

APPENDIX K

Stakeholder Consultation Report

Lakeshore Development Inc | METROLINX

Lakeshore Development Inc.
Park Lawn GO Station

Stakeholder Consultation Report

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HATCH					

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Executive Summary

Lakeshore Development Inc. ("the Developer") 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 the Developer to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. 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 Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will 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.

Evaluating the impact of environmental effects of the proposed Park Lawn GO Station has been 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). For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures during construction. Metrolinx will be responsible for operations and maintenance at the GO Station.

As part of the TPAP, a public and stakeholder consultation program was undertaken for the Park Lawn GO Station to meet the needs of O. Reg. 231/08. The Pre-TPAP consultations were initiated in the summer of 2020 and continued through the fall of 2020 and 2021, with TPAP consultations commencing August 27, 2021 to September 17, 2021.

The purpose of this Stakeholder Consultation Report is to document efforts undertaken, and methods for consultation activities, including notification and preparation of material for public meetings.

A Master Contact List was developed to identify stakeholders, the public, agencies and Indigenous Nations to be engaged throughout the Project.

Common themes identified as part of Public Meeting 1 included: privacy; station access; local transit connectivity and scheduling; noise; traffic; natural environment; parking; and electrification and air quality.

Common themes identified as part of Public Meeting 2 included: road connections, traffic, noise and vibration, air quality, privacy, arts and culture, natural environment, station location and connectivity, Project timelines, and station configuration.

Outside of the formal Public Meeting periods, written responses were received from the public and stakeholders. Concerns included: construction timing and operations, train electrification and connectivity, privacy, traffic and transportation, arts and culture, noise pollution, and the natural environment.

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1. Introduction

Lakeshore Development Inc. (the "Developer") 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 the Developer 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 effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures during construction. Metrolinx will be responsible for operations and maintenance at the GO Station.

An Environmental Project Report (EPR) has been prepared 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, fluvial geomorphology, slope stability, 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; and
- 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.

The Initial Business Case (IBC) (2016), lead by Metrolinx, 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 (Metrolinx, 2020) was published June 11, 2020, supporting the proposed location of the station adjacent to the 2150 Lakeshore property.

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 will be located 100 metres south of the

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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.

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.

2. Overview of the Stakeholder Consultation Process

2.1 Consultation Program Requirements

As part of the TPAP, public and stakeholder consultation allows the proponent to consult all potentially interested persons on the proposed Project (Ministry of the Environment, Conservation and Parks, 2014). The consultation program must include specific components and matters that are set out in Section 8 of Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08) (MECP, 2015), including:

- Providing information about the basis on which the transit Project was selected, which includes:
    - The assessment and evaluation of the impacts of the transit Project and other methods considered;
    - The criteria for the assessment and evaluation of those impacts; and
    - Any studies completed with respect to those impacts.
- Providing information about the proposed measures for mitigating any potential negative impacts of the transit Project;
- Providing information about the way the proponent intends to monitor and verify the effectiveness of the proposed mitigation measures;
- Discussing with Indigenous Nations on any constitutionally protected Aboriginal or treaty right that is identified as potentially being negatively impacted by the transit Project; and
- Discussing with Indigenous Nations any measures identified by the Indigenous Nation for mitigating potential negative impacts on constitutionally protected Aboriginal or treaty rights.

In order to achieve these goals all consultation activities were completed in accordance with O. Reg. 231/08.

2.2 Project Organization and Consultation Process

Evaluating the impact of environmental effects of the proposed Park Lawn GO Station has been carried out in accordance with the TPAP.

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The TPAP is regulated by the *Environmental Assessment Act* (EAA) under O. Reg. 231/08 (MECP, 2015). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible.

An important component of the TPAP is public, stakeholder and Indigenous Consultation. A consultation program was initiated for the proposed Park Lawn GO Station to meet the requirements of O. Reg. 231/08. The purpose of the Consultation Program is to inform the local and regional community, agencies and other relevant stakeholders, as well as Indigenous Nations of the proposed Project and to seek feedback for inclusion into the EPR.

The purpose of the Stakeholder Consultation Report (Report) is to document the details of the efforts taken and methods for community consultation activities, including notification and material presented at public meetings. The Report will also summarize public and agency correspondence, as well as responses to public comments provided during the consultation period.

A separate Report has been prepared to document the Indigenous Engagement undertaken throughout the Project. That Report is contained in Appendix L of the EPR, and should be read in conjunction with this Report.

3. Pre-TPAP Consultation Phase

The pre-TPAP consultation phase was initiated in the summer of 2020, continued through the fall of 2020 and 2021, and included:

- Consultation with the Director of the Ministry of the Environment, Conservation, and Parks (MECP);
- Preparation of a Master Contact List;
- Establishment of a Project specific Website (https://www.2150lakeshore.com/transitea/);
- Convening Public Meeting #1 (June 25 to July 20, 2020) in an online format via a pre-recorded PowerPoint presentation and voice overlay;
- Undertaking Indigenous engagement through identification of, and correspondence and meetings with, Indigenous Nations that may have an interest in the Project;
- Convening EA briefs and preliminary design meetings with elected officials, regulatory review agencies, the Toronto and Region Conservation Authority, and the City of Toronto leading to the creation of a Technical Advisory Committee (TAC); and
- Convening TAC meetings (June 17, July 29, and August 9, 2021) to provide an overview of consultation efforts, preliminary findings of technical studies, station concept plan, EPR developments and to obtain input on the EPR.

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3.1 Consultation with the Director

On May 11, 2020, Metrolinx sent a letter to the Director of the MECP, to request a list of bodies that, in the opinion of the Director, would be able to assist in identifying Indigenous Nations that may be interested in the transit Project. A response from MECP was received on May 21, 2020 which provided a list of various Indigenous Nations that may have an interest in the Project. The list was used in the development of a list of potentially interested Indigenous Nations which can be found in Appendix A, of Appendix L of the EPR.

3.2 Master Stakeholder Contact List

A Master Contact List was developed in order to identify and record information from regulatory agencies, the City of Toronto, Indigenous Nations, the Toronto and Region Conservation Authority (TRCA) and local organizations who have either expressed interest in the Project, are located in proximity to the study area, or may have interest based on the proposed works.

The Master Contact List included the following:

- The Director of the MECP;
- The Director of the MECP Regional Office;
- Indigenous Nations and organizations;
- Landowners with properties located within 30 metres of the station footprints;
- Local municipalities (City of Toronto);
- Conservation authorities with jurisdiction within 30 metres and 100 metres measured from the proposed station footprints (TRCA);
- Applicable regulatory agencies, in accordance with Schedule 2 of O. Reg. 231/08;
- Local Organizations from the Humber Bay Shores area and the Greater Toronto Area that may have an interest in the Project; and
- Local utility providers.

The Master Contact List was regularly updated throughout the TPAP in order to ensure that interested parties received Project notifications, invitations to Public Meetings and other opportunities for involvement. The Master Contact List was used to distribute consultation materials as well as the Notice of Commencement of the TPAP. The list was also used to track correspondence with the various agencies and organizations that provided feedback to ensure that the comments were incorporated into the decision making process of the EPR. The Master Contact List is included in Appendix A.

3.3 Stakeholder Consultation

3.3.1 Project Specific Website

A Project website was developed (https://www.2150lakeshore.com/transitea/) to provide an overview of the EA process and Park Lawn GO Station Project information, as well as to keep

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the public informed of public meetings, provide summaries of public meetings, and to provide the opportunity to make comments. The Website was updated with Project information and notices throughout the EA process.

3.3.2 Public Meeting #1

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 purpose of Public Meeting #1 was to present information regarding Metrolinx's and the Developer's transportation goals within the area, and Project background on the Park Lawn GO Station Project, while providing the public with an opportunity to comment on the Project. The presentation was posted on the Project website as a YouTube link on June 25, 2020 and remained posted for the duration of the pre-TPAP phase.

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. Additionally, The Notice of Public Meeting was delivered via registered mail in addressed envelopes to those residents within 30 m 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 200 m radius of the Project Footprint. Lastly, the Notice of Public Meeting was posted on the Project website (https://www.2150lakeshore.com/transitea/) on June 24, 2020 and delivered to all stakeholders on the Master Contact List.

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. 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.

3.3.2.1 *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

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Slide Title	Slide Contents
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 and Built Heritage	
Archaeological	
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

3.3.2.2 Comments Received

In total, 27 comments were received from the general public 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. Individuals who provided their contact information were added to the Project mailing list for future notifications. For those who provided contact details, a personalized email response was sent from the Project email between September 29 and October 9, 2020.

Many comments were received during the Public Meeting 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; and
- 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

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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; and
- 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 Line 2 Bloor-Danforth to have access to nearby Light-Rail-Transit (LRT) and Union-Pearson Express (UP Express) 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., Public Address (PA) system); and
- Concerns 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; and
- 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;

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- 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; and
- 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; and
- 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; and
- Electrification would improve air quality in the area, and result in quieter trains, reducing noise impacts to residents.

A full comment log related to the topics above and the associated responses from the Project Team are provided below in Appendix D of Appendix B of this Report.

3.3.3 Other Submissions from the General Public and Property Owners

In total, 22 comments were received between September 29, 2020 - August 26, 2021 and September 18, 2021 – December 3, 2021 during the pre-TPAP and TPAP phases through the Project email and *Bang the Table* platform. Below is a summary of the comments received from the Public, outside of the Public Meeting comment periods. A full comment log can be found in Appendix C of this Report. Individuals who provided their contact information were added to the Project mailing list for future notifications. For those who provided contact details, a personalized email response was sent from the Project email. Comments included the following themes:

Construction Timing & Operations

- Inquiries relating to the timeline of the Project, and the construction of the 2150 Lakeshore Development.

Train Electrification and Connectivity

- Inquiries relating to Metrolinx plans for electrification;

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- Inquiries regarding future plans for incorporating LRT and subway lines;
- Recommendations for pedestrian routes and configuration of streetcar loops; and
- Inquiries regarding Mimico GO Station and the impact construction would have on its operations.

Privacy

- Concerns surrounding the privacy of adjacent condo occupants due to the proximity of the proposed GO station platform; recommendations to shorten or relocate the west platform.

Traffic and Transportation

- Concerns regarding the additional traffic that the GO Station would bring to the area;
- Inquiries regarding plans for parking at the GO Station, including the enforcement of parking rules;
- Inquiries regarding the creation of street lights surrounding the station; and
- Concerns about impacts to pedestrian routes.

Arts and Culture

- Inquiries relating to the suitability of the location for the proposed 2150 Lakeshore Development amenities (i.e., schools, transit hub); recommendations to use the Mimico GO Station area for the proposed development;
- Recommendations for the use of outdoor spaces at the 2150 Lakeshore Development, including amenities such as fire pits;
- Comments regarding plans for integration of arts and culture; recommendations to provide performance space for artists, musicians, and performers; and
- Recommendations for the 2150 Lakeshore Development, such as the inclusion of multicultural or international restaurants.

Noise Pollution

- Concerns about the potential noise pollution that may result from the development of a transit hub.

Natural Environment

- Concerns about the wildlife and wildlife habitat in the surrounding area, particularly surrounding the 88-90 Park Lawn Road condominiums; recommendations to limit construction to the area east of Park Lawn Road.

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.

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Table 3-2: Summary of Key Themes and Project Team Responses

Stakeholder Comment	Project Team Response
Construction Timing and Operations	
I would like to know if the Park Lawn GO Station is still being constructed. I think it's addition would benefit the area.	The Project is still ongoing and there will be an update in August 2021 this year. You have been added to the Project contact list and will receive all future notices for the Project.
I am requesting an update on the expected timeframe for completion of the Park Lawn GO Station.	At this time, the construction timeline for the proposed station is still to be determined. The development plan submitted for the Christie site does include the construction of the station in the first phase, but the development plan is still under review by the City of Toronto and numerous approvals are still required before any certainty can be established regarding construction timelines.
When is construction expected to begin? When is construction expected to be completed?	
Can the station be constructed now, ahead of the 2150 Development?	
Train Electrification and Connectivity	
Would the future Park Lawn GO Station and transportation hub be designed with the potential to incorporate future LRT/subways that could serve growing communities west of this development? It might be beneficial to think about higher-order transit to serve the growing areas along the Queensway and increased density planned at Sherway Gardens.	The current proposal includes a multi-modal transport hub incorporating a GO Station, TTC streetcar loop, interconnectivity with TTC buses, and other modes of transportation. While no LRT or subway is proposed in this area at this time, should there be a proposal for LRT or subway in the future connectivity with existing stations and other forms of transit would be a top priority.
Will Mimico GO Station remain a station in addition to this one?	Mimico Station will remain a station in addition to Park Lawn GO station in an effort to provide increased connectivity to the area.
Privacy	
Residents on the lower floors of 88 and 90 Park Lawn Road Condominiums will have commuters looking in at them from the proposed platform which extends completely beside both buildings. This will have an impact on the privacy of residents and commuters alike.	We recognize the importance of the privacy of those residents within 88-90 Park Lawn Road. This concern has been passed on to the design team for consideration.
Traffic and Transportation	
What will be done to alleviate the additional traffic that this GO Station will bring to the area?	As part of the pre-Transit Project Assessment Process (TPAP) work we are undertaking a number of studies as presented in the Public Meeting #1 presentation, one of which is the completion of a

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Stakeholder Comment	Project Team Response
	Transportation Brief to review existing conditions, as well as near-term conditions, following the opening of the GO Station. Details such as increased traffic per hour data will be included in the final Transportation Brief.
How many parking spots will be offered at the site or in the vicinity of the site?	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. Residents 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. Retail stores, condominiums and other nearby buildings should continue to enforce parking restrictions. Your input has been shared with the design team and the 2150 Redevelopment team for consideration.
Where will parking be located?	
Will street lights be added to the area surrounding the Station, on Park Lawn or Lakeshore?	Lighting around the station will be installed in order to ensure the safety of those utilizing the GO Station. Details surrounding the type of lighting and the location of lighting will be determined as the design progresses.
It would be great if the construction of the Station could avoid negatively impacting pedestrian routes. Please make sure that any conveniences for intra-modal transferring do not result in walking routes becoming unsafe or unpleasant. Perhaps the streetcar loop could go underground.	As an urban station, the primary means of travelling to and form the GO Station will be via active transportation (walking or cycling), as well as public transit. To support these modes, safety for all users, including pedestrians and cyclists, is being considered during the Environmental Assessment, and will also be considered as the design progresses.
Station Design	
I am not sure this is the site for schools and a transit hub. There is too much being put into one area that is mainly filled with young professionals. I recommend that we keep things young and exciting.	The proposed plan for the Christie site includes a mix of uses and amenities and is being designed as a complete, transit-oriented community where people can live, work, and play. In building a complete community for the future, it is necessary to anticipate demographic and other changes as the Humber Bay Shores community grows and evolves. We will pass on your suggestions regarding outdoor uses and food-related ideas to the First Capital team for their consideration.
I would like to see an outdoor firepit with Muskoka chairs for people to gather at, a space for artists to display their work, and musicians to perform.	
Noise Pollution	
There is enough noise pollution coming from the nearby Gardiner Expressway.	The NVIA identified that during operations of the Park Lawn GO Station, noise effects may include increased movement of vehicles in and out of the station, the Public Announcement (PA) system, and speed and acceleration of rail cars. However, the predicted impacts of operation-related noise are not considered to be “significant” (i.e., between a 5 and 9.99 decibel increase). Stationary sound levels
The noise from the trains, speakers and people on the platform will greatly affect the quality of living	

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Stakeholder Comment	Project Team Response
for people facing the north side. The platform too close and there is not enough that can be done to eliminate the noise and disturbance it will create.	related to the station are also expected to stay within the Ministry of the Environment, Conservation, and Parks regulatory sound level limits. Therefore, no noise control measures have been identified as being required for the Project.
Natural Environment	
Damage will occur if any construction for the GO Station occurs on the west side of Park Lawn Road. We see deers, foxes, coyotes, beavers, and ducks in the area surrounding our condo building at 88 Park Lawn Road. The area east of Park Lawn has already been cleared and does not have wildlife.	The Project Team has completed a Natural Environmental Report to identify existing conditions, assess potential effects of the proposed GO Station on the natural environment, and propose mitigation measures to minimize any potential effects. The Natural Environment Report, along with all environmental technical reports, will be shared with the Public for review at the start of the Transit Project Assessment Process, currently planned for end of August 2021. You have been added to the Project contact list and will be circulated a Notice once the reports are available for review. The proposed Park Lawn GO Station, including Station buildings, are primarily located east of Park Lawn Road, within the former Mr. Christie Cookie factory property, as well as north of the rail corridor. Only a platform and access ramps are being proposed west of Park Lawn Road to minimize the impact on the natural environment, including Mimico Creek. We recognize the importance of the natural environment in and around Mimico Creek, and we are making all reasonable efforts to minimize the impact to this area.
The Project will destroy a large piece of the existing natural environment. The plans display a clear-cut of a substantial area of tree and vegetation coverage at the sound barrier wall. This clear-cutting will result in loss of animal habitat, in addition to increased erosion and slope stability.	We recognize the importance of trees and green spaces in the community. A number of trees northeast of the condominium buildings will be preserved adjacent to the rail corridor. The trees that are currently marked for removal in the west overlap with the proposed station footprint, and as a result will need to be removed to allow for the creation of the proposed infrastructure. A number of mitigation measures have been identified to minimize the impacts to trees, such as the preparation of a Tree Protection Plan, replacement and compensation of trees where required, and the use of tree protection barriers. Additional details are available in the draft Tree Inventory Plan at the link noted above. However, we continue to explore alternatives to preserve as many trees as possible in this area as the design progresses. A Natural Environment Report (NER) was developed to assess the potential effects of the GO Station construction and operations on the surrounding natural environment. This study included an assessment of existing or baseline conditions within and surrounding the Project footprint. Based on the findings of the NER, aquatic habitat is limited to a small area upstream of the Project limits. Due to the small area of impact, construction impacts are not expected to have significant

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Stakeholder Comment	Project Team Response
	effects on the ravine system as a whole. Wildlife in the surrounding area could experience a direct loss of nesting habitat and habitat fragmentation. Removals will occur outside of the breeding bird window to eliminate direct impacts and commitments to compensation plantings have been included in the EPR. It is important to note that these species are tolerant in nature to urbanized settings, and there is an abundance of viable habitat surrounding Mimico Creek that will remain following construction. The presence of four active train tracks in the area, reaching speeds of up to 80 km/h, suggests that the species in this area are already highly adapted to trains. In the above noted report, a number of mitigation measures have been identified to minimize the impacts on wildlife habitat during construction. The recommendations include: limiting any in-water work to periods outside of migration, spawning, and rearing windows whenever possible, limiting vegetation clearing to periods outside of the breeding bird timing window, the development of a Wildlife Management Plan, daily site-sweeping to ensure no wildlife are found within the construction limits, nest and nesting activity searches by a qualified Ecologist, and on-going consultation with the Ministry of the Environment, Conservation, and Parks and Toronto and Region Conservation Authority. We recognize that there are concerns about increased erosion in Mimico Creek. These concerns were identified and addressed in the draft Slope Stability Report and Fluvial Geomorphology Assessment, also available at the link above. The Fluvial Geomorphology Assessment Report identifies recommendations for mitigation and monitoring of the Creek to prevent further erosion and meander movement. These measures include continuing to maintain the existing gabion basket, concrete retaining walls, and armourstone revetment. Similarly, the Slope Stability Analysis was completed to ensure the continued safety and stability of the Creek by assessing the potential impacts of structure and platform construction. To prevent the potential effects of construction on the Creek, a number of mitigation measures have been identified to reduce erosion including retaining existing vegetation, stabilizing and re-vegetating disturbed areas, and the development of an Erosion and Sediment Control Plan.

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3.4 Regulatory Agency and Municipal Consultation

3.4.1 Meetings with TRCA and City of Toronto

The following is a summary of the Meetings held with Agencies during the Pre-TPAP phase. Meeting minutes, as well as Action Trackers are contained in Appendix E of this Report.

