Street East, Sanford Avenue to Bannesdale</p> <p>This cultural landscape was identified as a transitional residential feature because it retains numerous residential buildings and some commercial structures that date from the early 20th century up to the 1950s. This portion of the King Street East corridor represents layers of 20th century development and provides a nuanced and tangible illustration of the architectural trends and modern demands that influenced urban city planning.</p> <p>This resource retains associative value with growing urban development patterns in the City of Hamilton and also serves as a good example of local architecture and materials employed for construction of residential and commercial buildings during this time period.</p> <p>This resource also retains contextual value as the broader streetscape, through its architectural style, materials, setbacks, massing, and scale maintain and support the character of the area.</p>	 <p>Circa 1920's three -storey commercial buldings (north side of King St East west at Holton St)</p>
CHR 7	Railscape ca 1890s	<p>Toronto, Hamilton and Buffalo Railway</p> <p>Level crossing over King Street East at East Bend</p>	<p>Identified by the City of Hamilton as a cultural heritage landscapes AND Identified in field review</p>	<p>The Toronto, Hamilton and Buffalo Railway alignment retains associate and contextual value. Established in 1890, this rail corridor is associated with the TH&B Railway Company, an organization pivotal to the development of rail infrastructure generally and the City of Hamilton specifically. The subject resource also retains contextual value as it contributes to the late nineteenth century character of the surrounding area, which is generally defined by late nineteenth century.</p> <p>Given that the subject resource's cultural heritage significance is concentrated around its contextual and associative values, introduction of modern curbs is not expected to adversely impact the resource. The rail right-of-way and its crossing King Street East chiefly express the resource's associative and contextual values. residential and commercial structures.</p>	

[End of Sample Text]

Impact Assessment and Mitigation Measures – Archaeological Resources

- The EPR is to include:
 - A description and map of the potential impacts to areas of archaeological potential as identified in the archaeological assessment(s).
 - Include detailed information (map) and commitment for which areas a Stage 2 AA is required and when the Stage 2 AA will be conducted and/or completed. Commitments should be consistent with the recommendations from the AA(s). If a Stage 2AA cannot be completed during TPAP state why not (i.e. could not obtain PTE, etc.)
 - If Stage 2 AA (and/or Stage 3 AA) has been undertaken, the EPR should disclose that information and the outcomes of the AA(s).
 - NOTE: appropriate mitigation measures cannot be determined until after the presence, limits and CHVI of a site are known which can occur only after a Stage 3AA. Since avoidance and protection of significant archaeological sites is preferred, MTCS recommends that all further stages of AA be completed as early as possible and prior to the completion of detail design to allow for proper project planning. The EPR should clearly articulate the timing to complete those reports.

Impact Assessment and Mitigation Measures - Built Heritage Resources and Cultural Heritage Landscapes

- **Impact Assessment** section of the EPR is to include a description of anticipated preliminary impacts. This information is based on the preliminary project design and will be provided in the *Cultural Heritage Report- Existing Conditions and Preliminary Impact Assessment* (instead of instead of Metrolinx's Cultural Heritage Screening Report (CHSR). While some property-specific CHERs may still be required, better information at an early stage of planning will result in fewer CHERs being undertaken and better overall project planning.
- For further information on types of impacts that may negatively impact cultural heritage resources, refer to MTCS's Information Bulletin 3- Heritage Impact Assessments for Provincial Heritage Properties (page 6-7).
- In some cases, a further a property-specific *Cultural Heritage Evaluation Report* (CHER) **may** be required to be completed during the TPAP to determine whether a property has cultural heritage value or interest (CHVI) under O.Reg. 9/06 and/or 10/06. As a rule of thumb MTCS advice to Metrolinx has been:
 - In cases where properties are identified as having known or potential CHVI and that could be **directly** impacted (i.e. demolished or significantly altered), Metrolinx would hire a qualified person to undertake a CHER prior to the notice of commencement being issued; whereas in cases where properties are identified as having known or potential CHVI and that could be **indirectly** impacted, CHER(s), and if necessary, HIAs could be completed during the detail design phase.
- However, **if** the *Cultural Heritage Report - Existing Conditions and Preliminary Impact Assessment* provides sufficient information to identify the property's CHVI, and sufficient discussion around anticipated impacts and recommended mitigation measures, then MTCS may require only and HIA for a provincial heritage property of provincial significance (PHPPS) to support an Application for MTCS Minister's consent.
- **Mitigation Measures:** Consistent with MTCS advice to proponents of all types of EA projects, mitigation measures recommended in *Cultural Heritage Report- Existing Conditions and Preliminary Impact Assessment* should be considered in the planning, design and implementation of the overall project. Having the information as early as possible, preferably during the TPAP, is essential for proper project planning.
- Ideally, the Mitigation Measures/Recommendations articulated in the EPR reflect a collaboration between the Heritage and Project Design Teams.
- In cases where further evaluation or impact assessment is required, the CHER and/or HIA is to be completed as early as possible during the detailed design, and is to be developed in consultation with, and submitted for review by, MTCS and heritage stakeholders (e.g. municipal heritage planner and/or municipal heritage committee).
- The purpose of the HIA is to consider how the project can be implemented while minimizing impacts to CHRs. The HIA is to document and articulate the mitigation options/alternatives considered and the alternative adopted that minimizes or best mitigates adverse effects on the property.