Table 3-3: Dates of Meetings with Agencies

Meeting Type	Meeting Date (s)
Meetings with Individual Agencies	
TRCA #1 (Virtual Meeting)	May 12, 2020
TRCA #2 (On-site Meeting)	August 11, 2020
TRCA #3 (Virtual Meeting)	January 18, 2021
TRCA #4 (Virtual)	March 5, 2021
TRCA #5 (Virtual) – Discussing Geotechnical Comments	May 18, 2021
TRCA #6 (Virtual) – Discussing TIP/NER Comments	May 26, 2021
City of Toronto (Virtual)	June 25, 2020
City of Toronto (Virtual)	July 24, 2020
City of Toronto (Virtual)	April 21, 2021
City of Toronto (Virtual)	April 29, 2021
TAC Meeting No. 1 – City of Toronto and TRCA	June 17, 2021
TAC Meeting No. 2 – City of Toronto	July 29, 2021
TAC Meeting No. 2 - TRCA	August 9, 2021
TAC Meeting No. 2 (Post Meeting 1) – Structural Discussion	August 9, 2021
TAC Meeting No. 2 (Post Meeting 2) – Transportation Brief	August 16, 2021
TAC Meeting No. 2 (Post Meeting 3) – West Accesses to Station	August 18, 2021

3.4.2 Agency and Municipal Correspondence

During the Pre-TPAP phase, written correspondence was received from the following agencies:

- Transport Canada;

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- Conservation Ontario;
- Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI);
- Hydro One;
- Impact Assessment Agency of Canada;
- MECP; and
- Infrastructure Ontario.

Copies of all correspondence are provided in Appendix D.

A summary of comments received and Project team responses, where applicable, are provided in Table 3-4 below. Full correspondence is provided in Appendix D of this Report.

Table 3-4: Summary of Agency Comments and Project Team Responses

Agency	Agency Comment	Project Team Response (where applicable)
Transport Canada	Email (July 6, 2020) - Transport Canada does not require receipt of all individual or Class EA related notifications. We are requesting Project proponents self-assess if their Project: - Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property. - 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 EA 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.	Response (December 9, 2020) - After reviewing the Project against the self-assessment criteria provided, we have determined that the existing crossing of Mimico Creek is not deemed to be a Scheduled waterway as it is not listed on the CNWA Schedule or captured by s. 332(5). We recognize that there may be other works which interfere, and will therefore include commitments in the Environmental Project Report that the requirements be revisited during detailed design. The other aforementioned Acts will be taken into consideration as the Project progresses.
MHSTCI	Email (July 20, 2020) - It is advised that the Project conduct studies to identify baseline environmental conditions; Project specific location or alignment; and expected	Response (December 9, 2020) - A Cultural Heritage Report and a Stage 1 Archaeology Assessment (Stage 1 AA)

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Agency	Agency Comment	Project Team Response (where applicable)
	environmental impacts and proposed measures to mitigate.	Report have been prepared for this Project. The guidelines and recommendations outlined in the aforementioned documents will be reviewed. The Stage 1 AA Report is currently being reviewed by Indigenous Nations, and will be submitted to the MHSTCI along with the Cultural Heritage Report in early 2021.
	Cultural Heritage Resources and Archaeological Resources need to be identified, through completion of a CHR and Stage 1-2 AA for the entire study area.	
	Email (February 22, 2021) - As technical cultural heritage studies are to be carried out by qualified person(s), please include a Project Personnel section. A Project Personnel section should list the personnel involved in preparing the report, including an overview of their qualifications and noting their role in preparing the report.	Response (August 27, 2021) – Comment/response table outlining changes to Report shared with MHSTCI.
	We recommend that the report include a Community Engagement section to describe the feedback received from the community and how it was solicited.	
	We recommend using definitions for built heritage resource and cultural heritage landscape from the Provincial Policy Statement 2020. These definitions are considered the most current.	
Hydro One	Email (July 27, 2020) - We have identified existing high voltage Transmission facilities within your study area (see map attached). We don't have sufficient information to comment on potential impacts that Project may have on our infrastructure. The applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.	Response (December 9, 2020) - We will you keep you informed as the Project progresses. Regarding future lines, our design team will be reaching out upon the 10% station concept design completion to commence preliminary discussions related to potential conflicts. This is tentatively scheduled for early 2021.
Impact Assessment Agency	Email (August 12, 2020) - 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 Impact Assessment Act (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.	IAA removed from subsequent correspondence.

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Agency	Agency Comment	Project Team Response (where applicable)
MECP	Email (July 15, 2021) - Thank you for the opportunity to comment on the 90% Draft EPR for Metrolinx's Park Lawn GO Station Project. Attached to this letter you will find further comments from the ministry's technical reviewers on issues regarding source protection, species at risk, surface water and groundwater. The above and attached reflect the ministry's comments that should be addressed prior to submitting a final EPR to the ministry, by way of a comment response table. This table must include all the comments provided by the ministry, how these comments will be addressed and the location of these revisions in the final EPR. Please note that the ministry's comments (EA-related and technical), along with any comments received by other government agencies, Indigenous Nations and the public should be considered by Metrolinx as it prepares the final EPR for submission. It is the expectation of this ministry that proponents of Projects being carried out under the Transit Regulation should attempt to address or resolve any issues, concerns or formal comments raised during the TPAP.	Response (August 26, 2021) - The purpose of this letter is to announce the formal commencement of the TPAP, as well as provide an invitation to the second online Public Meeting for the Project. The draft technical studies and the draft Environmental Project Report (EPR) are attached to this distribution, and also available on the Project website for review and comment on August 27, 2021. We have also included the comment / response tables as a follow-up to input received in the summer months.

3.4.3 Technical Agency Committee (TAC)

A number of meetings were held with TAC members in the pre-TPAP phase to discuss preliminary concerns about the Project.

Meetings with the City of Toronto and TRCA included an introduction to the Project, a site visit, and provided opportunity for further discussion. Comments received during preliminary discussions included the following themes:

- Concerns regarding impacts to Mimico Creek, including erosion and slope stability;
- Recommendations for management of the watercourse and the completion of an erosion assessment;
- Clarification regarding top of slope contour elevation;
- Clarification regarding the types of technical studies being reviewed by each party;

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- Inquiries regarding retaining/toe wall maintenance and inspection plans;
- Requests to provide borehole and access plans prior to geotechnical works;
- Concerns regarding the length and width of the platform west of Park Lawn Road; requests to reduce or relocate the platform;
- Clarification regarding the construction of trails adjacent to the station;
- Clarification regarding geotechnical engineering requirements;
- Inquiries regarding the positioning of the station building; and
- Concerns regarding review timelines, the review process, and the number of formal submissions.

Complete meeting minutes from the discussions noted above can be found in Appendix E of this Report.

3.4.3.1 TAC Meetings

Two TAC Meetings were held during the Pre-TPAP phase of the Project to solicit input from Agencies, the City of Toronto, and Indigenous Nations on the Draft Technical Reports and the Draft EPR. Copies of the material presented at the TACs, and the Meeting Minutes are included in Appendix E. Any comments received during the TAC are provided in the Comment/Response tables included in Appendix E of this Report.

3.4.3.1.1 TAC Meeting No. 1

The Draft Technical Reports and Draft EPR were shared with the TAC on June 3, 2021, in order to inform a preliminary review of the material in advance of the TAC, held on June 17, 2021. The City of Toronto were provided 30 calendar days to review the material, and the TRCA was provided 30 business days to review the material. Input was requested by July 19, 2021. An additional extension was provided to the TRCA, as a result of a missed issuance of the draft EPR. The TRCA was requested to provide input by July 23, 2021.

Meeting Minutes are included in Appendix E of this Report. Discussion during the meeting has been summarized in alignment with the presentation items and is provided in the following section.

<u>Pick-Up and Drop-Off (PUDO) Areas</u>

- City of Toronto indicated that their policies generally do not support PUDO activities; there have been negative impacts observed as a result of having PUDO facilities on public road systems;
- Recommendations to convert proposed PUDO areas into areas that support active transportation and transit facilities;
- Inquiries about plans for PUDO areas in the long-term; and

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- Concerns about the assumptions made to estimate vehicular trips, particularly with respect to modal splits.

Ridership

- Inquiries about scheduling assumptions used to estimate peak hour ridership at the Station.

Access Platforms

- Concerns about potential impacts to hazard lands as a result of platform construction; and
- Clarification regarding process and level of effort to complete deviation request from Metrolinx design standards.

Stormwater Management

- Inquiries regarding functional servicing commitments:
  - Clarification that functional servicing commitments would be included as part of the site plan application.
- Inquiries regarding utility relocation plans:
  - Clarification that utility conflicts would be included as part of future submissions.
- Inquiries about plans for implementing sustainable design strategies.

Slope Stability

- Clarification regarding the Long Term Stable Top of Slope (LTSTOS); Slope Stability Analysis (see Appendix I of the EPR) prepared at TRCA's request.

Natural Environment

- Inquiries about compensation for land lost to permanent infrastructure and exchange of City-owned land within the green space system:
  - Clarification that feature space lost due to permanent infrastructure placement would be compensated offsite in accordance with Metrolinx Compensation Guidelines.
- Clarification that there are no plans for in-water works at this time;
- Clarification regarding Species at Risk bird habitat locations and timing of fieldwork; and
- Clarification regarding long-term maintenance of vegetation adjacent to the railway tracks.

3.4.3.1.2 TAC Meeting No. 2

The responses to comments received on the Draft Technical Reports and Draft EPR were shared with the TAC on July 28, 2021, in advance of the TAC Meeting No. 2. Due to scheduling conflicts, two separate TAC meetings were held as a follow-up with the City of Toronto (July 29, 2021) and TRCA (August 9, 2021). The purpose of the second TAC meeting was to discuss

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any comments that were received on the reports and were flagged as 'requiring further discussion' or will not comply/out of scope.

Meeting Minutes are included in Appendix E of this Report. Discussion during the meeting has been summarized in alignment with the presentation items and are provided in the following section.

Traffic and Transportation

- Clarification regarding walk-up traffic generation, noting that very little vehicular traffic is expected as a result of the lack of parking and low density in the surrounding area;
- Clarification regarding the City of Toronto's review of road closures;
- Recommendations for the inclusion of a public bike share and bicycle parking; and
- Clarification regarding the potential Gardiner Expressway ramp realignment.

Transportation Modelling Approach

- Inquiries regarding the methodologies used to determine traffic volumes; recommendations to revisit traffic volume assumptions using methodology that has been used by the City in the past;
- Inquiries regarding the approach used to determine existing conditions; recommendations to revisit existing conditions data and compare historical data counts to the recorded SCOOT signal timings;
- Clarification about the system used to complete the traffic analysis;
- The role of the Transportation Master Plan (TMP) in determining future road configurations surrounding the GO Station and the 2150 Lakeshore Development;
- Recommendations to remove the third northbound lane from the analysis in the Transportation Brief given recent updates to the TMP;
- Clarification regarding nearby stations chosen as a comparison;
- Inquiries regarding the methodology used to calculate PUDO spaces;
- Clarification regarding the configuration of roads used in the model;
- Inquiries about pedestrian flow modelling efforts; and
- Recommendations to include the types of mode shifts that may occur in the future as a result of the construction of streetcar infrastructure.

Service and Connectivity

- Inquiries regarding train service assumptions; and

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- Clarification regarding planned service levels between Mimico GO Station and the proposed Park Lawn GO Station.

Station Design

- Concerns about the removal of elevators from the proposed design;
- Clarification regarding the potential narrowing of the Station platform in the west; and
- Clarification regarding the Park Lawn GO Station Transportation Brief TPAP scope in comparison to the 2150 Development Transportation Study.

Construction Phasing

- Clarification about the timing of construction and development blocks; and
- Recommendations for the use of a signalized intersection by construction vehicles when accessing laydown areas.

Plans and Policies

- Concerns regarding potential changes to the City of Toronto Official Plan; and
- Inquiries regarding the process for an EPR addendum.

Natural Environment

- Clarification regarding the inclusion of proposed trail networks surrounding the Station; and
- Concerns about the potential dissolution of limestone with respect to the embankment structure.

Stormwater Management

- Concerns about potential utility conflicts and utility relocation plans; and
- Recommendations to add stormwater management targets and include new standards as they become available from the Christie Secondary Plan and associated policy framework.

Sloped Walkway Configuration

- Clarification regarding the current position of the north sloped walkway;
- Recommendations for proposed location of the south sloped walkway; clarification regarding the constraints of the proposed placement of the walkways; and
- Concerns regarding the sloped walkways and whether they have been designed to be AODA compliant.

Signal Lights

- Clarification regarding the proposed location of the signal lights and the associated constraints; and

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- Inquiries regarding the placement of signals and adjacent bus stops; recommendations to relocate the proposed bus stop location to a far side stop.

Following TAC Meeting No. 2 with the City of Toronto, the following items were flagged as requiring further discussion:

- Proposed location of the south bound bus stop at the intersection of Street A;
- Ownership and maintenance of the proposed streetcar loop tracks and platforms;
- Construction methodology, sequencing, and requirements;
- Configuration and placement of the sloped walkways and access routes;
- Property impacts; and
- Status of future trails adjacent to Mimico Creek and surrounding the Station footprint.

Three follow-up meetings were held with the City of Toronto during the pre-TPAP phase in response to the above items. Meetings were held on August 9, August 16, and August 18, 2021 to discuss trails near Mimico Creek (as part of TRCA TAC Meeting No. 2), station access requirements (including sloped walkways), slope stability mitigation and maintenance requirements, and the transportation modelling approach. Meeting minutes outlining the discussions are included in Appendix E of this Report.

3.4.4 Agency and Municipal Review of Draft Technical Reports and Draft Environmental Project Report

Draft Technical Reports were provided to regulatory agencies, the TRCA, Indigenous Nations and the City of Toronto for review on June 3, 2021. Draft technical reports were forwarded to those agencies anticipated to have a specific interest in the subject matter. The Draft EPR was also provided to all interested agencies on June 3, 2021 for review. The TRCA received the Draft EPR on June 17, 2021. Table 3-5 lists the draft technical reports and the agencies to which they were submitted for review.

Comments on the Draft Technical Reports and the draft EPR were received from agencies and municipalities during the Pre-TPAP phase, including the MECP, TRCA, as well as the City of Toronto. Copies of review comments and correspondence are provided in Appendix D and E of this Report.

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Table 3-5: Draft Technical Reports and Draft Environmental Project Report Reviewed by Agencies

Agency	Natural Environment Report (NER)	Tree Inventory Plan (TIP)	Socio Economic and Land Use Study Report (SELUS)	Stage 1 Archaeology Assessment (Stage 1 AA)	Cultural Heritage Report (CHR)	Air Quality Impact Assessment (AQIA)	Noise and Vibration Impact Assessment (NVIA)	Transportation Brief	Geomorphology Study	Slope Stability Analysis Report	EPR
MECP	X	X				X	X				X
MHSTCI				X	X						X
Indigenous Nations[1]				X							X
TRCA	X	X							X	X	X
City of Toronto		X	X					X			X

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4. TPAP Consultation Phase

The TPAP consultation phase was initiated on August 26, 2021 and included:

- Convening Public Meeting #2 (August 27 to September 17, 2021) in an online format via a pre-recorded PowerPoint presentation and voice overlay;
- Undertaking Indigenous engagement through identification of, and correspondence and meetings with, Indigenous Nations that may have an interest in the Project;
- Circulating draft Technical Reports and the draft EPR to review agencies, Indigenous Nations, other stakeholders and the public; and
- Meetings with the City of Toronto and TRCA to close out outstanding comments.

4.1 Master Contact List

A Master Stakeholder Contact list was prepared for the Project during the Pre-TPAP phase and was updated and maintained throughout the TPAP in order to ensure that interested parties received Project notifications, invitations to Public Meetings and other opportunities for involvement.

4.2 Notice of Commencement of the TPAP/Public Meeting #2

The Notice of Commencement of the TPAP (was posted in two local newspapers (*Etobicoke Guardian* and the *Toronto L'Express*) on August 26, 2021 and September 2, 2021 and August 27, 2021 and September 3, 2021, respectively. The Notice of Commencement of the TPAP was coordinated with the Notice of Public Meeting, as noted in Section 4.2.1.

The Notice of Commencement of the TPAP/Public Meeting was issued on August 26, 2021 and provided to all those on the Master Contact List. This list includes all interested regulatory agencies, potentially interested/or affected residents, local organizations, Indigenous Nations, elected officials and anyone who expressed interest in the Project. The Project Website was also updated to include the Notice of Commencement of the TPAP/Public Meeting #2.

The Notice of Commencement of the TPAP/Public Meeting was delivered via registered mail in addressed envelopes to those residents within 30 m 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 Commencement of the TPAP/Public Meeting was distributed to the Property Manager on August 27, 2021 for email distribution to the condominium residents. Additionally, the Notice of Commencement of the TPAP/Public Meeting was delivered via Canada Post Neighborhood Mail (unaddressed admail) service to all postal codes within a 200 m radius of the Project Footprint. Lastly, the Notice of Commencement of the TPAP/Public Meeting was posted on the Project website (https://www.2150lakeshore.com/transitea/) on August 27, 2021 and delivered to all stakeholders on the Master Contact List.

A copy of the Notice of Commencement of the TPAP/Public Meeting #2 is included in Appendix F of this Report.

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4.2.1 Public Meeting #2

Due to the COVID-19 pandemic and the limitations for social gatherings, Public Meeting #2 was presented in an online format via a pre-recorded PowerPoint presentation and voice overlay. The purpose of Public Meeting #2 was to share updates associated with the Project, including the results of technical studies, while providing the public with an opportunity to comment on the Project. The presentation was posted on the Project website as a YouTube link on August 27, 2021 and remained posted for the duration of the Project.

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

In total, the YouTube hit-counter recorded 272 views on the presentation at the end of the three-week comment period on September 17, 2021. Comments from the public and from agencies were received by the Project Team through either the Project email address, Project phone number, or through the *Bang the Table* platform via the Feedback Form.

4.2.1.1 *Information Presented*

A PowerPoint presentation was prepared to provide an update on the Project, including the findings of the technical studies, impact and mitigation, as well as proposed compensation. The topics on each of the PowerPoint slides are listed in Table 4-1.

Table 4-1: Contents of Public Meeting #2 Online Presentation

Slide Title	Slide Contents
Proposed Park Lawn GO Station	Title Slide
Welcome	Meeting Agenda
Proposed Park Lawn GO Station Project 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 shown
Park Lawn GO Station Study Area	Map of the Proposed Project Footprint shown over satellite imagery
Park Lawn GO Station Concept Plan	Map of the Project Concept Plan identifying the proposed locations of station facilities, platforms, rail corridor, access and walkways, tunnels, pedestrian shelters, waterway, and adjacent development
Transit Project Assessment Process (TPAP)	Overview of the TPAP
What Are We Assessing?	Overview of the technical studies that were undertaken as part of the EA
Natural Environment	Existing Conditions and Effects Assessment
Tree Inventory Plan	
Fluvial Geomorphology	
Slope Stability	
Cultural Environmental Built Heritage	
Archaeological	

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Slide Title	Slide Contents
Socio-Economic and Land Use	
Air Quality	
Noise and Vibration	
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 EPR

4.2.1.2 General Public and Property Owner Consultation

In total, 32 comments were received from August 27 to September 17, 2021 in combination from the Project email, phone number, and the *Bang the Table* feedback platform. Comments received between August 27 and September 17 have been summarized into ten key topics and are presented below. Comments received outside of the Public Meeting #2 period (i.e., prior to August 27 and following September 17) are included in Section 3.3.3. A full comment log can be found in Appendix D of Appendix G of this Report. 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 or phone response was provided by the Project team.

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

<u>Road Connections</u>

- Inquiries relating to the creation of new streets surrounding the Station, including the Legion Road Extension Project, modifications to Park Lawn Road, and the positioning of the east bound ramp on Park Lawn Road. Recommendations included the creation of collector lanes for the Gardiner Expressway east and west of the 2150 Lakeshore Boulevard Development; and
- Inquiries regarding the proposed reduction of lanes on Park Lawn Road from 4 to 2.

<u>Traffic</u>

- Concerns regarding the potential impacts of construction on traffic conditions; and
- Concerns regarding the potential impacts of Pick-Up and Drop-Off activities at the Station on traffic conditions.

<u>Noise and Vibration</u>

- Concerns about the potential impacts of construction noise and vibration on nearby residents;
- Concerns about potential impacts of noise from the GO Station operations on nearby residents;

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- Inquiries regarding the proposed mitigation measures to alleviate noise impacts. Recommendations to construct walls to reduce noise impacts; and
- Inquiries regarding the methodology used to determine potential noise impacts.

Air Quality

- Concerns regarding potential impacts of construction, particularly in the form of dust, on nearby residents; and
- Inquiries regarding proposed mitigation measures to limit the impacts of construction on air quality in the surrounding area; suggestions to apply water to the construction site and surrounding streets.

Privacy

- Residents expressed concerns about privacy for adjacent condo units due to the proximity of the proposed station platform.

Arts and Culture

- Inquiries regarding the architectural design of the proposed Park Lawn GO Station;
- Inquiries regarding plans for integration of arts and culture. Requests to provide space for musicians and performers; and
- Inquiries regarding impacts to signage in the area.

Natural Environment

- Concerns regarding the impacts of construction on green spaces, particularly the removal of trees; suggestions included relocating trees planned for removal and shortening the Station platform; and
- Requests to consider alternatives to tree removal in the areas surrounding 88-90 Park Lawn Road.

Station Location and Connectivity

- Inquiries about the proximity of the Park Lawn GO Station to the existing Mimico GO Station and the potential impacts on travel time; and
- Inquiries relating to future service schedules and connectivity between transit lines and stations.

Project Timelines

- Inquiries regarding construction timelines and operation of the Park Lawn GO Station; and
- Inquiries relating to Metrolinx's electrification program.

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Station Configuration

- Inquiries regarding proposed access points to the Station;
- Requests to relocate the platform; and
- Requests to re-assess parking availability at the Station.

A summary of comments received related to the topics above and the associated responses from the Project Team are provided in Appendix D of Appendix G of this Report.

4.3 Regulatory Agency and Municipal Consultation

4.3.1 Meetings with TRCA and City of Toronto

The following is a summary of the Meetings held with Agencies. Meeting minutes and Action Trackers, where applicable, are contained in Appendix E of this Report.

Table 4-2: Dates of Meetings with Agencies

Meeting Type	Meeting Date (s)
Meetings with Individual Agencies	
City of Toronto (Virtual) – 95% Check-In	October 7, 2021
TRCA (Virtual) – 95% Check-In	October 19, 2021
City of Toronto (Virtual) – Page Flip	November 17, 2021
City of Toronto (Virtual) – Utilities Follow-Up	November 25, 2021
TRCA (Virtual) – Page Flip	December 2, 2021

4.3.2 Agency and Municipal Correspondence

During the TPAP phase, written correspondence was received from the following agencies:

- Infrastructure Ontario;
- Hydro One;
- MECP; and
- MHSTCI.

A summary of comments received and Project team responses, where applicable, are provided in Table 4-3 below. Full correspondence and comment response tables are provided in Appendix D of this Report.

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Table 4-3: Summary of Agency Comments and Project Team Responses

Agency	Agency Comment	Project Team Response (where applicable)
Infrastructure Ontario	Email (September 3, 2021) - Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your Project's study area. In this regard, please let us know if MOI land may be required for your Project so we can advise you of our process to acquire this land. If MOI land is not required for your Project, please continue to consult us as a directly affected party. While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following: His Majesty the King Her Majesty the Queen Hydro One Hydro One Networks Inc. Management Board Secretariat (MBS) Minister of Economic Development, Employment and Infrastructure (MEDEI) Minister of Energy and Infrastructure (MEI) Minister of Government and Consumer Services (MGCS) Minister of Infrastructure (MOI) Minister of Natural Resources and Forestry (MNRF) Minister of Public Infrastructure Renewal (PIR) Minister of Public Works Minister of Transportation (MTO) Ontario Lands Corporation (OLC) Ontario Realty Corporation (ORC) If provincial government property in the study area is not required for the Project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the Project, the proponent should contact us so that we can advise about requirements for obtaining government property.	Response (October 6, 2021) - Thank you for your comment and interest in the proposed Park Lawn GO Station. The land owned by the Minister of Government and Consumer Services has been transferred to the City of Toronto. We anticipate that all future communications regarding acquisition and/or impacts to these lands will be the responsibility of the City of Toronto. We will reach out if there are any changes.
Hydro One	Email (October 12, 2021) - Thank you for sending us notification regarding (Metrolinx Park Lawn GO Station). In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current	Response (November 11, 2021) - Should there be any changes to the proposed undertaking or Study Area, Hydro One Networks Inc. will be made aware.

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Agency	Agency Comment	Project Team Response (where applicable)
	information. If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure. Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.	
MHSTCI	Email (October 21, 2021) - Please see the attached table for our comments on the draft EPR main document. The Cultural Heritage Report included in Appendix D is the same version we provided comments in February 22, 2021. Please submit a revised version of the report so we can review how our comments were addressed. The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the Project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the *Ontario Heritage Act*) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.	Response (October 26, 2021) - Please find attached Version D of the Cultural Heritage Report. We look forward to receiving the revised letter as discussed. Please note that we are aiming to issue the Notice of Completion of the EPR December 9. In addition, we have submitted the Stage 1 Archaeological Assessment to the Ministry and have requested an expedited review, per your suggestion.
	Email (October 29, 2021) - Please see the attached table for our comments on the draft EPR main document. We have reviewed this latest version and concluded that it substantially addresses the provided comments on February 22, 2021.The content of the	Response (November 22, 2021) – Please find attached the Comment/Response table to reflect the changes which have been made to the Cultural Heritage Report. We

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Agency	Agency Comment	Project Team Response (where applicable)
	report is now largely consistent with MHSTCI TPAP guidelines. We note that the section Community Engagement has yet to address our comments. We continue to recommend that this section describes the feedback received from the community and how it was solicited. The section should reflect community engagement/feedback that was received during the preparation of the Cultural Heritage Report. Public and non-governmental groups may provide feedback related to cultural heritage following the completion of the report. The feedback should then be documented in the Final EPR. The Project team may wish to refer to other Metrolinx Projects (such as New Track and Facilities) to see how the community engagement section was include in the Cultural Heritage Report of the Final EPR. • The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the Project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.	hope this satisfies your concerns. Should you have any questions, please reach out.
	Email (December 2, 2021) - We have reviewed the response table (attached) and finds that the proposed revisions overall satisfy our comments. However, we have a couple of observations: - We can confirm that the Stage 1 Archaeological Assessment (under Project Information Form Number	Response (December 7, 2021) - We have revised the EPR based on the comments which you have provided and updated the MHSTCI Comment/Response table accordingly.

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Agency	Agency Comment	Project Team Response (where applicable)
	P380-0066-2020) has been entered into the Ontario Public Register of Archaeological Reports. - Comment #2 – Revisions to Section 4.3.2 – The first paragraph should acknowledge that the archaeological assessment report has now been entered into the Register. Please delete the proposed 2nd and 3rd paragraphs and replace the outcomes and recommendations of the report, as in the Executive Summary – just copy and paste: The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metres. The property inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey. In light of these results, the following recommendations were made: 1. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed. These lands do not require further archaeological assessment; and, 2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.	
MECP	Email (September 28, 2021) - Here are MECP's comments on the 95% Draft EPR for the Park Lawn GO Station Project: EA All comments made regarding the 90% Draft EPR have been addressed. Air Although PM10 is not measured in Ontario, PM10 background concentrations are typically estimated by applying a PM2.5/PM10 ratio of 0.54 according to the following scientific paper: Lall, R., Kendall, M., Ito, K., Thurston, G., 2004. Estimation of historical annual PM2.5 exposures for health effects assessment. Atmospheric Environment 38(2004) 5217-5226. It is	Response (November 23, 2021) - Please find attached the comment/response tables regarding MECP comments. Please note that we've included original comments on the Work Plan as well, for consistency. We hope you find the responses address your concerns, as we approach the Notice of Completion in early December.

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Agency	Agency Comment	Project Team Response (where applicable)
	suggested to apply this method for future PM10 background concentration estimations. Noise and Vibration Please find my comments below, following the spreadsheet's item numbers: 1. No comment; 2. No comment; 3. As per the original comment, use sound pressure instead of sound power, and specify the distance from the source, so as to avoid confusion in interpretation or verification; 4. As per the original comment, please provide the step-by-step calculation for the daytime scenario at R9 and R10; a spreadsheet attachment is suitable for this submission; 5. The 96 dBA sound power listed for idling train is too low; other Projects submitted to MECP in the past use sound powers 10 to 20 dBA higher for this type of source. Please provide clarifications and/or sample measurements to justify the use of 96 dBA sound power for idling trains; 6. No comment; 7. No comment. Source Protection CSPB would like the proponent to be aware that there may be source protection policies for the application of road salt which apply to the Park Lawn GO Station location (e.g. SAL-10 and SAL-12). As indicated in Table 8- 1, after consultation with the source protection authority during detailed design phase, please list any applicable source protection plan policies and mitigation measures into the finalized report for the protection of drinking water source and the ecological health of the area.	
	Email (November 23, 2021) - Thank you for the email and attached documents provided in response to MECP's comments on the 95% Draft EPR Park Lawn GO Station. I noticed that in response to the Noise and Vibration comments changes to the EPR and/or Appendices have been made. Can you please provide these changes (the entire document is not needed as I believe the size of the document is quite large).	Response (December 1, 2021) - Please see attached zip file containing the pages from the EPR, NVIA, and AQIA where changes were made in response to MECP comments. There will be a folder in the zip file for each of the reports (EPR, AQIA, and NVIA). Each file name refers to a specific comment and

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Agency	Agency Comment	Project Team Response (where applicable)
		section in the respective report. Please let Hatch know if you have any questions about the attached.

5. Incorporation of Stakeholder Comments

Through the consultation process, stakeholders expressed support for the proposed Park Lawn GO Station, and also identified concerns with respect to various components of the Project including: traffic, noise and vibration, privacy, arts and culture, local transit connectivity, and parking. All questions submitted were directly addressed within a timely manner. Following receipt of agency and municipal comments, feedback was incorporated into the EPR and technical studies and follow-up discussion with the respective parties occurred as needed.

It is anticipated that the next steps outlined below will continue to keep stakeholders informed and provide opportunities for further questions and concerns to be addressed.

6. Commitments to Future Work and Consultation

Metrolinx and the Developer will take the comments and input received from stakeholders, interested parties, agencies and Indigenous Nations into consideration in the design of the Proposed Park Lawn GO Station prior to construction and throughout the detailed design phase of the Project. The next opportunity for input will be following the Notice of Completion of the EPR, planned for December 17, 2021. Following the Notice of Completion, the Developer will continue to consult and interact with all interested stakeholders to ensure continued communication on the Project.

7. Notice of Completion of the EPR

Concerned stakeholders are welcome to submit any objections related to the Park Lawn GO Station, to the MECP Environmental Approvals Branch for the Minister to consider. Objections must be submitted during the 30 day review period starting at the issuance of the Notice of Completion of the EPR. A copy should also be provided to the Director of the MECP. Information required for the objection must include:

- Contact information (including name, mailing address, organization or affiliation, phone number and email address (where possible));
- Proponent (Metrolinx) contact information (including name, address, phone number and representative/agency phone number);
- Brief description of the proponent's (Metrolinx) proposed undertaking, including location;

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- Basis for why further study is required, including relevance to Aboriginal or treaty rights and matters of provincial importance that were not considered in the EPR, and
- Summary of how the objector has been involved in the consultation process (e.g., meetings, phone calls, emails etc.).

The Ministry will forward a copy of the objections to both Metrolinx and the Developer for consideration. It is noted that both agencies will have less than a week to comment on the objections. During this time, Metrolinx and/or the Developer can identify where in the EPR the appropriate information can be found, or provide clarification.

Following the review period, the Minister has 35 days to provide comment and decide whether the EPR has a negative impact on matters of provincial importance or Aboriginal or treaty rights. Following the Ministerial review, one of the following two options can occur:

1) If the Minister does not give notice, the Project can proceed. Once the proponent submits a Statement of Completion of the TPAP, the proponent can proceed to implementation and construction (Ministry of the Environment, Conservation and Parks, 2014).
2) The Minister may give notice that the Project can proceed, proceed subject to conditions, or that the proponent must conduct additional work (Ministry of the Environment, Conservation and Parks, 2014).

8. Statement of Completion of the TPAP

A Statement of Completion of the TPAP will be issued if, no later than 65 days after the Notice of Completion was published, the Minister gives a notice to proceed, that is subject to conditions, or does not give a notice. The Statement will document Metrolinx and the Developer's intention of proceeding with the Park Lawn GO Station Project in accordance with the EPR. Any revisions to the EPR which have been made during the review period will also be followed. The Statement will be provided to all contacts listed in the Master Contact List, as well as the MECP Director and Regional Director. In addition, the Statement of Completion of the TPAP will also be posted on the Project Website.

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9. References

Metrolinx. (2016). *Park Lawn GO Station - Initial Business Case.*
Metrolinx. (2020). *Park Lawn GO Station - Updated Initial Business Case.*
Ministry of the Environment, Conservation and Parks. (2014). *Ontario's Transit Project Assessment Process Guide.*

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Appendix A

Master Contact List

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Park Lawn Go Station EA - Contact List

Agency/Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Province	Postal Code	Email	Telephone	Fax
Utilities												
Bell Canada	Mr.	Scott	Moon	Implementation Department, Senior Program Manager	5115 Creekbank Road	3rd Floor, West Tower	Mississauga	ON	L4W 5R1	scott.moon@bell.ca	905-219-4558	416-701-6489
Enbridge Gas Distribution Inc.	Mr.	Ben	Lucki	Construction Supervisor, Planning and Design	500 Consumers Road		North York	ON	M2J 1P8	banjamin.lucki@enbridge.com		
Enbridge Pipelines Ltd.	Ms.	Ann	Newman	Supervisor, ROW Series, Eastern Region	801 Upper Canada Drive	P.O. Box 128	Sarnia	ON	N7T 7H8	ann.newman@enbridge.com	519-339-0503	
Hydro One Networks Inc.				General Inquiry Line						SecondaryLandUse@HydroOne.com		
MTS – Allstream					50 Worcester Road			ON	M9W 5X2	utility.circulations@mtsallstream.com	416-649-7527	
Hydro One Networks Inc.	Mr.	Yu San	Ong	Environmental Planner	483 Bay Street		Toronto	ON	M5G 2P5	YuSan.Ong@hydroone.com		
Provincial												
Ministry of Environment, Conservation and Parks - Central Region	Ms.	Cindy	Batista	Special Project Officer, Enviornmental Assessment Agency	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5	cindy.batista@ontario.ca	416-314-7225	
Ministry of Environment, Conservation and Parks - Central Region	Ms.	Anne	Cameron							anne.cameron@ontario.ca		
Ministry of Environment, Conservation and Parks - Environmental Assessment Services	Ms.	Solange	Desautels	Supervisor, Environmental Assessment Services	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5	solange.desautels@ontario.ca	416-992-5867	
Ministry of Environment, Conservation and Parks - Enviornmental Policy Division, Environmental Intergovernmental and Indigenous Affaris Branch	Ms.	Heather	Malcomson	Director (A)	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5	heather.malcomson@ontario.ca	416-314-0934	
Infrastructure Ontario	Ms.	Joanna	Brown	Environmental Specialist	14 Gable Lane		Kingston	ON	K7M 9A7	joanna.brown@infrastructureontario.ca	343-302-7392	
Infrastructure Ontario		Ainsley	Davidson	Director (Acting)	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3	ainsley.davidson@infrastructureontario.ca cc: noticereview@infrastructureontario.ca	647-264-3605	
Ministry of Heritage, Sport, Tourism and Cultural Industries - Sport, Recreation, and Community Programs Division		Neil	Coburn	Acting Director	777 Bay Street	18th Floor	Toronto	ON	M7A 1S5	neil.coburn@ontario.ca	416-518-6319	
Ministry of Heritage, Sport, Tourism and Cultural Industries - Sport, Recreation, and Community Programs Division		Ray	Dempster	Manger, Policy Unit	777 Bay Street	18th Floor	Toronto	ON	M7A 1S5	ray.dempster@ontario.ca	647-527-9070	
Ministry of Heritage, Sport, Tourism and Cultural Industries - Sport, Recreation, and Community Programs Division		Bob	Freeman	Senior Policy Advisor	777 Bay Street	18th Floor	Toronto	ON	M7A 1S5	bob.freeman@ontario.ca	416-809-4280	
Ministry of Heritage, Sport, Tourism and Cultural Industries - Culture Division	Ms.	Karla	Barboza	Team Lead (Acting)	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	karla.barboza@ontario.ca	416-314-7120	
Ministry of Infrastructure - Ontario Growth Secretariat, Growth Policy, Planning and Analysis Branch	Mr.	Andrew	Theoharis	Senior Policy Advisor, Infrastructure Finance Polic Unit	777 Bay Street	4th Floor, Suite 425	Toronto	ON	M5G 2E5	andrew.theoharis@ontario.ca	416-325-5794	416-325-7403
Ministry of Municipal Affairs - Ontario Growth Secretariat	Mr.	Jeff	Thompson	Manager (Acting)	777 Bay Street	23rd Floor, Suite 2304	Toronto	ON	M5G 2E5	jeff.thompson@ontario.ca	416-325-6282	
Ministry of Municipal Affairs - Ontario Growth Secretariat		Stewart	Chisolm	Manager (Acting)	777 Bay Street	23rd Floor	Toronto	ON	M5G 2E5	stewart.chisolm@ontario.ca	437-225-0331	
Ministry of Municipal Affairs - Central Municipal Services Office	Ms.	Maya	Harris	Manager, Community Planning and Development (East)	777 Bay Street	13th Floor	Toronto	ON	M5G 2E5	maya.harris@ontario.ca	416-585-6063	416-585-6882
Ministry of Municipal Affairs - Central Municipal Services Office		Heather	Watt	Manager, Community Planning and Development (West)	777 Bay Street	13th Floor	Toronto	ON	M5G 2E5	heather.watt@ontario.ca	437-232-9474	
Ministry of Natural Resources and Forestry - Aurora District		Maria	Jawaid	District Planner	50 Bloomington Road		Aurora	ON	L4G 0L8	maria.jawaid@ontario.ca	289-380-6817	
Ministry of the Solicitor General		Robert	Greene	Director	25 Grosvenor Street	13th Floor	Toronto	ON	M7A 1Y6	robert.greene@ontario.ca	416-277-2370	
Ministry of Transportation- Central Region	Mr.	Jason	White	Manager Engineering Office (Transportation)	159 Sir William Hearst Ave	Building D, 5th Floor	Toronto	ON	M3M 0B7	jason.white@ontario.ca	416-235-5575	416-235-3436
Federal												
CN Rail	Mr.	Michael	Vallins	Manger Public Works	1 Administration Road		Concord	ON	L4K 1B9	michael.vallins@cn.ca	905-669-3264	
VIA Rail	Ms.	Debra	Rasinger							debra_rasinger@viarail.ca		