Example of the information and level of detail to be included in the EPR for Impact Assessment and Mitigation Measures:

[The EPR is to include an overview of the report(s) completed, its objective or purpose, the outcomes and recommendations of the report(s)]

Note: the following table presents examples from reports completed for Metrolinx projects and provides an example of the information to be included in the EPR. The table format is preferred for clarity. The properties included in the Impacts/Mitigation table below corresponds to those included in the Existing Conditions table above.

A Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment was undertaken on [date] by [heritage consultant] for [name of project or study area]. A total of # (known and potential) cultural heritage landscapes and built heritage resources were identified within or adjacent to the rail corridor/study area. The following table provides a brief description of the anticipated project impacts based on the preliminary design. The table also describes the mitigation measures and recommendations included in the technical study.

CHR Ref. No. and Type of Property	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
CHR 1 – Castle and Church	4 Queen Street South (at King Street West) City of Hamilton	Listed - Identified in the City of Hamilton’s Inventory of Buildings of Architectural and/or Historical Interest.	Direct: LRT tracks and a platform are expected to be installed on the south side of the right-of-way. Based on a review of DW2 drawings, encroachment is expected. There is potential for alteration to the wall system however it is not expected that it will require relocation. Encroachment has the potential to alter this significant resource through alteration to vistas of the resource and destruction or alteration of the wrought-iron fence on stone wall, entrance gates, as well as the sloped interlocking brick path between the wall and the sidewalk. These features contribute to the resource’s design, associative, and contextual values	Preferred Option: Encroachment on to the subject property should be avoided. It is recommended that the platform be relocated to a less sensitive site, potentially at the southeast corner of the intersection, although the property at this location is also identified as a built heritage resource. Alternative Option: Should it be determined that there is no other technically feasible location for the platform, encroachment should be minimized. A detailed heritage impact assessment should be prepared for the resource for the purposes of: designing an appropriate platform that does not negatively impact visual experiences of the resource and its function as an important landmark and visitor destination in the City of Hamilton. Specifically, the HIA should also address conservation strategies for the fencing system and sloped interlocking brick adjacent to the fencing system.
CHR 2- Residence	Purvis-Castle Log Cabin 90 Morningside Avenue City of Toronto	Designated under Part IV of the OHA	Direct: General construction and operational impacts, including a new noise wall will be installed between the property and the rail corridor. Tracks will be closer to the designated property. No additional property is required.	Preferred Option: Additional buffering in the form of fencing and/or vegetation may be required. Alternative Option: If necessary, an HIA will be undertaken by a qualified person as early as possible of the preliminary design phase, and developed in consultation with, and submitted for review to, MTCS and heritage stakeholders (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property.

CHR 3 – Bridge	Rouge River Bridge	Provincial Heritage Property of Provincial Significance	<p>Direct: Remove and replace the existing double-track bridge with a new double-track bridge, one located along the existing bridge alignment and one located on a new alignment. The proposal also requires the removal of existing stone abutments and construction of new concrete abutments.</p> <p>As this property was identified as a PHPPS and Metrolinx is proposing its demolition, a MTCS Minister's consent will be required (Provision A.5). The application for Minister's Consent must include a supporting Heritage Impact Assessment to articulate the alternatives considered and why demolition is the only feasible alternative.</p>	<p>Under the Standards and Guidelines for Conservation of Provincial Heritage Properties (Ontario Heritage Act, Part.III.1), Metrolinx is required to obtain the MTCS Minister's consent before removing or demolishing any buildings or structures on a provincial heritage property.</p> <p><u>Draft EPR</u> – The Minister may grant consent, with or without conditions, where the Minister's opinion is that all alternatives to the removal, demolition or the transfer of the property have been considered by the Metrolinx, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister's consent will be required prior to the issuance of Notice of Completion</p> <p><u>Final EPR</u>:</p> <ul style="list-style-type: none"> include a summary of public engagement include the outcome of Minister's consent – if granted with conditions, disclose the conditions
CHR 4 – Culvert	Petticoat Creek Culvert	Provincial Heritage Property	<p>Direct: The culvert will be widened to accommodate the additional tracks. Details on the design of the new structure(s) or modifications to the existing structure are not available.</p>	<p>Recommended: An HIA will be undertaken by a qualified person as early as possible of the preliminary design phase, and developed in consultation with, and submitted for review to, MTCS and heritage stakeholders (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property.</p>
CHR 5 – Public Park	Wellington Park	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes AND Listed on the City of Hamilton Register of Property of Cultural Heritage Value	<p>Direct: A platform is proposed in front of this resource and as a result encroachment on to the subject property line is expected. Based on DW2 drawings, approximately a 3 m encroachment will result. This has the potential to remove trees and a plaque.</p>	<p>Preferred Option: Avoid encroachment on to existing property.</p> <p>Alternative Option: Should encroachment be required, conduct a detailed, resource specific heritage impact assessment, undertaken by a qualified person as early as possible of the preliminary design phase, and developed in consultation with, and submitted for review to, MTCS and heritage stakeholders (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will discuss the alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property and the best alternative has been adopted.</p>