Park Lawn Go Station EA - Contact List

Agency/Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Province	Postal Code	Email	Telephone	Fax
Local/Regional												
French-Language Education - Conseil scholaire catholique MonAvenir	Mr.	Andre	Blais	Director of Education	110 Drewry Avenue		Toronto	ON	M2M 1C8	commentaires@csdccs.edu.on.ca	416-397-6564 ir 1800-274-3764 ext.73100	
French-Language Education - Conseil scholaire Viamonde	Mr.	Michel	Ladouceur	Directeur de l'immobilisation	116 Cornelius Parkway		Toronto	ON	M6L 2K5	ladouceurm@csviamonde.ca	416-614-0844	
French-Language Education - Conseil scholaire Viamonde	Mr.	Martin	Bertrand	Director of Education	116 Cornelius Parkway		Toronto	ON	M6L 2K5	bertrabdm@csviamonde.ca	416-614-5929	
Toronto Historical Association					260 Adelaide Street East	P.O. Box 67, Toronto's First Post Office	Toronto	ON	M5A 1N1	info@torontohistory.net		
Toronto District School Board	Mr.	John	Malloy	Director of Education	5050 Younge Street		Toronto	ON	M2N 5N8	director'soffice@tdsb.on.ca	416-397-3000	
Toronto Student Transportation Group					2 Trethewey Drive	2nd Floor Annex	Toronto	ON	M6M 4A8	transportation@torontoschoolbus.org	647-790-3829	
Toronto Catholic District School Board	Mr.	Rory	McGuckin	Director of Education	80 Sheppard Ave East		Toronto	ON	M2N 6E8	Rory.McGuckin@tcdsb.org	416-222-8282 Ext. 2296	
Toronto Public Health	Dr.	Eileen	de Villa	Medical Officer of Health	277 Victoria Street	Located in Ryerson University	Toronto	ON	M5B 2L6		416-338-7600, Option 1	
City of Toronto - City Planning and Transit Development Implementation	Mr.	Greg	Tokarz	Program Manager	100 Queen Street West	City Hall, 21st Floor, East Tower	Toronto	ON	M5H 2N2	Greg.Tokarz@toronto.ca	416-392-8572	
City of Toronto - Strategic Initiatives, Policy and Analysis	Ms.	Kate	Goslett	Senior Planner	55 John Street	Metro Hall, 22nd Floor	Toronto	ON	M5V 3C6	Kate.Goslett@toronto.ca	416-395-7059	
City of Toronto - Stations and Strategic Initiatives	Mr.	Eric	Mann	Senior Project Manager						Eric.Mann@toronto.ca		
City of Toronto - Stations and Strategic Initiatives	Ms.	Tayo	Apampa							Tayo.Apampa@toronto.ca		
Toronto Police Service	Chief	Mark	Saunders	Chief of Police	40 College Street		Toronto	ON	M5G 2J3	officeofthechief@torontopolice.on.ca	416-808-8000	
City of Toronto - Heritage Preservation Services	Ms.	Yasmina	Shamji	Heritage Planner	100 Queen Street West	17th Floor, East Tower	Toronto	ON	M5H 2N2	yasmina.shamji@toronto.ca	419-392-1975	
City of Toronto - Fire Services	Mr.	Mathew	Pegg	Fire Chief	4430 Dufferin Street		Toronto	ON	M3H 5R9	tfscomments@toronto.ca	416-338-9050	
City of Toronto - Clerks Office		Ulli S.	Watkiss	Clerk	100 Queen Street West	13th Floor	Toronto	ON	M5H 2N2	clerk@toronto.ca	416-392-8010	
City of Toronto - Paramedic Services										emsplanning@toronto.ca		
City of Toronto - Engineering and Construction Services	Mr.	Michael	D'Andrea	Chief Engineer & Executive Director	100 Queen Street West	24th Floor, East	Toronto	ON	M5H 2N2	Michael.Dandrea@toronto.ca	416-392-8256	
City - Toronto - Major Capital Infastructure Co-ordination MCIC)	Ms.	Shalin	Yeboah	Senior Project Manager	100 Queen Street West	City Hall, 4th Floor, East Tower	Toronto	ON	M5H 2N2	Shalin.Yeboah@toronto.ca	416-397-7358	
City - Toronto - MCIC, Transit Expansion Office	Ms.	Andrea	Roberts	Senior Project Manager	100 Queen Street West	City Hall, 24th Floor, East Tower	Toronto	ON	M5H 2N2	Andrea.Roberts@toronto.ca	416-397-9526	
City - Toronto - Major Capital Infastructure Co-ordination Office	Ms.	Vera	Gavrilova	Project Coordinator	100 Queen Street West	City Hall, 24th Floor, East Tower	Toronto	ON	M5H 2N2	Vera.Gavrilova@toronto.ca	416-338-7105	
City - Toronto - Policy, Planning, Finance and Administration	Ms.	Robyn	Shyllit	Sr. Public Consultation Coordinator	100 Queen Street West	City Hall, 24th Floor, East Tower	Toronto	ON	M5H 2N2	Robyn.Shyllit@toronto.ca	416-392-3358	
Toronto and Region Conservation Authority - Development Planning and Permits	Ms.	Alannah	Slattery	Planner	101 Exchange Avenue		Concord	ON	L4K 5R6	alannah.slattery@trca.ca	416-661-6600 ext. 6443	
Toronto and Region Conservation Authority - Development Planning and Permits		Sharon	Lingertat							Sharon.Lingertat@trca.ca		
Toronto and Region Conservation Authority - Development Planning and Permits		Zack	Carlan							Zack.Carlan@trca.ca		
Toronto and Region Conservation Authority - Development Planning and Permits		Sinthujan	Navaratnavel							Sinthujan.Navaratnavel@trca.ca		
TRCA		Madhi	Esmaeili							Mahdi.Esmaeili@trca.ca		
TRCA		Jehan	Zeb							Jehan.Zeb@trca.ca		
TRCA		Jason	Solnik							Jason.Solnik@trca.ca		
Humber Bay Shores Condominium Association	Mr.	Jim	Reekie	President						hbsca@rogers.com; jbr1616@rogers.com		
South Etobicoke Transit Action Committee										etobicoketransit@yahoo.ca		
Mimico Residents Association										info@mimicoresidents.ca		
Mimico Lakeshore Community Network										lakeshorenetwork@gmail.com		
Mimico-by-the-lake BIA										mimicobia@hotmail.com		
Marina Del Rey Residents Committee	Mr.	David	Adolph							dadolph@icloud.com		
Humber Bay Shores Residents Association										humberbayshores@gmail.com		
Legislative Assembly of Ontario - Etobicoke--Lakeshore	Ms.	Christine	Hoggarth	MPP	195 Norseman Street	Unit 21	Etobicoke	ON	M8Z 0E9	christine.hogarth@pc.ola.org	416-259-2249	
Parliament of Canada - Etobicoke - Lakeshore	Ms.	James	Maloney	MP	1092 Islington Avenue	Suite 202	Toronto	ON	M8Z 4R9	James.Maloney@parl.gc.ca	416-251-5510	
City of Toronto - Mayor	Mr.	John	Tory	Mayor	100 Queen Street West	2nd Floor	Toronto	ON	M5H 2N2	mayor_tory@toronto.ca	416-397-2489	
City of Toronto - Ward 3 Etobicoke-Lakeshore	Mr.	Mark	Grimes	Councillor	399 The West Mall, Etobicoke Civic Center		Toronto	ON	M5H 2N2	dlougheed@innisfil.ca	416-397-9273	
South Beach Condos - Icon Property Management				Condo Manager						David.iconpm@gmail.com		

Appendix B

Public Meeting #1 Summary Report

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Park Lawn GO Station

PUBLIC MEETING #1 SUMMARY REPORT

FIRST CAPITAL

METROL NX



First Capital (Park Lawn) Corporation
Park Lawn GO Station

Public Meeting #1 Summary Report

11/8/2021	1	I. Jasiak	M. Armstrong	M. Alexander	Revised Final
12/02/2021	0	R. Eagles	M. Armstrong	M. Alexander	Final
Date	**Rev.**	**Prepared By**	**Checked By**	**Approved By**	**Status**
HATCH					

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Public Consultation

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Glossary of Terms and Conditions	
AODA:	*Accessibility for Ontarians with Disabilities Act*
BIA:	Business Improvement Area
EA:	Environmental Assessment
EAA:	*Environmental Assessment Act* (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

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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.

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- 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

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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

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- 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	

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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 D. 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 Habourview 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)

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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.

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Electrification and Air Quality

- Questions about timing of electrification around the proposed station.
- Pour 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.

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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 haves 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	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. 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. 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

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Stakeholder Comment	Project Team Response
	evolve and to provide strong connectivity between the GO line and across southern Etobicoke that fall within the Park Lawn GO transit-shed. 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.
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?	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. 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. 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.
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	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. -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.

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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	

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Stakeholder Comment	Project Team Response
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?”. 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.	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. 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.

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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.

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Appendix A

Public Meeting Material

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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



FIRST CAPITAL 3

3

PARK LAWN GO STATION LAKESHORE WEST CORRIDOR



FIRST CAPITAL 4

4

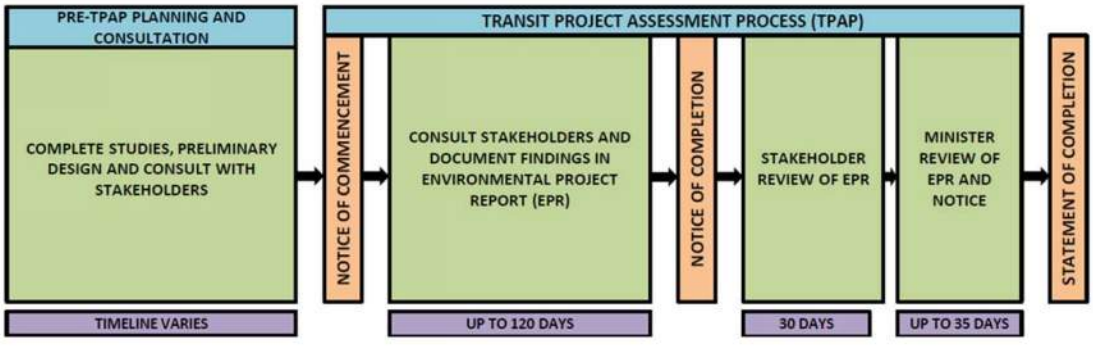
PARK LAWN GO STATION STUDY AREA



FIRST CAPITAL 5

5

TRANSIT PROJECT ASSESSMENT PROCESS



FIRST CAPITAL 6

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

FIRST CAPITAL 7

7

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



FIRST CAPITAL 8

8



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

FIRST CAPITAL 9

9

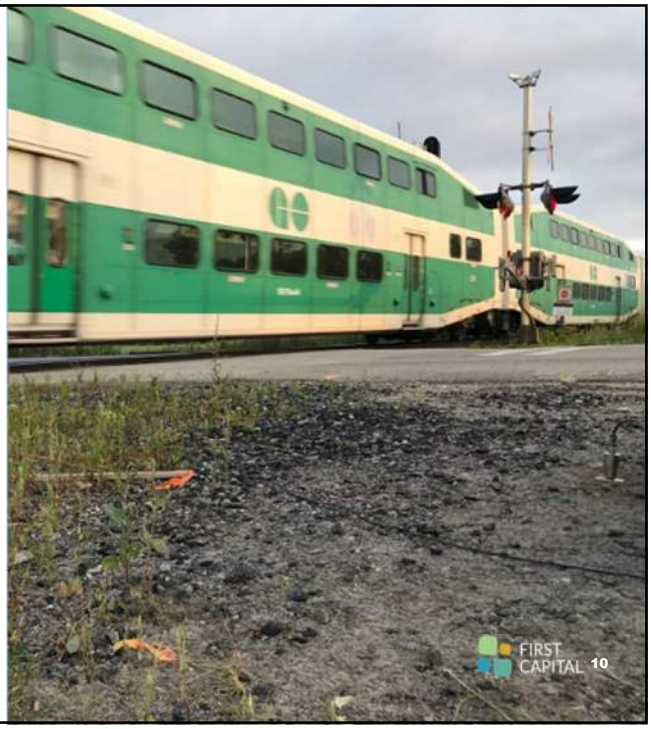
AIR QUALITY

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

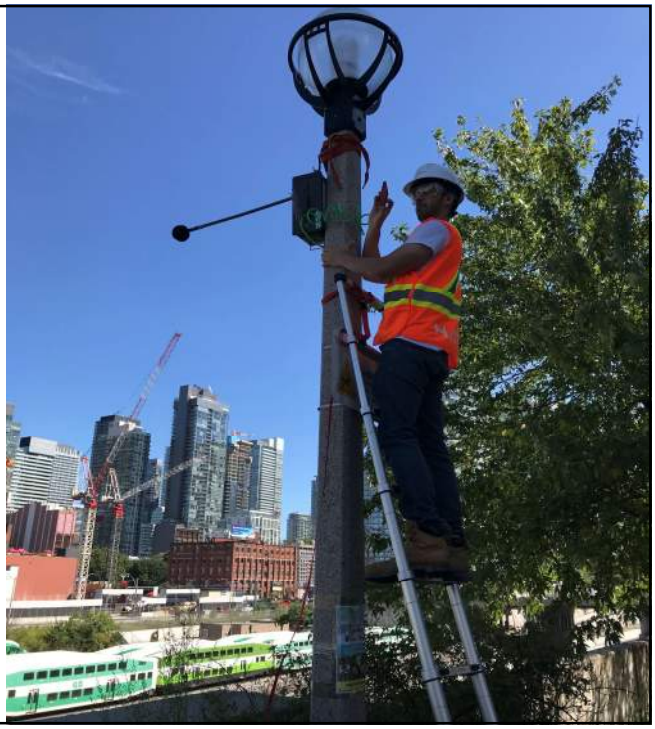
NOISE AND VIBRATION

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

FIRST CAPITAL 12

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

FIRST CAPITAL 14

14

NEXT STEPS



FIRST CAPITAL 15

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

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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.



Aline Ayoub
@AAyoubhr

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?

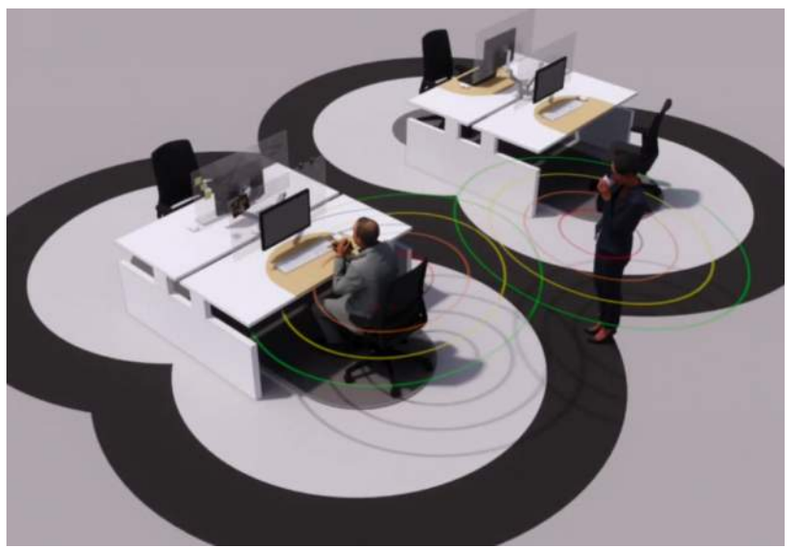
Trois mois plus tard, nous pouvons rouvrir tranquillement en prenant bien soin d'implanter les mesures de santé publique.

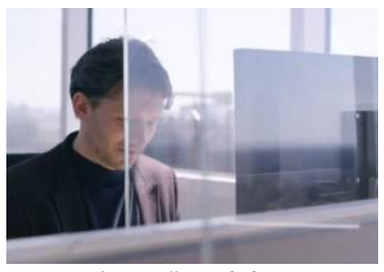
En tant que propriétaire ou employeur de petite entreprise, vous avez beaucoup à faire - notamment pour protéger la santé et la sécurité de vos employés. Cet article explique comment y parvenir en trois étapes.



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

PHOTOS: VIDÉO PROMOTIONNELLE DU «6FT OFFICE» DE LA FIRME CUSHMAN & WAKEFIELD





Un poste de travail protégé par un écran de plastique.

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 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 mettrez 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.



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: CSFCB

«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 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.



Richard Wagner.

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.



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

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 déroger 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 élues libérales à l'Assemblée législative de l'Ontario, **Lucille Collard, Amanda Simard** et l'ex-première ministre **Kathleen Wynne**, se sont réjouies 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

FIRST CAPITAL

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** 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 ?

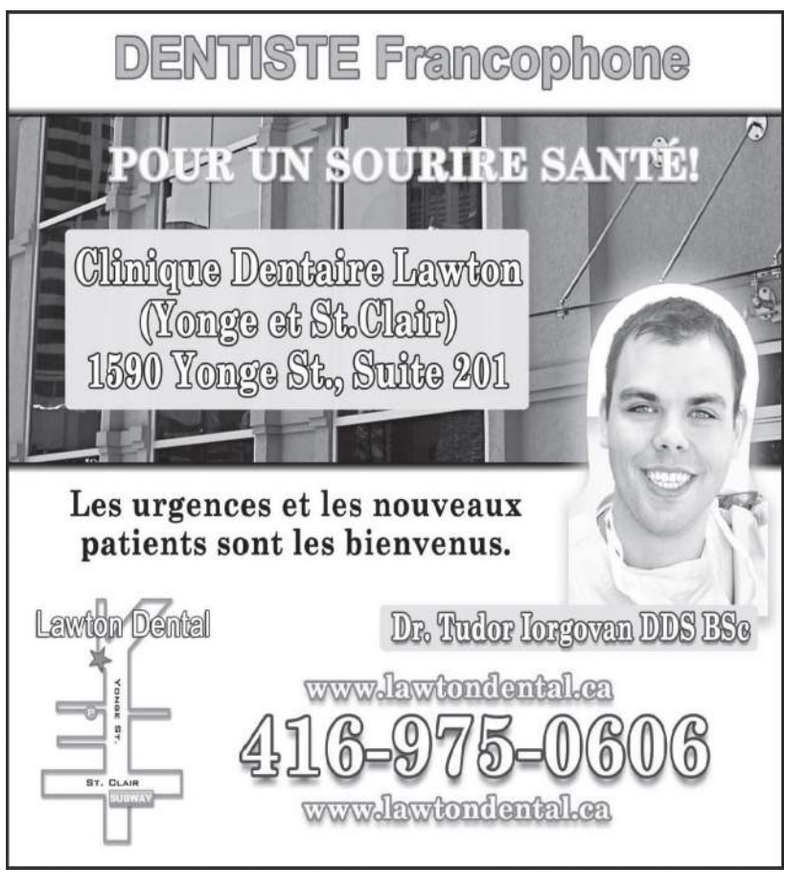
Pour plus d'information ou pour être ajouté à la liste de diffusion de l'étude, s'il-vous-plaît veuillez contacter :



Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 2150lakeshore.com/transitea

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.



L'Express de Toronto sur Facebook et Twitter

L'Express de Toronto **@lexpresstoronto**

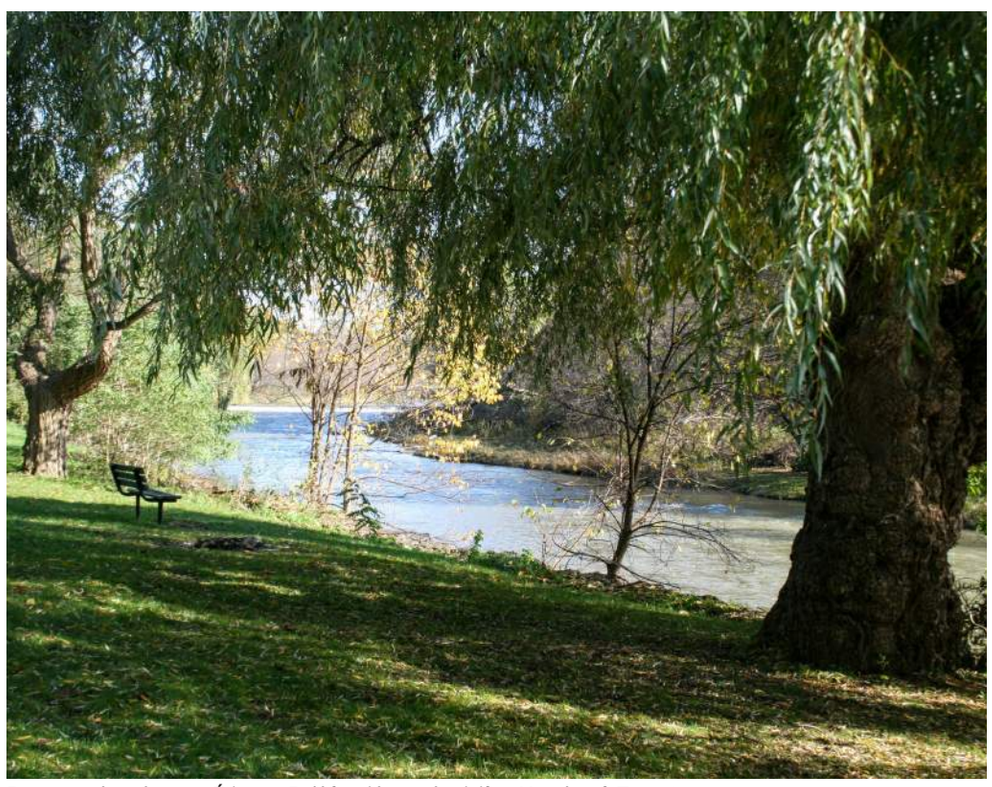
Baby Point, l'histoire de la migration française vers l'intérieur du continent

2e 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



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



La Maison Duff Baby à Windsor.

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 Chiningué (Ambridge en Pennsylvanie).

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



Jacques Baby, dit Dupéron.

sans parler des 720 acres et de la réserve de bois près du lac Sainte-Claire, cadeau des Sauteux, 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 grâce 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 Simcoe, a nommé le jeune Jacques Baby aux Conseils executif et legislatif du Haut-Canada et au poste de lieutenant du compté 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 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 Moraviantown. 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 traîtres 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 «Estrange 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 Yarmouth, 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.

DENTISTE Francophone



Le Petit Chaperon Rouge

Garderies Francophones

3 mois à 12 ans (selon le site)

Pour inscrire votre enfant, info@lpcr.ca

- **Centre préscolaire Coxwell**
  3 mois à 4 ans
  419, ave Coxwell,
  Toronto, 416-463-3955
- **Centre Gainsborough**
  École G.E. Cartier
  2 ½ à 12 ans
  250, chemin Gainsborough,
  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 Mosaïque
  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

FIRST CAPITAL

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** 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

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.

B.2 Emails to Elected Officials

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FIRST CAPITAL

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

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

1 message

Luiza Sadowski [redacted] Wed, Jun 17, 2020 at 2:33 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

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.

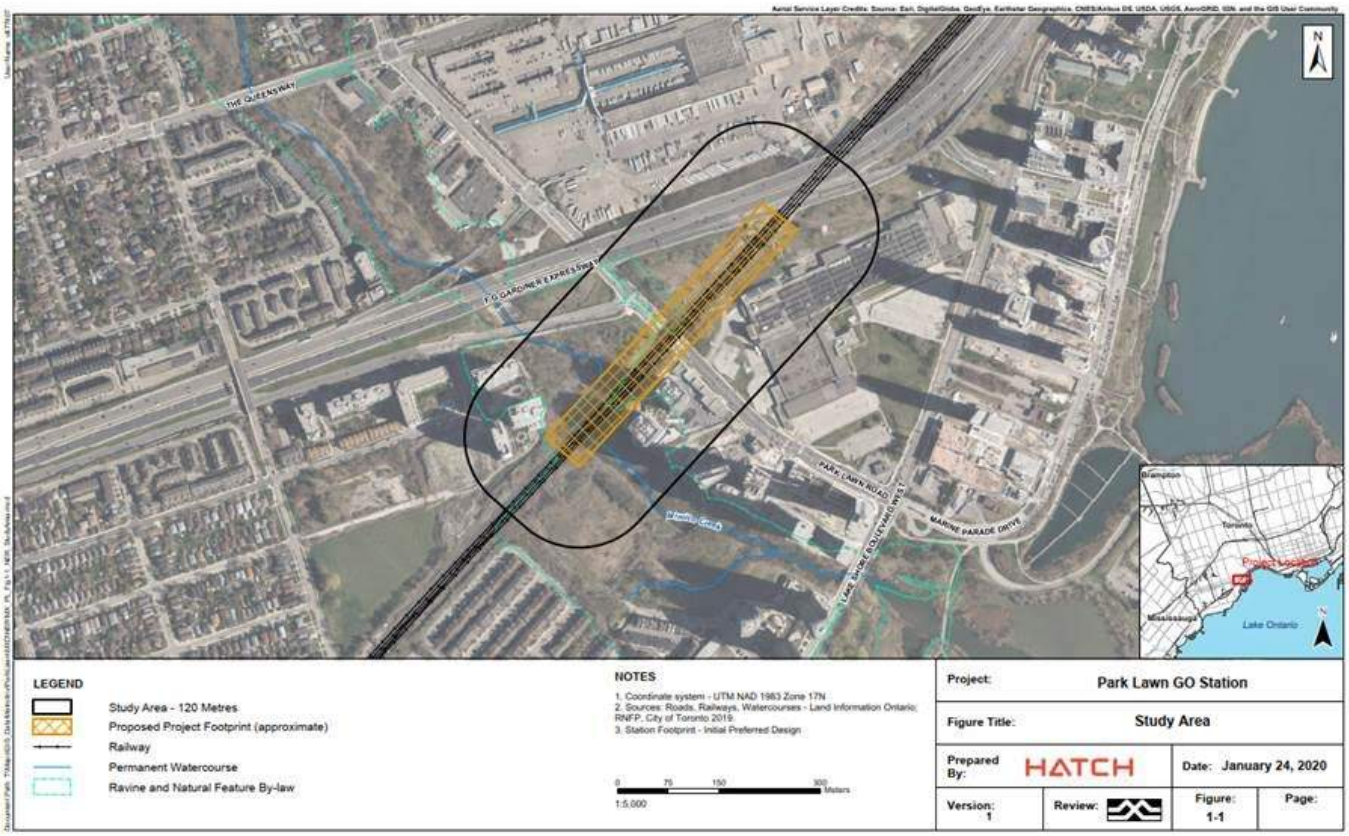
The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 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 transitlea@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]

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

FIRST CAPITAL

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

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

1 message

Luiza Sadowski [redacted] Wed, Jun 17, 2020 at 2:32 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

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.

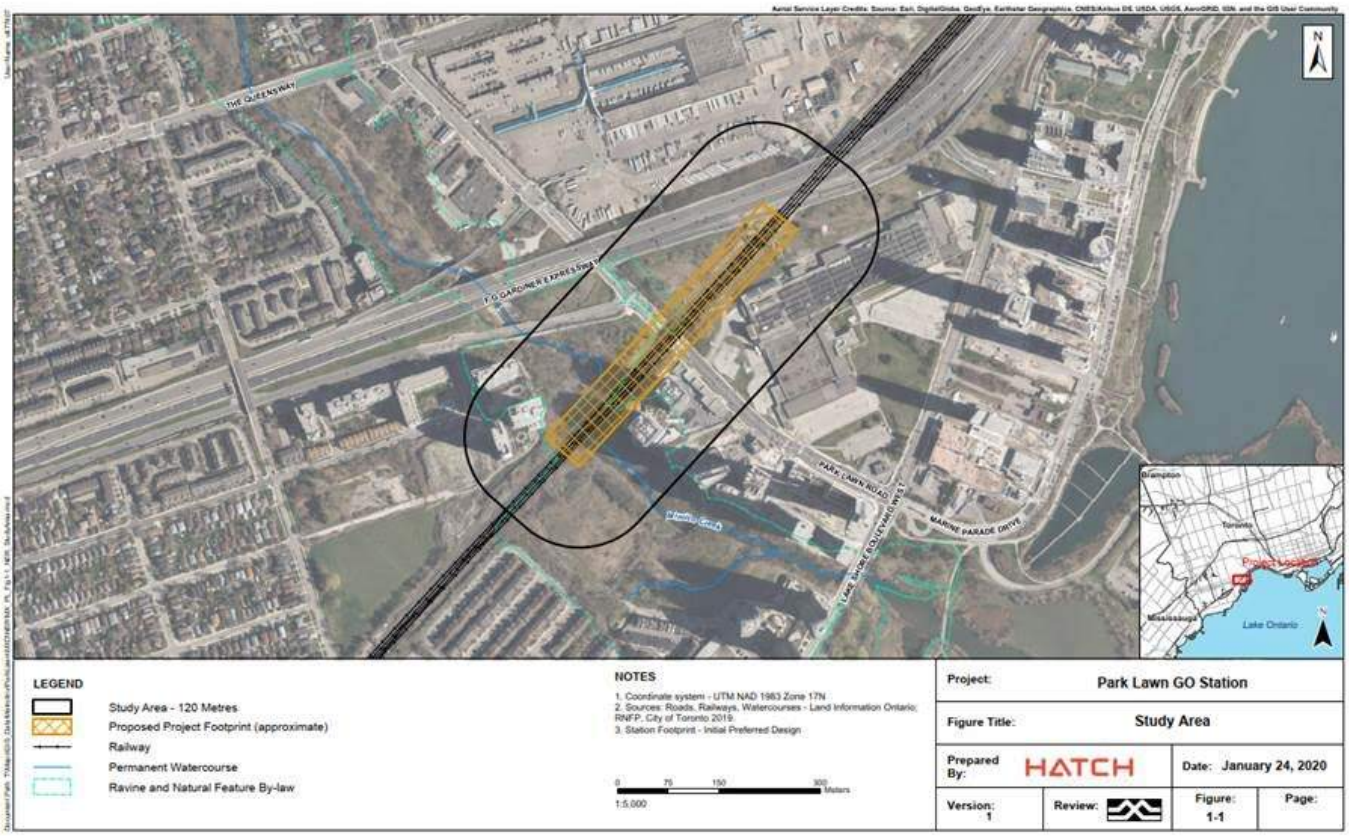
The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 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] transitlea@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]

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B.3 Letters to Indigenous Communities

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METROLINX

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.

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

METROLINX

Project Description

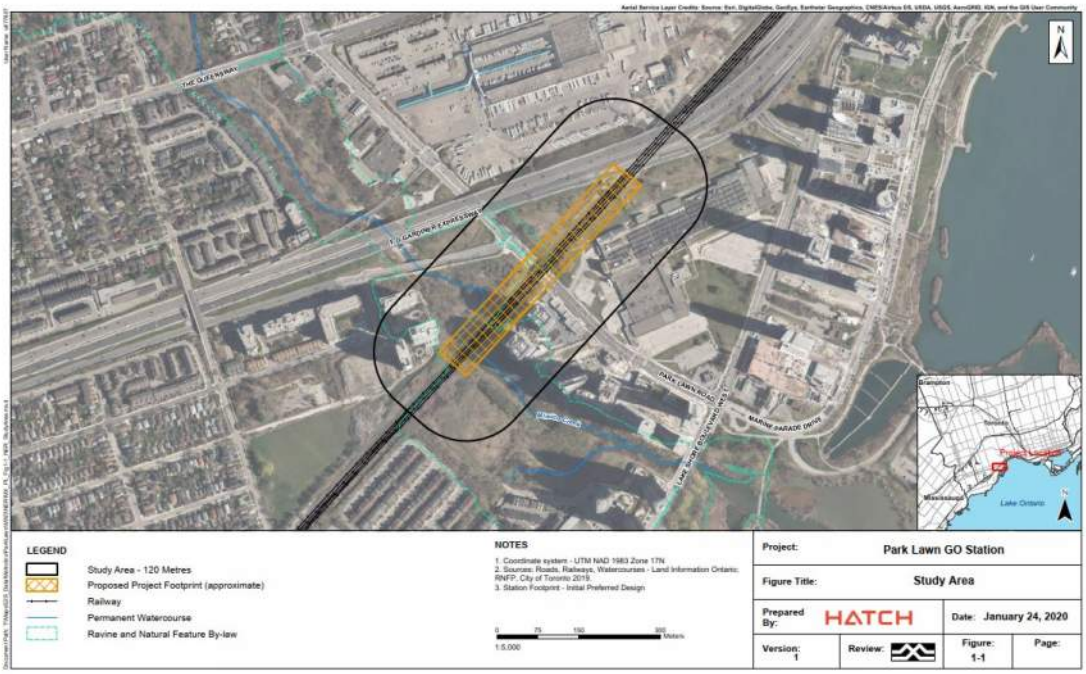
First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would 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.

10 Bay Street
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metrolinx.com

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.

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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,



Fallon Melander
Manager, Indigenous Relations Office
10 Bay Street 416.202.4967
Toronto, ON M5J 2N8 metrolinx.com

METROLINX

cc:
Katie Bright, Metrolinx
Gretel Green, Metrolinx
transitea@2150lakeshore.com

10 Bay Street
Toronto, ON M5J 2N8
416.202.4967
metrolinx.com

B.4 Letters to Agencies

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FIRST CAPITAL

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

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

2 messages

Sandeep Talwar <transitea@2150lakeshore.com> Thu, Jun 18, 2020 at 4:11 PM
To:
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 transitlea@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.

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To request additional project information, request a meeting or discuss interest in this project please contact the Project team at transitlea@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_MHSTCIcomments.pdf
179K

Attachment - MX TPAP Requirements.pdf
633K

Appendix C

Agency Consultation

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Attachments:
Notice of Public Meeting

Notice of Public Meeting.pdf
270K

Leslie Rich <lrich@conservationontario.ca> Mon, Jun 22, 2020 at 9:03 AM
To: Sandeep Talwar <transitea@2150lakeshore.com>
Cc: "TorontoWest@metrolinx.com" <TorontoWest@metrolinx.com>

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, watermains, 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.

FIRST CAPITAL

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

Hydro One Response: Proposed Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Dec 9, 2020 at 7:46 PM
To: SecondaryLandUse@hydroone.com
Cc: TorontoWest@metrolinx.com, Gretel.Green@metrolinx.com, Eveline.McKee@metrolinx.com, melissa.alexander@hatch.com

Good Evening,

Thank you for the information. We will you keep you informed as the Project progresses. Regarding future lines, our design team will be reaching out upon the 10% station concept design completion to commence preliminary discussions related to potential conflicts. This is tentatively scheduled for early 2021.

Thank you,

Transit EA Team

[Quoted text hidden]

Impact Assessment Agency of Canada
Agence d'évaluation d'impact du Canada

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

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

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

FIRST CAPITAL

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

METROLINX

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
Sent: October-05-20 3:54 PM
To: Gretel Green; Cameron, Anne (MECP)
Cc: transitlea@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,

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

METROLINX

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 I Project Officer

Environmental Assessment Services Section I Environmental Assessment Branch

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

☎: 437-246-2066 I ✉ 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 transitlea@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

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 416.314.7147

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto, ON M7A 0A7
Tél: 416.314.7147

Ontario

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 a have 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 impacted[2], 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:

[T*he 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:

[T*he 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.

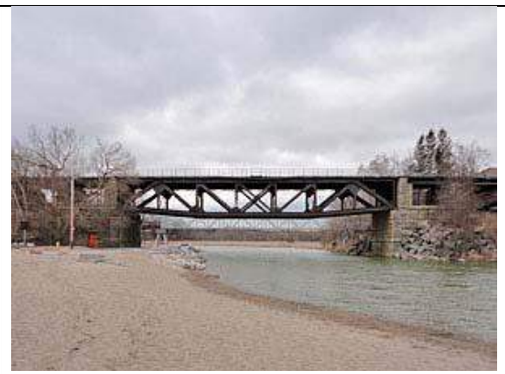
*A Cultural Heritage Report- Existing Conditions and Preliminary Impacts Assessment was undertaken on [**date**] by [**heritage consultant**] for [**name of project or study area**]. The assessment for this report consisted of data collection, background historic research, review of secondary source 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.	Scottish Rite of Freemasonry: Mansion and Cathedral (1895/1923) 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.	

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)	Purvis-Castle Log Cabin 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.	 Southwest from the LSE Rail Corridor to 90 Morningside Avenue.
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	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). The bridge was identified by Metrolinx as a Provincial Heritage Property of Provincial Significance (date) - see Appendix X – CHER and Statement of CHV	 View North to the Rouge River.

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	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). The culvert was identified by Metrolinx as a Provincial Heritage Property (June 8, 2016) - see Appendix X – CHER and Statement of CHV	 South elevation of the Petticoat Creek Culvert
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	Late 19th century - Designed landscape/public park 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.	

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	King Street East, Sanford Avenue to Bannesdale 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. 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. 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.	 Circa 1920's three -storey commercial buldings (north side of King St East west at Holton St)
CHR 7	Railscape ca 1890s	Toronto, Hamilton and Buffalo Railway Level crossing over King Street East at East Bend	Identified by the City of Hamilton as a cultural heritage landscapes AND Identified in field review	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. 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.	

[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 Minster'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:

[T*he 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	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. 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 Minster's Consent must include a supporting Heritage Impact Assessment to articulate the alternatives consider and why demolition is the only feasible alternative.	Under the Standards and Guidelines for Conservation of Provincial Heritage Properties (Ontario Heritage Act, Part.III1), Metrolinx is required to obtain the MTCS Minister's consent before removing or demolishing any buildings or structures on a provincial heritage property. Draft EPR – 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 Final EPR: • 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	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.	**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.
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	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.	**Preferred Option**: Avoid encroachment on to existing property. **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.

CHR 7- Residential/ commercial streetscape	King Street East, Sanford Avenue to Bannesdale	Identified by the City of Hamilton/field review	Indirect: 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. 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.	**Preferred Option**: Avoid removal of the landscaped median and alteration of streetscape. 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. **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.
CHR 8- Railscape	Toronto, Hamilton and Buffalo Railway	Identified by the City of Hamilton/field review	Indirect: 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. 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	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	No impacts anticipated at this time: 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. 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.	**Preferred Option**: Avoid widening the bridge. **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.

[END OF SAMPLE TEXT]

FIRST CAPITAL

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

RE: File 0012260: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1 - MHSTCI - Culture Division

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Dec 9, 2020 at 7:47 PM
To: "Minkin, Dan (MHSTCI)" <Dan.Minkin@ontario.ca>

Good Evening,

Thank you for your reply. A Cultural Heritage Report and a Stage 1 Archaeology Report have been prepared for this Project. The guidelines and recommendations outlined in the aforementioned documents will be reviewed. The Stage 1 Archaeological Assessment report is currently being reviewed by Indigenous Communities, and will be submitted to the MHSTCI along with the Cultural Heritage Report in early 2021.

For your information, below is our proposed high level schedule:
- TAC 1 - February 2021 (Project Overview and Introduction of Technical Reports)
- TAC 2 – April 2021 (Review of Agency Comments on Technical Reports)
- Notice of Commencement - May 2021
- Public Meeting 2 - June 2021
- Notice of Completion – August 2021

Thank you,

Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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 at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

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

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

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

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

- ***Railway Safety Act (RSA)*** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- ***Transportation of Dangerous Goods Act (TDGA)*** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- ***Aeronautics Act*** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to at tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

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

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

Programme d'évaluation environnementale, Région de l'Ontario

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

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

From: Sandeep Talwar [mailto:transitea@2150lakeshore.com]
Sent: Thursday, June 18, 2020 5:09 PM

Appendix D

Public Consultation

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FIRST CAPITAL

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

Proposed Park Lawn Go Station

[redacted] Sun, Jul 19, 2020 at 1:30 PM

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

Hello:

We would like to comment on this proposal.

We strongly feel that the station should be built on the EAST side of Park Lawn Rd.

Building anything on the west side of Park Lawn would seriously jeopardize the comfort of the people currently living in South Beach Condos at 88 Park Lawn and 90 Park Lawn. These buildings were not built to take into account the noise from a train station.

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.

We hope you take these points into consideration and keep all construction plans to the EAST side of Park Lawn Rd.

Thank you.

[redacted]

FIRST CAPITAL

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

Proposed Park Lawn Go Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 11:30 AM
To: [redacted]

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

The proposed Park Lawn GO Station is currently envisioned to be built on the east side of Park Lawn Road with the platform extending across Park Lawn Road in order to accommodate a full length GO train platform.

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.

Impacts from the proposed station on the Natural Environment are being assessed through the Natural Environment Report. This study will document the existing conditions of the site including wildlife, species at risk habitat, watercourses, tree inventories and other natural features. Any impacts to the natural environment identified in the study from the proposed GO Station will be mitigated as appropriate.

We look forward to working with you on this Project.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Virtual Presentation

[redacted] Thu, Jun 25, 2020 at 10:17 AM

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

Hello,

What time today will the Virtual Presentation for the TPAP be posted? Is it through ZOOM?

Thanks,

[redacted]

FIRST CAPITAL

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

Virtual Presentation

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Jun 25, 2020 at 10:52 AM
To: [redacted]

Hello [redacted]

Thank you for your email. As our public meeting is following a virtual format due to COVID-19, the presentation will be posted this morning (June 25, 2020) and will remain posted on the website for the duration of the project. As this is not a live event, you can view the presentation at your own convenience and provide comments from June 25 to July 20, 2020 for inclusion in the public meeting summary report.

Please let us know if you have any other questions or concerns,

Kind Regards,

Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Thu, Jun 25, 2020 at 5:29 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

Hi! Comprehensive information here..but it repeatedly uses 'EA' acronym, though never defines it?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Hi! Comprehensive information here..but it repeatedly uses 'EA' acronym, though never defines it?

[redacted] 25 Jun 2020, 17:29

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

An EA is the acronym for an Environmental Assessment. We are currently completing the pre-planning work for the Environmental Assessment on the proposed Park Lawn GO Station in order to assess potential impacts from the project. The EA is being conducted in accordance with the Transit Project Assessment Process (TPAP), a process routinely used for transit projects in Ontario. Evaluating the impact of environmental effects of the proposed Park Lawn GO Station will be carried out in accordance with the TPAP. The purpose of the TPAP is to ensure net effects associated with the Project are clearly identified and mitigated to the greatest extent feasible.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Fri, Jun 26, 2020 at 7:58 AM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by[redacted]

The question that was asked is:

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.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

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.

[redacted] 26 Jun 2020, 7:58

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Sat, Jun 27, 2020 at 7:18 AM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

Have you considered the impacts on traffic flow at Parklawn/ Lakeshore intersection particularly left turning motorist from west side of intersection? Also, the related traffic impacts to left turning motorist north of proposed project towards Gardiner ramp? My thoughts and concerns are: 1. Commuters coming off of the proposed new station if and when completed. - South side of new station,an elevated commuters exit (running parallel with Go railway) to towards west of Parklawn minimizing the effects of pedestrian crossing the lights just north of Metro building - Same elevated platform which takes commuters to coming down to northeast of Paklawn/Lakeshore intersection and east of BMO 2. A careful analysis and planning of vehicles exit points coming from the would be terminal building at former Mr Christie. 3. On the north side of would be station an equivalent 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 Parklawn south

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Have you considered the impacts on traffic flow at Parklawn/ Lakeshore intersection particularly left turning motorist from west side of intersection? Also, the related traffic impacts to left turning motorist north of proposed project towards Gardiner ramp? My thoughts and concerns are: 1. Commuters coming off of the proposed new station if and when completed. - South side of new station,an elevated commuters exit (running parallel with Go railway) to towards west of Parklawn minimizing the effects of pedestrian crossing the lights just north of Metro building - Same elevated platform which takes commuters to coming down to northeast of Paklawn/Lakeshore intersection and east of BMO 2. A careful analysis and planning of vehicles exit points coming from the would be terminal building at former Mr Christie. 3. On the north side of would be station an equivalent 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 Parklawn south

[redacted] 27 Jun 2020, 7:18

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

Thank you for your email and your suggestions regarding traffic considerations surrounding the proposed station. 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.