CHR 7- Residential/ commercial streetscape	King Street East, Sanford Avenue to Barnesdale	Identified by the City of Hamilton/field review	<p>Indirect:</p> <p>At Proctor Boulevard a realigned curb is expected and could result in alteration of the streetscape through removal of the median. East of Sherman Avenue, a platform is expected to be installed. This will result in encroachment on the south side, beyond the existing curb but not exceeding extant property limits. The resulting effect of this impact has the potential to limit vehicular access to the resources located along south side of King Street East. Although subject resources are not expected to be removed by the proposed infrastructure, removal of vehicular access has the potential to jeopardize the long-term viability of these resources, particularly the detached residences located east of the Scotia Bank located at the southeast corner of the intersection.</p> <p>It should be further noted the extant landscape median located along the centre of the Proctor Boulevard right-of-way is expected to retain associative, design and contextual value although its particular significance is currently unknown. Establishment of a treed boulevard along a residential street is typical of early twentieth century development in growing urban centres, established to cater to wealthy classes and to emulate an estate-like aesthetic. Evidence of similar tree-lined boulevards are extant along St. Clair Avenue, south of Main Street East, and along Barnesdale Boulevard, north of Main Street East. As such, this roadway feature likely dates to the early twentieth century and serves as a representative, but increasingly rare feature, of early twentieth century residential subdivision in the City of Hamilton.</p>	<p>Preferred Option: Avoid removal of the landscaped median and alteration of streetscape.</p> <p>Ensure that appropriate vehicular access is maintained to buildings located within the streetscape, in accordance with public safety standards and to ensure the long-term viability of the resource.</p> <p>Alternative Option: Should removal and/or alterations to the median be required, a heritage impact assessment will be undertaken by a qualified person as early as possible of the preliminary design phase. The HIA will be developed in consultation with and submitted for review to MTCS and heritage stakeholders (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will discuss the alternatives considered and the best alternative has been adopted. The HIA will also make recommendations to minimize or mitigate adverse effects on the property.</p>
CHR 8- Railscape	Toronto, Hamilton and Buffalo Railway	Identified by the City of Hamilton/field review	<p>Indirect:</p> <p>A review of DW2 drawings illustrates that the subject resource will be altered through the introduction of curbs on the east and west side of the rail right-of-way, both north and south of King Street, introduction of modern curbs would alter the subject resource through introduction of new materials.</p> <p>The subject resource also retains contextual value as it contributes to the late nineteenth century character of the surrounding area, which is generally defined by late nineteenth century residential and</p>	No further recommendations required to mitigate this impact.

			commercial structures. Given that the subject resource's cultural heritage value is concentrated around its contextual and associative values, introduction of modern curbs is not expected to adversely impact the resource. The rail right-of-way and its crossing King Street East express the resource's associative and contextual values	
CHR 9 - Railscape	Toronto, Hamilton and Brantford Railway	Identified by the City of Hamilton/field review	<p>No impacts anticipated at this time:</p> <p>The railscape is not expected to be impacted by the undertaking. However, bridges over the railway corridor may be altered. The handrails of the bridge serving as the entrance to the Cathedral from Breadalbane St immediately north of the King Street West, retains design value. The handrails also express the visual relationship to a series of bridges to the north and development of the railine below. Alteration of the bridge should be avoided.</p> <p>Potential widening activities also have the potential to remove trees located north of the bridge crossing and which visually form part of the Cathedral of Christ the King cultural heritage landscape.</p>	<p>Preferred Option: Avoid widening the bridge.</p> <p>Alternative Option: Should widening of the bridge be required, a heritage impact assessment will be undertaken by a qualified person as early as possible during detail design phase. The HIA will be developed in consultation with and submitted for review to MTCS and heritage stakeholders (e.g. municipal heritage planner and/or municipal heritage committee). The HIA will discuss the alternatives considered and the best alternative has been adopted. The HIA will also make recommendations to minimize or mitigate adverse effects on the property.</p>

[END OF SAMPLE TEXT]



2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - Transport Canada

2 messages

EnviroOnt <EnviroOnt@tc.gc.ca>

Mon, Jul 6, 2020 at 11:19 AM

To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Cc: "TorontoWest@metrolinx.com" <TorontoWest@metrolinx.com>

Greetings,

Thank you for your correspondence.

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

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

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

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

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

From: Sandeep Talwar [mailto:transitea@2150lakeshore.com]

Sent: Thursday, June 18, 2020 5:09 PM