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.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Tue, Jun 30, 2020 at 5:04 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

How frequent will the GO Train be at the proposed Park Lawn GO Station?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

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o

How frequent will the GO Train be at the proposed Park Lawn GO Station?

[redacted] 30 Jun 2020, 17:04

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Fri, Jul 3, 2020 at 10:16 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

I am very supportive of a Park Lawn GO station being built. It will serve this community very well, and it will further help the commuters who live here and go Downtown everyday. My only question is regarding the number of roadways being also 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?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

I am very supportive of a Park Lawn GO station being built. It will serve this community very well, and it will further help the commuters who live here and go Downtown everyday. My only question is regarding the number of roadways being also 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?

[redacted] 3 Jul 2020, 22:16

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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.

We look forward to working with you on this Project.

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Sun, Jul 5, 2020 at 6:08 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

Are the bike paths and pedestrian paths going to be wide and separated by a curb or some other physical barrier? This was not done along Harbourfront and it has become a nightmare for those trying to navigate the space on bike.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Are the bike paths and pedestrian paths going to be wide and separated by a curb or some other physical barrier? This was not done along Harbourfront and it has become a nightmare for those trying to navigate the space on bike.

[redacted] 5 Jul 2020, 18:08

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

A Transportation Brief 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, and it will make recommendations related to active transportation in the study area in support of the GO Station. Details of the proposed active transportation infrastructure and safe connections will continue to be developed as the design progresses.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Wed, Jul 8, 2020 at 10:54 AM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

Thank you for the opportunity to ask a question about this exciting project! The station platform appears to cross over both Parklawn 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!

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Thank you for the opportunity to ask a question about this exciting project! The station platform appears to cross over both Parklawn 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!

[redacted] 3 Jul 2020, 10:54

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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/ or send your question to 2150lakeshore@fcr.ca.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Wed, Jul 15, 2020 at 1:09 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

What is the plan for the fenced off land next to mimico creek that separates Legion road going north/south? Will Legion road eventually be extended through it? If that land is being made into a park or other use will there be a pedestrian bridge to link the residents of Harbourview Cres and Bluewater Crt to the new go train station? That neighbourhood is currently cut off for pedestrians as the only bridge across is at Lakeshore.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

What is the plan for the fenced off land next to mimico creek that separates Legion road going north/south? Will Legion road eventually be extended through it? If that land is being made into a park or other use will there be a pedestrian bridge to link the residents of Harbourview Cres and Bluewater Crt to the new go train station? That neighbourhood is currently cut off for pedestrians as the only bridge across is at Lakeshore.

[redacted] 15 Jul 2020, 13:09

Dear J[redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

Any development associated with the fenced off land located between Harbourview Crescent and Mimico Creek is outside of the scope of the proposed Park Lawn GO Station. Your comment has been forwarded to the City of Toronto. At this time a connection to the west side of Mimico Creek is not a part of the proposed Park Lawn GO Station.

A strong network of non-automobile linkages is being advanced as part of the 2150 development application that will strongly support pedestrian and cycling travel within the Humber Bay Shores area. Key facilities and linkages include true complete streets for all travel modes. 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/ or send your question to 2150lakeshore@fcr.ca.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Sat, Jul 18, 2020 at 12:16 AM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

I was wondering if there is going to be any tourist destinations in this proposed development? It might be interesting to add public art or a major sight or attraction to bring in new visitors and attract the arts into this community.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Manage Questions

I was wondering if there is going to be any tourist destinations in this proposed development? It might be interesting to add public art or a major sight or attraction to bring in new visitors and attract the arts into this community.

[redacted] 18 Jul 2020, 0:15

Dear J[redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

The proposed development currently includes a large park and other community amenities. If you have specific comments surrounding the latest application you can view it here https://www.2150lakeshore.com/zba-submission/ or send your question to 2150lakeshore@fcr.ca

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Sun, Jul 19, 2020 at 7:34 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

I am totally in favour of 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?

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

I am totally in favour of 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?

[redacted] 19 Jul 2020, 19:34

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Mon, Jul 20, 2020 at 12:30 PM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

After talking to many members of the Humber Bay Shores (hereinafter referred to as 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? If this is currently not being considered, please see below why adding this new transit route would considerably increase the quality of life: A. This would minimize the incoming car traffic to the new GO station and increase ridership from Swansea (which South portion is experiencing a population boom) and Bloor West Village communities B. Will give HBS (especially 2150 Lake Shore residents) and South Swansea residents a fast connection to the Bloor line, North Downtown, UP train to Pearson airport, access to shops and restaurants in Bloor West Village, and many more C. This new route would bring more people that use TTC subway to the HBS community, making it an accessible destination for many Torontonians to enjoy and to spend more money in the future centre of HBS which the new 2150 Lake Shore community will definitely be D. If there is a business case for this connection to go further North along Jane street, residents of HBS would have access to Eglington Crosstown LRT and Finch West LRT connecting South Etobicoke and Swansea to the whole city of Toronto E. More people would be happy to purchase their new homes in HBS if they would have a better and faster connection to the Bloor line Although the perfect solution would be for the HBS-S Kingsway-Jane LRT to serve this route, adding a new bus route with fewer stops and increased frequency during rush hour would be a good start, until the ever changing density in the area makes a good business case for the LRT. Thank you for listening what the community's major concerns are!

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

After talking to many members of the Humber Bay Shores (hereinafter referred to as 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? If this is currently not being considered, please see below why adding this new transit route would considerably increase the quality of life: A. This would minimize the incoming car traffic to the new GO station and increase ridership from Swansea (which South portion is experiencing a population boom) and Bloor West Village communities B. Will give HBS (especially 2150 Lake Shore residents) and South Swansea residents a fast connection to the Bloor line, North Downtown, UP train to Pearson airport, access to shops and restaurants in Bloor West Village, and many more C. This new route would bring more people that use TTC subway to the HBS community, making it an accessible destination for many Torontonians to enjoy and to spend more money in the future centre of HBS which the new 2150 Lake Shore community will definitely be D. If there is a business case for this connection to go further North along Jane street, residents of HBS would have access to Eglington Crosstown LRT and Finch West LRT connecting South Etobicoke and Swansea to the whole city of Toronto E. More people would be happy to purchase their new homes in HBS if they would have a better and faster connection to the Bloor line Although the perfect solution would be for the HBS-S Kingsway-Jane LRT to serve this route, adding a new bus route with fewer stops and increased frequency during rush hour would be a good start, until the ever changing density in the area makes a good business case for the LRT. Thank you for listening what the community's major concerns are!

[redacted] 20 Jul 2020, 12:30

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

Your comment related to future transit connections is outside of the scope of work of the Park Lawn GO Station.

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.

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.

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.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

Question about 2150 Lake Shore Transit EA

[redacted] Fri, Jun 26, 2020 at 12:22 PM

To: transitea@2150lakeshore.com

Good day,

Metrolinx initially turned down a new station at Parklawn 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.
So my question is “Will they be using electric trains now Parklawn is approved.

Regards,
[redacted]

FIRST CAPITAL

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

Question about 2150 Lake Shore Transit EA

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:41 AM
To: [redacted]

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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.

Metrolinx has received EA approval to electrify Lake Shore West corridor, which includes the new station. The Statement of Completion for the GO Rail Network Electrification TPAP was issued in December, 2017, and the TPAP can be viewed online here: http://www.metrolinx.com/en/electrification/electric.aspx. Electrification will likely be part of the GO Expansion program http://www.metrolinx.com/en/greaterregion/projects/lakeshorewest-go-expansion.aspx

We look forward to working with you on this Project.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO

[redacted] Sat, Jun 27, 2020 at 8:26 PM

To: transitea@2150lakeshore.com

Hello

Is there a specific date that the Park Lawn GO station will begin construction?

Cheers,

--

[redacted]

FIRST CAPITAL

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

Park Lawn GO

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:42 AM
To: [redacted]

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

First Capital REIT is proposing the new GO Station and Transit Hub as part of its redevelopment plan for the entire site at 2150 Lake Shore Blvd West. That plan is currently being reviewed by the City while it concurrently completes a Secondary Plan for the property and the Park Lawn Lake Shore Transportation Master Plan. First Capital is actively involved in discussions with the City, TTC and Metrolinx about the technical details associated with the proposed GO Station/Transit Hub. These planning reviews are still in their early stages and several approvals will be required before an accurate construction timeline can be determined.

We look forward to working with you on this Project.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Updates request

[redacted] Sun, Jun 28, 2020 at 11:13 AM

To: transitea@2150lakeshore.com

Please add me to your email list.
Thank you.

FIRST CAPITAL

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

Updates request

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:43 AM
To [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

please add me to the mailing list thanks

[redacted] Sun, Jun 28, 2020 at 5:08 PM

To: transitea@2150lakeshore.com

[redacted]

FIRST CAPITAL

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

please add me to the mailing list thanks

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:44 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Mailing list for 2150 Lakeshore

[redacted] Mon, Jun 29, 2020 at 9:32 AM

To: transitea@2150lakeshore.com

Hello,

Please add my email to the 2150 Lakeshore Go Stn study. I would prefer all my personal information to remain confidential.

Only send notifications to this email address. Thank you.

[redacted]

FIRST CAPITAL

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

Mailing list for 2150 Lakeshore

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:45 AM
To [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Comments on park Lawn Go Station

[redacted] Wed, Jul 1, 2020 at 6:44 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Hi, please see attached.

Please confirm you got this.

[redacted]

This e-mail may contain information that is privileged, confidential and/or exempt from disclosure. No waiver whatsoever is intended by sending this e-mail which is intended only for the named recipient(s). Unauthorized use, dissemination or copying is prohibited. If you receive this email in error, please notify the sender and destroy all copies of this e-mail. Our privacy policy is available at [redacted] Click here to unsubscribe from commercial electronic messages. Please note that you will continue to receive non-commercial electronic messages, such as account statements, invoices, client communications, and other similar factual electronic communications. [redacted]

Comments on Proposed GO Train Station at Christie Site – [redacted]
139K

Comments on Proposed GO Train Station at Christie Site – [redacted] – July 1, 2020

Dear Staff at Hatch/Metrolinx/FCR:

I watched the Hatch video on the proposed Go Train station at the new/proposed Christie development, and here are my comments/questions.

1. The idea for a station at the Christie site is wonderful. I live in Humber Bay Shores (HBS), and I work downtown. I currently take the TTC Express Bus in the morning (runs along Lakeshore); and come home via the Go Train to the Mimico station, connecting to the TTC Mimico loop bus. The Parklawn station will be a far superior service when it is up and running. Thank you !

2. Thanks also for the EA process you are working through. Please continue to keep the community involved. I believe you can learn a lot about the proposed Christie site from the residents already here at HBS. At the same time, I think the Christie site development can "complete" HBS in many important ways, including transit – hence my welcoming of the Parklawn Go Station. At the same time, residents at the Christie site will enjoy some of the achievements of HBS, such as the lake access, the farmers' market, etc. I believe 1+1 will equal 3.

3. Question – will there be parking at the new station ? If so, where and how ? Seems to me you should try to keep parking to a minimum at Parklawn due to space constraints. Perhaps increase the parking at Mimico (ie – if you live in South Etobicoke and want to drive to a Go Station, do that at Mimico (even if it means building a second level of parking at Mimico, etc.) . I wouldn`t want to see a lot of rare space at Christie taken up by parking.

4. Equally, I think the Parklawn station should be built big enough (and long enough) to accommodate growth even beyond the Christie site. At some point (hopefully sooner rather than later), people will realize that the Ontario Food Terminal should be moved to a less residential area in the GTA (perhaps up around the airport), and that that prime piece of real estate ought to be developed into something like the Christie site. When that happens, it would be good if the Parklawn Go Station was already able to accommodate the increased load.

5. The scheduling of Go trains at Parklawn will become very important. I normally take the 6:50 am TTC express bus downtown, and come home on the 5:10 pm Go train. That train is usually quite packed, especially in the first few cars as about half

the ridership gets off at Mimico. If you add another several hundred (or more?) HBS/Christie riders to the 5:10 train, there will be some serious/dangerous overcrowding on it. How about some “leapfrogging” scheduling (I presume there is an official term for this). Perhaps a new 5 pm departure train that is express to Parklawn, and then express to Clarkson (and the 5:10 continues to be all stops, including to Mimico). You get the idea. I think a lot of people in HBS/Christie will take the Go train who currently drive. When I stand at Lakeshore and Brookers Lane at 6:45 am waiting for the TTC express bus, I see lots of cars coming out of the HBS condos getting onto the Gardiner for their drive downtown. It would be great to get a bunch of those people out of their cars and onto the Go Train.

6. Question – is the plan to electrify the Go train system still moving along ? 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 Parklawn Station could pull some of those people out of their cars (not just from the existing HBS condos, but from the ones to be built at Christie), that should help air quality in south Etobicoke.

FIRST CAPITAL

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

Comments on park Lawn Go Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:46 AM
To: [redacted]

Dear [redacted]

Thank you for your interest and support of the proposed Park Lawn GO Station. The station is envisioned to provide better transit connectivity for residents within the Etobicoke and Humber Bay Shore areas.

2. The Environmental Assessment process will continue to be shared with interested parties including local residents, agencies and other stakeholders throughout the duration of the Project. Updates will be posted on the project website and will include public meeting summary reports, notifications of future public meetings and an updated timeline of events. Additionally, information collected during the technical studies associated with the proposed station will also be made available following the completion of the Environmental Project Report.

3. 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.

4. The proposed station is envisioned to support the current and future developments within the area. Currently, the platforms are being proposed to follow the standard GO station platform lengths to accommodate full length GO Trains at the station.

5. 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.

6. Metrolinx has received EA approval to electrify Lake Shore West corridor, which includes the new station. The Statement of Completion for the GO Rail Network Electrification TPAP was issued in December, 2017, and the TPAP can be viewed online here: http://www.metrolinx.com/en/electrification/electric.aspx. Electrification will likely be part of the GO Expansion program http://www.metrolinx.com/en/greaterregion/projects/lakeshorewest-go-expansion.aspx

We look forward to working with you on this Project.

From Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO station study - please add me to your mailing list

[redacted] Mon, Jul 6, 2020 at 2:11 PM

To: transitea@2150lakeshore.com

Park Lawn GO station study - please add me to your mailing list.

thanks,

[redacted]

FIRST CAPITAL

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

Park Lawn GO station study - please add me to your mailing list

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:48 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

please put me on your mailing list

[redacted] Tue, Jul 7, 2020 at 9:14 AM

To: transitea@2150lakeshore.com

Hello,
Please put me on your mailing list for the Mimco Go Station.

Thanks,
[redacted]

FIRST CAPITAL

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

please put me on your mailing list

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:48 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Sign-up for email updates

[redacted] Tue, Jul 7, 2020 at 3:51 PM

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

Thank you

warm regards,

[redacted]

CONFIDENTIALITY NOTICE:
This email and attached material are intended for the use of the individual or organization to whom they are addressed and may not be distributed, copied, or disclosed to other unauthorized persons. This material may contain confidential and/or personal information subject to the provisions of the Freedom of Information and Protection of Privacy Act, the Municipal Freedom of Information and Protection of Privacy Act, and/or the Personal Health Information Protection Act. If you receive this transmission in error, please notify me immediately and delete this message. Do not email, print, copy, distribute, or disclose this email or its contents further. Thank you for your co-operation and assistance.

FIRST CAPITAL

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

Sign-up for email updates

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:49 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Drone Services

[redacted] Tue, Jul 14, 2020 at 1:20 PM

To: transitea@2150lakeshore.com

Hello,

I'm a resident of Humber Bay Shores as well as the owner of one of Canada's leading drone services companies, [redacted]

I just wanted to let you know that we can provide aerial surveying/mapping/topography for this project on the old Christie Bakery property, as well as a number of other drone services.

We often partner up with OLS firms to provide high-accuracy data and would love to complement your existing workflow with our drone experience.

Please let me know if you have any questions or require any additional information.

Thank you,

[redacted]

--

Your satisfaction is our #1 priority. If you are satisfied with our work, we really appreciate referrals. Refer work to us and receive 10% off of drone operational costs, on your next project.

[redacted]

If you are not the right person for this email and would like to stop receiving communications from me, please let me know. This email and any attachments, may contain confidential and/or privileged information for the intended recipient(s) only and the sender does not waive any legal rights or privilege. Any use or disclosure of the information by an unintended recipient is unauthorized and prohibited. If you accidentally received this email, please delete the entire email, including attachments if applicable, and inform us by return email.

FIRST CAPITAL

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

Drone Services

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:50 AM
To: [redacted]

Dear [redacted]

Thank you for your interest in the Project! Your contact details will be shared with the design team should the need for drone work arise.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn GO Station

[redacted] Mon, Jul 20, 2020 at 5:29 PM

To: transitea@2150lakeshore.com

As a resident in Humber Bay Shores and a [redacted] I agree with the proposal as described in the Notice of Public Meeting published on June18th. I support the GO Station and the proposed multi-modal transportation hub.

[redacted]

FIRST CAPITAL

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

Proposed Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:57 AM
To: [redacted]

Dear [redacted]

Thank you for your support regarding the proposed Park Lawn GO Station! Your feedback is appreciated.

We look forward to working with you on this Project.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Suggestion for streetcar loop

[redacted] Tue, Jul 7, 2020 at 10:38 AM

To: transitea@2150lakeshore.com

Greetings,

I live in Humber Bay Shores (at [redacted] Park Lawn Rd) and have been following the planning process for the Christie site. I have used the TTC and GO extensively for commuting from Mimico to downtown over the last 8 years. Most recently, I have used the 176 GO Shuttle bus to Mimico station which is my preferred transit route in the current state. The new Park Lawn GO station would be a huge improvement for my commute since I could walk to the station and wouldn't need to use a shuttle bus.

I was recently looking at the proposed plan for the streetcar loop and thought it could be redesigned to improve pedestrian flow through the site and reduce the length/complexity of the loop as well. There would be a little walking required between the streetcar stop and the Go station but this would be a very short walk and not an issue given the benefits created by this design.

In the original design, pedestrians would have to cross the streetcar tracks one or two times to access the park and the Go station from various entry points. My suggested realignment would open up a clear pathway for pedestrians to access the park, streetcar stop and go station unencumbered.

I hope you will consider my suggestion pictured below. Thanks!

ORIGINAL:



SUGGESTED:


GARDINER EXPRESSWAY
STREETCAR STOPS
RELIEF ROAD (STREET A)
NEW GO STATION
ENLARGED PARK
1.0 HA
PRIVATE ROAD (STREET D)
PARK LAWN RD
PEDESTRIAN
PLAZA
LOOP ROAD (STREET B)
STREET C
BUS STOPS

FIRST CAPITAL

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

Suggestion for streetcar loop

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 9, 2020 at 11:17 AM
To: [redacted]

Dear [redacted],

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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 connectivity between the GO line and across southern Etobicoke that fall within the Park Lawn GO transit-shed.

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. Your comment related to the TTC loop recommendation will be considered as the concept progresses. Please visit https://www.2150lakeshore.com/zba-submission/ or send your question to 2150lakeshore@fcr.ca for more information regarding proposed transit connections in the area.

We look forward to working with you on this Project.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn GO Station

[redacted] Sat, Jul 11, 2020 at 10:57 AM

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

Hi, as 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.

Also, when will the Lakeshore East and West be electrified in order to make it quieter with lighter trains and faster. Lets move into the 21st century.
Thanks
[redacted]

Sent from my LG Mobile

FIRST CAPITAL

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

Proposed Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 9, 2020 at 11:19 AM
To [redacted]

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

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.

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.

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.

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/ or send your question to 2150lakeshore@fcr.ca for more information regarding proposed transit connections in the area.

We look forward to working with you on this Project.

From Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn Station EA Questions

[redacted] Tue, Jul 14, 2020 at 10:49 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Hi,

I'm J[redacted] a resident of [redacted] Park Lawn Road which is the building adjacent to the new proposed park lawn station. I live in a north/west facing unit which directly next to and overlooks the area where the station is proposed. The community at large is very supportive of this station include me. Naturally given the proximity of our two buildings to the proposes site, I polled the residence of 88 and 90 Park Lawn road during the earlier phases of this announcements and have collected the general areas of concern that the community would strongly like to be addressed in the environment assessment.

The 5 topics have been raised:

1. **Privacy** - The two buildings are adjacent to the proposed station and units in the building can be easily viewed from the new platforms do the short distance. 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 design choice (canopy in the station that blocks view up into the building, or naturally tall trees that block looking past the sound barrier)
2. **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.
3. **Nature** - 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 wide life, maintaining the embarkment and privacy of residence. Having strong measures to protect existing trees and vegetation during construction and after are a critical for maintaining the exiting natural habitat
4. **Connectivity** - Having connection the station on both sides of park lawn (while maintaining the privacy of residents in the 88-90 Park Lawn buildings) and to the Mystic point neighbourhood across the Mimico creek is vital for making this station accessible. Currently neighbourhood resident unsafely cross traffic on Park Lawn from west to eat to catch busses going North. Station entrance only one side will exacerbate this issue.
5. **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 our 88-90 Park Lawn to the station. Having measures to address this would be appreciated.

Looking forward to your response and excited that this initiative is moving forward!

Regards,
[redacted] Park Lawn Road Resident
[redacted]

FIRST CAPITAL

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

Park Lawn Station EA Questions

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 9, 2020 at 11:22 AM
To: [redacted]

Dear [redacted]

Thank you for your interest in the proposed Park Lawn GO Station and your efforts to obtain feedback from residents at both 88 and 90 Park Lawn Road. Please find the following responses to your 5 topics of interest:

Privacy: We recognize the importance of privacy of those residents within 88 and 90 Park Lawn Road. This concern has been passed on to the design team with your suggestions and mitigation measures for consideration.

Noise: 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.

Nature: 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.

Connectivity: 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/ or send your question to 2150lakeshore@fcr.ca.

Parking: 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 look forward to working with you on this Project.

From Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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

HBSRA - TransitEA Park Lawn Go Letter

[redacted] Sun, Jul 19, 2020 at 1:55 PM
To: transitea@2150lakeshore.com

Hi,

This is the formal letter from our community group Humber Bay Shores Residence Association regarding the Park Lawn Go station. Overall the group is excited about the prospects of this station and have outlined the considerations that we would like to be incorporated into the design of the station.

In addition we would like to be included in any future consultations. We are happy to arrange virtual community meetings and provide further details on the concerns raised in this letter.

We look forward to hearing from you and sharing the response with the rest of our team and the broader community.

Regards,
Humber Bay Shores Residence Association

HBSRA-Transit-EA-Park-Lawn-Go.pdf
69K

Hi,

This is a letter from the Humber Bay Shores Residence Association (HBSRA), a community group based in the area that Park Lawn Go station is planned for. We are excited for the station and the advancement of this project to the environmental assessment phase. The following is the list of important factors we would like to be addressed in the design of the station.

Drop-off Areas- 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, and to avoid train passengers from using neighbouring condo areas for this purpose.

Parking - 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.

Connectivity - 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 across Mimico Creek.

Privacy - Making sure the privacy of the residence in adjacent buildings are maintained as the platforms will overlook existing residential buildings.

Noise - 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.

Nature - 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.

We would like to be included in any further community engagements as the process progresses.

Regards,
Humber Bay Shores Residents Association

FIRST CAPITAL

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

HBSRA - TransitEA Park Lawn Go Letter

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 9, 2020 at 11:24 AM
To: [redacted]

Dear Humber Bay Shores Residence Association,

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

Drop-off Areas - 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.

Parking: 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.

Connectivity: 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/ or send your question to 2150lakeshore@fcr.ca.

Noise: 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.

Nature: 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.

We look forward to working with you on this Project.

From Transit EA Team

[Quoted text hidden]

Appendix C

Public Comments

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FIRST CAPITAL

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

Metrolinx Public Notice - The presentation will be made available at 2150lakeshore.com/transitea commencing on June 25

[redacted] Fri, Jun 19, 2020 at 3:11 PM
To: transitea@2150lakeshore.com
Cc [redacted]

Hello,
Regarding the presentation of the Proposed Park Lawn GO Station:

There is no starting time for the presentation in the Public Notice.
The website in the Public Notice, 2150lakeshore.com/transitea, does not exist. Is it the correct website in the Public Notice?

Please make the necessary revisions to the Public Notice. Thank you

[redacted]

--
[redacted]

Phor
Cell:
Ema [redacted]

FIRST CAPITAL

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

Metrolinx Public Notice - The presentation will be made available at 2150lakeshore.com/transitea commencing on June 25

Sandeep Talwar <transitea@2150lakeshore.com> Mon, Jun 22, 2020 at 2:48 PM
[redacted]
Cc: TorontoWest@metrolinx.com
Bcc: melissa.alexander@hatch.com

Good Afternoon [redacted]

Thank you for your email. As our public meeting is following a virtual format due to COVID-19, the presentation will be posted online by 9am on June 25, 2020 and will remain posted on the website for the duration of the project. As this is not a live event, you can view the presentation at your own convenience and provide comments from June 25 to July 20, 2020 for inclusion in the public meeting summary report.

The website address "2150lakeshore.com/transitea" is correct, however as noted above, the material will not be posted until June 25th. We will be updating the page with a “Coming Soon" to encourage interested members of the public to return to the page again on June 25th.

Please let us know if you have any other questions or concerns,

Kind Regards,

Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

A new question has been added to Ask a Question

First Capital <notifications@engagementhq.com> Tue, Jul 21, 2020 at 10:10 AM
To: 2150lakeshore@fcr.ca, transitea@2150lakeshore.com

Hi there,

Just a quick heads up to let you know that a new question has been asked at 2150 Lake Shore Transit EA by [redacted]

The question that was asked is:

Would the future Park Lawn GO station and transportation hub be designed with the potential to incorporate future LRT/subways that could serve growing communities west of this development? I understand there are no plans for such transit projects along The Queensway, but it might be beneficial to think about higher-order transit to serve the growing communities and employment areas along The Queensway and increased density planned at Sherway Gardens.

Please DO NOT reply to this email. If you want to provide an answer to this question, sign into your site and respond to the question from within the Q & A tool.

Regards

Bang The Table Team

Would the future Park Lawn GO station and transportation hub be designed with the potential to incorporate future LRT/subways that could serve growing communities west of this development? I understand there are no plans for such transit projects along The Queensway, but it might be beneficial to think about higher-order transit to serve the growing communities and employment areas along The Queensway and increased density planned at Sherway Gardens.

[redacted] 21 Jul 2020, 10:10

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

The current proposal includes a multi-modal transport hub incorporating a GO station, TTC streetcar loop, interconnectivity with TTC buses and other modes of transportation. While no LRT or subway is proposed in this area at this time, should there be a proposal for LRT or subway in the future, connectivity with existing stations, and other forms of transit, would be a top priority.

We look forward to working with you on this Project.

From Transit EA Team

FIRST CAPITAL

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

looking to be added to the mailing list

[redacted] Mon, Jun 22, 2020 at 11:35 PM

To: transitea@2150lakeshore.com

Hi,

I would like to be added to the mailing list if possible.

Thanks!

FIRST CAPITAL

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

looking to be added to the mailing list

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:39 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Mailing list

[redacted] Tue, Jun 23, 2020 at 10:54 AM

To: transitea@2150lakeshore.com

Hello,

Please add me to the mailing list for information about 2150 lakeshore.

Thank you,

[redacted]

FIRST CAPITAL

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

Mailing list

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:39 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Updates about project

[redacted] Fri, Aug 7, 2020 at 4:10 PM

To: transitea@2150lakeshore.com

Hi,

Please enlist us in your mailing list for this project , we are interested to book a condo as well as some retail store and this project

Regards

[redacted]

Sent from my iPhone

FIRST CAPITAL

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

Updates about project

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 10:58 AM
To: [redacted]

Thank you. Your name has been added to the Project contact list.

From Transit EA Team
[Quoted text hidden]

FIRST CAPITAL

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

Re: Christie Site

[redacted] Fri, Apr 23, 2021 at 5:12 PM

To: transitea@2150lakeshore.com

Did anyone see this email as I did not get an acknowledgement.
If it doesnt concern u could u please forward it to the right people.

Thankyou
[redacted]
Resident
Humber Bay Shores

On Mar 11, 2021 2:11 PM, [redacted] wrote:

> I am not sure it is the site for schools and a transit hub. I think too much is being shoved into an area that is mainly young business people. Lets keep it young and exciting. There are plenty of schools around the next close station, Mimico, in amongst residential homes, better suited to primary schools and the noise that goes with them. Most people in this area have dogs, not kids. Also a pile of polluting buses is not an exciting look to what this space could look like. Maybe Mimico station area would be more suited to that.
>
> I would like to see an outdoor firepit with Muskoka chairs as a gathering pow wow spot year round like the Shoppes at Don Mills, with an indoor/outdoor upscale international foodcourt closeby. A place for artists to display their creations among lit trees and acoustic musicians to listen to, a place to amble around. We have 3 Italian restaurants on the short Marine Parade strip already ...who planned that?
>
> With this many people living in the area lets reduce noise, pollution etc. We have enough already with the Gardiner on our doorstep and the coming high density.
>
> Thanks
> A resident
>
> *nt from my LG Mobile*

FIRST CAPITAL

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

Christie Site

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:31 PM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comments.

The proposed plan for the Christie site includes a mix of uses and amenities and is being designed as a complete, transit-oriented community where people can live, work and play. In building a complete community for the future, it is necessary to anticipate demographic and other changes as the Humber Bay Shores community grows and evolves.

We will pass on your suggestions regarding outdoor uses and food-related ideas to the First Capital team for their consideration.

Sincerely,

--
Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park lawn Go Train Station

[redacted] Wed, Jan 27, 2021 at 1:07 PM

To: transitea@2150lakeshore.com

Hello and good day.
I am emailing to inquire if the Park Lawn Go Station is still a go...lol..no pun intended.
We live near the Mimico Go train station and the addition of the Park lawn Go station would reduce car traffic from the Lakeshore/Parklawn area to the Mimico Go. It would also benefit the condos in the area.
Thank you and have a great day.

[redacted]

Etobicoke, ON [redacted] Canada

FIRST CAPITAL

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

Park lawn Go Train Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:29 PM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your feedback and interest in the Project. The Project is still ongoing and there will be an update in August 2021 this year. You have been added to the Project contact list and will receive all future notices for the Project.

Sincerely,

--
Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Typo?

[redacted] Fri, Apr 2, 2021 at 5:42 AM

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

Should this say Spring 2022?



FIRST CAPITAL

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

Typo?

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:33 PM
To: [redacted]
Bcc: izabela.jasiak@hatch.com, melissa.alexander@hatch.com

Dear [redacted]

This will be updated in Summer 2021. The project schedule timelines have been revised and the Minister Review is now planned for January 2022. These details will be shared at Public Meeting #2, currently planned for the end of August 2021.

Sincerely,
--
Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Parklawn Go

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:35 PM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your inquiry and interest in the project. At this time, the construction timeline for the proposed station is still to be determined. The development plan submitted for the Christie site does include the construction of the station in the first phase, but the development plan is still under review by the City of Toronto and numerous approvals are still required before any certainty can be established regarding construction timelinest.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

On Fri, Apr 30, 2021 at 2:17 AM B M [redacted] wrote:

> Hello,
> I am writing this email to request an update regarding the timeframe to be expected in completing the Parklawn GO train station.
> Please advise at your earliest convenience.
> Thank you!
> [redacted]

[redacted]

FIRST CAPITAL

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

Proposed Park Lawn Go Station

[redacted] Wed, Jun 23, 2021 at 12:57 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Hello:

We would like to follow up on our previous email to again emphasize the damage that would occur if any construction for the Go Station occurs on the west side of Park Lawn.

Daily we see deer, fox, coyotes, rabbits, beaver and ducks on the land surrounding our condo building ([redacted] Park Lawn).
Any construction on this land would kill these beautiful creatures.

Whereas there is a huge area on the east side of Park Lawn which is already cleared and does not have wildlife.
A Go Station constructed there would not destroy any animals or natural wildlife habitat.

We strongly encourage you to take this into account. Established wildlife habitats in our area are disappearing.
It is vital that we protect the remaining wildlife areas. This is easy in this case, as suitable land for construction is available nearby. Destroying natural habitat in this case is wholely unnecessary.

We look to you to do the right thing, the kind thing and protect the wildlife, please.

Thank you. [redacted]

Sincerely,
[redacted]
[redacted]
Etobicoke, ON
[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn Go Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:37 PM
To [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your feedback. The Project Team has completed a Natural Environmental Report to identify existing conditions, assess potential effects of the proposed GO Station on the natural environment, and propose mitigation measures to minimize any potential effects. The Natural Environment Report, along with all environmental technical reports, will be shared with the Public for review at the start of the Transit Project Assessment Process, currently planned for the end of August 2021. You have been added to the Project contact list and will be circulated a Notice once the reports are available for review.

The proposed Park Lawn GO Station, including Station buildings, are primarily located east of Park Lawn Road, within the former Mr. Christie Cookie factory property, as well as north of the rail corridor. Only a platform and access ramps are being proposed west of Park Lawn Road to minimize the impact on the natural environment, including Mimico Creek.

We recognize the importance of the natural environment in and around Mimico Creek, and we are making all reasonable efforts to minimize the impact to this area.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO

[redacted] Mon, Jun 28, 2021 at 11:32 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Hi

I'd like to be kept in the loop as to the proposal for the Park Lawn Go station

Thanks!

[redacted]

Please consider the environment before printing this email.
Notice: This email is confidential, is intended for the above-named recipient(s) only, and may contain personal information. If you have received this message in error, please notify by return email and delete this message from your system without printing. Any personal information contained herein is protected in accordance with all applicable legal requirements and any unauthorized use or disclosure of this message is strictly prohibited. Any opinions expressed in this email are those of the individual and do not necessarily reflect those of [redacted] its subsidiaries, and affiliates.

FIRST CAPITAL

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

Park Lawn GO

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:39 PM
To: [redacted]

Dear [redacted]

Thank you for your inquiry and interest in the project. You have been added to the Project Contact List and will receive all future notices for the Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO

[redacted] Tue, Sep 29, 2020 at 10:58 AM

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

Thanks. Is there an ETA on the new GO Train station and when construction “may / could” happen?

Cheers,

--

[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 12:53 PM
To: [redacted]
Bcc: izabela.jasiak@hatch.com, melissa.alexander@hatch.com

Dear [redacted]

Thank you for your inquiry and interest in the project. At this time, the construction timeline for the proposed station is still to be determined. The development plan submitted for the Christie site does include the construction of the station in the first phase, but the development plan is still under review by the City of Toronto and numerous approvals are still required before any certainty can be established regarding construction timelines.

Sincerely,

The EA Transit Team
[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO

[redacted] Tue, Aug 24, 2021 at 2:10 PM

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

Thanks. May you share the timeline?

--

[redacted]

FIRST CAPITAL

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

Park Lawn GO

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:21 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your inquiry and interest in the project. The project is still ongoing, and an update was posted on the project website on August 27, 2021 as part of Public Meeting #2. We encourage you to review the presentation at your convenience. The presentation and draft technical reports are available for review at: https://www.2150lakeshore.com/transitea/.

Please note that the Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.

You have been added to the project contact list and will receive all future notices for the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Submit a Question not working

[redacted] Mon, Aug 10, 2020 at 9:47 AM

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

Good Morning,

I hope you are doing well and had a good weekend. I live at [redacted] Park Lawn Rd.

I visited the 2150lakeshore.com/transitea website

I do have a few questions please.

1. I would like to know what will be done to alleviate the additional traffic that this Go Station will bring to the area?
2. And how much additional traffic per hour the studies have resulted in?
3. As well as how many parking spots will be offered at this site or in the vicinity of the site and what location(s)?
4. What type of enforcement on parking will be on site 24 hours?
5. Will street lights be added to Park Lawn or Lakeshore surrounding the GO Station.
6. Will Mimico GO Station remain a station in addition to this one?

Thank you,

[redacted]

FIRST CAPITAL

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

Submit a Question not working

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Sep 29, 2020 at 11:12 AM
To: [redacted]

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station Transit Project Assessment Process.

As part of the pre-Transit Project Assessment Process (TPAP) work we are undertaking a number of 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. Details such as increased traffic per hour data will be be included in the final transportation brief.

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. Residents 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. Retail stores, condominiums and other nearby buildings should continue to enforce parking restrictions. Your input has been shared with the design team and the 2150 Redevelopment team for consideration.

Lighting around the station will be installed in order to ensure the safety of those utilizing the GO Station. Details surrounding the type of lighting and the location of lighting will be determined as the design progresses.

Mimico Station will remain a station in addition to Park Lawn GO station in an effort to provide increased connectivity to the area.

We look forward to working with you on this Project.

From Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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

Suggestion for streetcar loop

[redacted] Fri, Oct 9, 2020 at 11:27 AM

To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>, 2150lakeshore@fcr.ca

Thank you for replying to my message. I understand that it would be nice to be able to step off the streetcar and onto the Go train without walking. If this can be done without negatively impacting pedestrian routes then that would be great. Pedestrian routes are going to be extremely important here due to the huge population density on, and around the site. Please make sure that any conveniences for intra-modal transferring do not result in walking routes becoming unsafe or unpleasant. Maybe the streetcar loop can go underground like what was done at St. Clair West?

cheers,

[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Suggestion for streetcar loop

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 12:56 PM
To: [redacted]
Bcc: izabela.jasiak@hatch.com, melissa.alexander@hatch.com

Dear [redacted]

Thank you for your feedback. As an urban station, the primary means of travelling to and from the GO Station will be via active transportation (walking or cycling), as well as public transit. To support these modes, safety for all users, including pedestrians and cyclists, is being considered during the Environmental Assessment, and will also be considered as the design progresses.

Sincerely,

The EA Transit Team
[Quoted text hidden]

FIRST CAPITAL

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

Suggestion for streetcar loop

[redacted] Tue, Aug 24, 2021 at 1:58 PM

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

Thanks for your reply. I believe that safety and a pleasant experience for pedestrians and cyclists should be prioritized. Is there an updated design coming out soon? I am curious to see how it is progressing.

cheers,
[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Suggestion for streetcar loop

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:25 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your inquiry and interest in the project. The project is still ongoing and an update was posted on the project website on August 27, 2021 as part of Public Meeting #2. This information is still available online and includes the most up-to-date design of the Station. We encourage you to review the presentation at your convenience. The presentation and draft technical reports are available for public review at: https://www.2150lakeshore.com/transitea/.

You have been added to the project contact list and will receive all future notices for the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Go at park lawn

[redacted] Wed, Aug 18, 2021 at 1:43 PM

To: transitea@2150lakeshore.com

Hi,

What's the update for the go station at park lawn and lakeshore? This would be great and help cut the crazy traffic down

Sent from my iPhone

FIRST CAPITAL

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

Go at park lawn

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:28 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your inquiry and interest in the project. The project is still ongoing and an update was posted on the project website on August 27, 2021 as part of Public Meeting #2. We encourage you to review the presentation at your convenience. The presentation and draft technical reports are available for public review at: https://www.2150lakeshore.com/transitea/.

Please note that the Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.

You have been added to the project contact list and will receive all future notices for the project.

Sincerely,

The Transit EA Team
Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

RE Proposed Park Lawn GO Station

[redacted] Wed, Dec 30, 2020 at 2:27 PM

To: transitea@2150lakeshore.com

Hello,

I understand there is to be a Park Lawn GO Station and transit hub built along with the newly proposed community at the Christie site.

With the rapid development in the area and several new condo developments coming in 2021 like Vita and Cove, not to mention the recent massive development of Westlake with 1800 units completed only a few years ago, is there not a very significant need *right now* for a Park Lawn GO station?

I realize the Park Lawn GO Station proposal includes a very elaborate plan for a large building and transit hub, so I'm wondering if the entire project must be completed before the station is accessible. From what I have heard, it could take until 2026 to complete the project.

Would it not be in the best interest of the area to build a basic working station ASAP, while construction for the rest of the development is underway? Something along the lines of a south access point to the station with a parking lot and ticket sale terminals and presto machines? The rest of the development could be built on top of that, or non-figuratively, *beside* it to keep pedestrians out of the way. Something basic that could be ready by 2022 for example.

I appreciate you taking the time to read my inquiry.

Thanks,

[redacted]
Community Member

FIRST CAPITAL

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

RE Proposed Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Tue, Aug 24, 2021 at 2:22 PM
To: [redacted]
Bcc: izabela.jasiak@hatch.com, melissa.alexander@hatch.com

Dear [redacted]

Thank you for your feedback. The proposed plan for the Christie site does include the station in the first phase of development; however, that plan is still being reviewed and numerous approvals are still required before that project can proceed.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

RE Proposed Park Lawn GO Station

[redacted] Tue, Aug 24, 2021 at 2:25 PM

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

Sounds great, thanks for the update.

[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Request to be added to study mailing list (Park Lawn GO Station)

[redacted] Thu, Sep 23, 2021 at 10:45 AM

To: transitea@2150lakeshore.com

Hi there,

Requesting to be added to this study's mailing list.

Thank you,

[redacted]

[redacted]

FIRST CAPITAL

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

Request to be added to study mailing list (Park Lawn GO Station)

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:34 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station project contact list. You will be included in all future communications about the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO station proposal

[redacted] Sat, Oct 2, 2021 at 11:24 AM

To: transitea@2150lakeshore.com

Hello First Capital - I am resident of the local community and would like to stay informed about the progress on the Park Lawn GO station proposal. Can you please add me to your future communication emails on this project?

Thank you very much.

[redacted]

FIRST CAPITAL

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

Park Lawn GO station proposal

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:31 AM
To [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station project contact list. You will be included in all future communications about the project.

Sincerely,

The Transit EA Team
Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Parklawn GO ...

[redacted] Fri, Oct 8, 2021 at 6:02 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Hi there …please add me to the mailing list for the Parklawn GO Station so I can receive updates on this project … thanks!

[redacted]

Sent from Mail for Windows

FIRST CAPITAL

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

Parklawn GO ...

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:44 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station project contact list. You will be included in all future communications about the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Comments re: 2150 Lake Shore Blvd West

[redacted] Mon, Oct 11, 2021 at 4:45 PM

To: transitea@2150lakeshore.com

Hi,

I am a resident of the Mimico area (in the [redacted]Park Lawn Rd building across from the proposed Park Lawn Go station and redevelopment of the Mr. Christie Cookie Factory). I would like to express my strong support for the project proposed. This Humber Bay shores area (Park Lawn and Lakeshore major intersection) is in dire need of better transit options to the downtown core, given its rapidly growing population. Currently, the Mimico Go station is difficult to access without a car for the condo residents of this area, leading to bad traffic congestion. The other options such as the Lakeshore streetcar are also far too slow compared to the relatively short drive to Toronto, once again encouraging residents of this area to travel by car and increasing traffic congestion in this area. A Park Lawn Go station is *urgently* needed. I am also very much supportive of the other features of the proposal, including the large park, attractive retail, childcare/school options and creation of a community hub.

I would appreciate it if you could please add me to the mailing list for ongoing updates on this proposal.

Thank you

[redacted]

FIRST CAPITAL

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

Comments re: 2150 Lake Shore Blvd West

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:46 AM
To: [redacted]
Bcc: izabela.jasiak@hatch.com, melissa.alexander@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station. We appreciate your support of the proposed station.

Your name has been added to the Park Lawn GO Station project contact list. You will be included in all future communications about the project.

We look forward to working with you on the project!

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

Sep 18 21 10:11:20 am	I am a resident of South Beach Condominium at 88-90 Park Lawn Road. The proposed transit station will certainly have its benefits. However, the size and scope of the proposed station footprint will destroy a large piece of the existing natural environment. The plans display a clear-cut of a substantial area of tree and vegetation coverage at the sound barrier wall. This clear-cutting will result in loss of animal habitat, in addition to increased erosion and slope stability of the Humber river in what is Anishinaabe land. Moreover, residents on the lower floors of 88 and 90 Park Lawn Road Condominiums will have commuters looking in at them from the proposed platform which extends completely beside both buildings. This will have an impact on the privacy of residents and commuters alike. My suggestion is to reduce the proposed length of the platform by about 200m. A shorter platform length will circumvent the detrimental effects of species loss, erosion, potential water diversion and maintain the aesthetics of the area.	[redacted]
Sep 19 21 09:33:20 pm	I have a big issue with the platform extending west of Park Lawn, disturbing the residents of South Beach Condos. The noise from the trains, speakers and people on the platform will greatly affect the quality of living for people facing the north side. I am proposing to lease consider not having the platform extend directly behind the condo. It is too close and there is not enough that can be done to eliminate the noise and disturbance it will create.	[redacted]

FIRST CAPITAL

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

Park Lawn GO Station Transit EA

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:42 AM
To [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: I am a resident of South Beach Condominium at 88-90 Park Lawn Road. The proposed transit station will certainly have its benefits.

However, the size and scope of the proposed station footprint will destroy a large piece of the existing natural environment. The plans display a clear-cut of a substantial area of tree and vegetation coverage at the sound barrier wall. This clear-cutting will result in loss of animal habitat, in addition to increased erosion and slope stability of the Humber river in what is Anishinaabe land.

Moreover, residents on the lower floors of 88 and 90 Park Lawn Road Condominiums will have commuters looking in at them from the proposed platform which extends completely beside both buildings. This will have an impact on the privacy of residents and commuters alike.

My suggestion is to reduce the proposed length of the platform by about 200m. A shorter platform length will circumvent the detrimental effects of species loss, erosion, potential water diversion and maintain the aesthetics of the area.

A: As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. Draft technical studies, including a Natural Environment Report, Tree Inventory Plan, and Slope Stability Report are available at the above link.

We recognize the importance of trees and green spaces in the community. A number of trees northeast of the condominium buildings will be preserved adjacent to the rail corridor. The trees that are currently marked for removal in the west overlap with the proposed station footprint, and as a result will need to be removed to allow for the creation of the proposed infrastructure. A number of mitigation measures have been identified to minimize the impacts to trees, such as the preparation of a Tree Protection Plan, replacement and compensation of trees where required, and the use of tree protection barriers. Additional details are available in the draft Tree Inventory Plan at the link noted above. However, we continue to explore alternatives to preserve as many trees as possible in this area as the design progresses.

A Natural Environment Report (NER) was developed to assess the potential effects of the GO Station construction and operations on the surrounding natural environment. This study included an assessment of existing or baseline conditions within and surrounding the Project footprint.

Based on the findings of the NER, aquatic habitat is limited to a small area upstream of the project limits. Due to the small area of impact, construction impacts are not expected to have significant effects on the ravine system as a whole. Wildlife in the surrounding area could experience a direct loss of nesting habitat and habitat fragmentation. Removals will occur outside of the breeding bird window to eliminate direct impacts and commitments to compensation plantings have been included in the EPR. It is important to note that these species are tolerant in nature to urbanized settings, and there is an abundance of viable habitat surrounding Mimico Creek that will remain following construction. The presence of four active train tracks in the area, reaching speeds of up to 80 km/h, suggests that the species in this area are already highly adapted to trains. In the above noted report, a number of mitigation measures have been identified to minimize the impacts on wildlife habitat during construction. The recommendations include: limiting any in-water work to periods outside of migration, spawning, and rearing windows whenever possible, limiting vegetation clearing to periods outside of the breeding bird timing window, the development of a Wildlife Management Plan, daily site-sweeping to ensure no wildlife are found within the construction limits, nest and nesting activity searches by a qualified Ecologist, and on-going consultation with the Ministry of the Environment, Conservation, and Parks and Toronto and Region Conservation Authority.

We note that the project does not encroach on the Humber River. We recognize that there are concerns about increased erosion in Mimico Creek. These concerns were identified and addressed in the draft Slope Stability Report and Fluvial Geomorphology Assessment, also available at the link above. The Fluvial Geomorphology Assessment Report identifies recommendations for mitigation and monitoring of the Creek to prevent further erosion and meander movement. These measures include continuing to maintain the existing gabion basket, concrete retaining walls, and armourstone revetment. Similarly, the Slope Stability Analysis was completed to ensure the continued safety and stability of the Creek by assessing the potential impacts of structure and platform construction. To prevent the potential effects of construction on the Creek, a number of mitigation measures have been identified to reduce erosion including retaining existing vegetation, stabilizing and re-vegetating disturbed areas, and the development of an Erosion and Sediment Control Plan.

The platform is the Metrolinx standard platform length (315 meters) to accommodate the 12 car trains on the Lakeshore West line. The platform cannot be shortened without causing safety and operational problems. However, considerations can be given to reducing the impact to the natural environment and neighbouring properties in the design of the platforms and the station.

We recognize the importance of the privacy of those residents within 88-90 Park Lawn Road. This concern has been passed on to the design team for consideration.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station Transit EA

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:38 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station via Bang the Table Q and A platform.

Q: I have a big issue with the platform extending west of Park Lawn, disturbing the residents of South Beach Condos. The noise from the trains, speakers and people on the platform will greatly affect the quality of living for people facing the north side. I am proposing to lease consider not having the platform extend directly behind the condo. It is too close and there is not enough that can be done to eliminate the noise and disturbance it will create.

A: We recognize there are concerns about increased noise in the area and the impact this may have on residents at 88-90 Park Lawn Road. As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station construction and operations. The draft NVIA is available to the public at the above link.

The NVIA identified that during operations of the Park Lawn GO Station, noise effects may include increased movement of vehicles in and out of the station, the Public Announcement (PA) system, and speed and acceleration of rail cars. However, the predicted impacts of operation-related noise are not considered to be “significant” (i.e., between a 5 and 9.99 decibel increase). Stationary sound levels related to the station are also expected to stay within the Ministry of the Environment, Conservation, and Parks regulatory sound level limits. Therefore, no noise control measures have been identified as being required for the project.

A formal complaints procedure will be in place to address any comments and concerns raised by neighbouring land owners, municipalities, and members of the public.
The platform is the Metrolinx standard platform length (315 meters) to accommodate the 12 car trains on the Lakeshore West line. The platform cannot be shortened without causing safety and operational problems. However, considerations can be given to reducing the impact to the natural environment and neighbouring properties in the design of the platforms and the station.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station Transit EA

[redacted] Thu, Nov 11, 2021 at 1:00 PM

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

When is the expected start date and estimated completion date?

On Nov 11, 2021, at 10:38 AM, 2150 Lake Shore Transit EA <transitea@2150lakeshore.com> wrote:

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Station Transit EA

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Dec 2, 2021 at 12:12 PM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your inquiry and interest in the project.

Please note that the Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.

We look forward to working with you on the project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

Appendix D

Agency and Municipal Correspondence

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FIRST CAPITAL

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

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

<Sample Invitation Email for Participation in Public Meeting 1>

Sandeep Talwar <transitea@2150lakeshore.com> Thu, Jun 18, 2020 at 4:51 PM
To: publichealth@toronto.ca
Cc: TorontoWest@metrolinx.com

June 18, 2020

RE: Proposed Park Lawn GO Station –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. 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 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.

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 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 or discuss interest in this project please contact the Project team at transitlea@2150lakeshore.com. We will continue to keep you updated as the project progresses. We invite and encourage your input.

Sincerely,

Melissa Alexander, MCIP, RPP
Project Manager
Hatch **(consultant to FCR)**

cc: TorontoWest@metrolinx.com

Attachments:

Notice of Public Meeting

Notice of Public Meeting.pdf
270K

FIRST CAPITAL

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

Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - Ontario Provincial Police

Lee, Gillian (OPP) <Gillian.Lee@opp.ca> Thu, Jun 18, 2020 at 5:06 PM
To: Sandeep Talwar <transitea@2150lakeshore.com>
Cc: "TorontoWest@metrolinx.com" <TorontoWest@metrolinx.com>, "Davey, Jennifer (OPP)" <Jennifer.Davey@opp.ca>

Good afternoon,

Could you kindly update your OPP contact to Ms. Jennifer Davey, who can be reached at Jennifer.davey@opp.ca

Thank you,

Gillian

From: Sandeep Talwar [mailto:transitea@2150lakeshore.com]
Sent: 18-Jun-20 5:05 PM
To: Lee, Gillian (OPP) <Gillian.Lee@opp.ca>
Cc: TorontoWest@metrolinx.com
Subject: Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - Ontario Provincial Police

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments in unexpected emails.

[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - City of Toronto Paramedic Services

EMS <EMS@toronto.ca> Fri, Jun 19, 2020 at 11:36 AM
To: Sandeep Talwar <transitea@2150lakeshore.com>
Cc: "TorontoWest@metrolinx.com" <TorontoWest@metrolinx.com>

Hi Sandeep,

Please send any infrastructure-related emails to emsplanning@toronto.ca, and not this email.

Thank you,

Sidney Chu

Superintendent

Toronto Paramedic Services

[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - Conservation Ontario

Leslie Rich <lrich@conservationontario.ca> Mon, Jun 22, 2020 at 9:03 AM
To: Sandeep Talwar <transitea@2150lakeshore.com>
Cc: "TorontoWest@metrolinx.com" <TorontoWest@metrolinx.com>

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]

FIRST CAPITAL

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

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

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 at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

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

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

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

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

- ***Railway Safety Act (RSA)*** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- ***Transportation of Dangerous Goods Act (TDGA)*** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- ***Aeronautics Act*** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to at tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

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

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

Programme d'évaluation environnementale, Région de l'Ontario

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

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

From: Sandeep Talwar [mailto:transitea@2150lakeshore.com]
Sent: Thursday, June 18, 2020 5:09 PM

To: EnviroOnt <EnviroOnt@tc.gc.ca>
Cc: TorontoWest@metrolinx.com
Subject: Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - Transport Canada

June 18, 2020

RE: Proposed Park Lawn GO Station –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. 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 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.

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 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 or discuss interest in this project please contact the Project team at transitlea@2150lakeshore.com. We will continue to keep you updated as the project progresses. We invite and encourage your input.

Sincerely,

Melissa Alexander, MCIP, RPP

Project Manager

Hatch **(consultant to FCR)**

cc: TorontoWest@metrolinx.com

Attachments:

Notice of Public Meeting

Notice of Public Meeting.pdf
270K

FIRST CAPITAL

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

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

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Dec 9, 2020 at 7:44 PM
To: EnviroOnt <EnviroOnt@tc.gc.ca>
Cc: TorontoWest@metrolinx.com, Gretel.Green@metrolinx.com, melissa.alexander@hatch.com, Eveline.McKee@metrolinx.com

Good Evening,

Thank you for your reply. After reviewing the Project against the self-assessment criteria provided, we have determined that the existing crossing of Mimico Creek is not deemed to be a Scheduled waterway as it is not listed on the CNWA Schedule or captured by s. 332(5). We recognize that there may be other works which interfere, and will therefore include commitments in the Environmental Project Report that the requirements be revisited during detailed design. The other aforementioned Acts will be taken into consideration as the Project progresses.

For your information, below is our proposed high level schedule:
- TAC 1 - February 2021 (Project Overview and Introduction of Technical Reports)
- TAC 2 – April 2021 (Review of Agency Comments on Technical Reports)
- Notice of Commencement - May 2021
- Public Meeting 2 - June 2021
- Notice of Completion – August 2021

Thank you,

Transit EA Team

[Quoted text hidden]

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 416.314.7147

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
401, rue Bay, Bureau 1700
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Tél: 416.314.7147

Ontario

February 22, 2021 EMAIL ONLY

Melissa Alexander
Hatch – Environmental Services Group
2800 Speakerman Drive
Mississauga, ON L5K 2R7
Melissa.alexander@hatch.com

MHSTCI File #: 0012260
Proponent : Metrolinx and First Capital REIT
Subject : Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
Project : Park Lawn GO Station
Location : City of Toronto, Ontario

Dear Ms. Alexander:

Thank you for sending the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) the *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* for the above-referenced project, prepared by Hatch, dated January 21, 2021.

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.

Cultural Heritage Report Review
We have reviewed the cultural heritage report and offer the following comments:

Item No.	Section	Review Comment
1	New Section	As technical cultural heritage studies are to be carried out by qualified person(s), please include a Project Personnel section. A Project Personnel section should list the personnel involved in preparing the report, including an overview of their qualifications and noting their role in preparing the report.
2	New Section	We recommend that the report include a Community Engagement section to describe the feedback received from the community and how it was solicited.
3	3.1.2 *Ontario Heritage Act (1990)* – p. 5	We recommend using definitions for built heritage resource and cultural heritage landscape from the Provincial Policy Statement 2020. These definitions are considered the most current.

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

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca
Heritage Planning Unit

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

FIRST CAPITAL

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

RE: File 0012260: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1 - MHSTCI - Culture Division

Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca> Mon, Jul 20, 2020 at 6:18 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>
Cc: "torontowest@metrolinx.com" <torontowest@metrolinx.com>, "Batista, Cindy (MECP)" <Cindy.Batista@ontario.ca>, "Barboza, Karla (MHSTCI)" <Karla.Barboza@ontario.ca>

Good afternoon,

Please find attached MHSTCI's comments on the proposed Park Lawn GO Station project. Thank you.

Dan Minkin
Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit

401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

Tel. 416.314.7147 | Fax. 416.314.7175

From: Sandeep Talwar <transitea@2150lakeshore.com>
Sent: June-18-20 4:16 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: TorontoWest@metrolinx.com
Subject: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1 - Ministry of Heritage, Sport, Tourism and Cultural Industries - Culture Division

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 transitlea@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

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2 attachments

2020-07-20_ParkLawnGOStn_MHSTCIcomments.pdf
179K

Attachment - MX TPAP Requirements.pdf
633K

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
401 Bay Street, Suite 1700
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Tel: 416.314.7147

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
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Ontario

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 a have 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 impacted[2], 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.

Dan.Minkin@Ontario.ca
Heritage Planning Unit

Copied to: Gretel Green, Metrolinx
Cindy Batista. MECP
Karla Barboza, MHSTCI

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

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.	Scottish Rite of Freemasonry: Mansion and Cathedral (1895/1923) 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.	

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)	Purvis-Castle Log Cabin 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.	 Southwest from the LSE Rail Corridor to 90 Morningside Avenue.
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	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). The bridge was identified by Metrolinx as a Provincial Heritage Property of Provincial Significance (date) - see Appendix X – CHER and Statement of CHV	 View North to the Rouge River.

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	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). The culvert was identified by Metrolinx as a Provincial Heritage Property (June 8, 2016) - see Appendix X – CHER and Statement of CHV	 South elevation of the Petticoat Creek Culvert
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	Late 19th century - Designed landscape/public park 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.	

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	King Street East, Sanford Avenue to Bannesdale 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. 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. 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.	 Circa 1920's three -storey commercial buldings (north side of King St East west at Holton St)
CHR 7	Railscape ca 1890s	Toronto, Hamilton and Buffalo Railway Level crossing over King Street East at East Bend	Identified by the City of Hamilton as a cultural heritage landscapes AND Identified in field review	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. 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.	

[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 Minster'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	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. 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 Minster's Consent must include a supporting Heritage Impact Assessment to articulate the alternatives consider and why demolition is the only feasible alternative.	Under the Standards and Guidelines for Conservation of Provincial Heritage Properties (Ontario Heritage Act, Part.III1), Metrolinx is required to obtain the MTCS Minister's consent before removing or demolishing any buildings or structures on a provincial heritage property. Draft EPR – 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 Final EPR: • 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	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.	**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.
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	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.	**Preferred Option**: Avoid encroachment on to existing property. **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.

CHR 7- Residential/ commercial streetscape	King Street East, Sanford Avenue to Bannesdale	Identified by the City of Hamilton/field review	Indirect: 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. 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.	**Preferred Option**: Avoid removal of the landscaped median and alteration of streetscape. 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. **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.
CHR 8- Railscape	Toronto, Hamilton and Buffalo Railway	Identified by the City of Hamilton/field review	Indirect: 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. 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	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	No impacts anticipated at this time: 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. 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.	**Preferred Option**: Avoid widening the bridge. **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.

[END OF SAMPLE TEXT]

FIRST CAPITAL

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

RE: File 0012260: Proposed Park Lawn GO Station – Request for Input and Invitation to Public Meeting 1 - MHSTCI - Culture Division

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Dec 9, 2020 at 7:47 PM
To: "Minkin, Dan (MHSTCI)" <Dan.Minkin@ontario.ca>

Good Evening,

Thank you for your reply. A Cultural Heritage Report and a Stage 1 Archaeology Report have been prepared for this Project. The guidelines and recommendations outlined in the aforementioned documents will be reviewed. The Stage 1 Archaeological Assessment report is currently being reviewed by Indigenous Communities, and will be submitted to the MHSTCI along with the Cultural Heritage Report in early 2021.

For your information, below is our proposed high level schedule:
- TAC 1 - February 2021 (Project Overview and Introduction of Technical Reports)
- TAC 2 – April 2021 (Review of Agency Comments on Technical Reports)
- Notice of Commencement - May 2021
- Public Meeting 2 - June 2021
- Notice of Completion – August 2021

Thank you,

Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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

Hydro One Response: Proposed Park Lawn GO Station

SecondaryLandUse@hydroone.com <SecondaryLandUse@hydroone.com> Mon, Jul 27, 2020 at 3:07 PM
To: transitea@2150lakeshore.com

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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20200727-NoticeOfPIC1-Proposed Park Lawn GO Station.pdf
531K

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, watermains, 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.

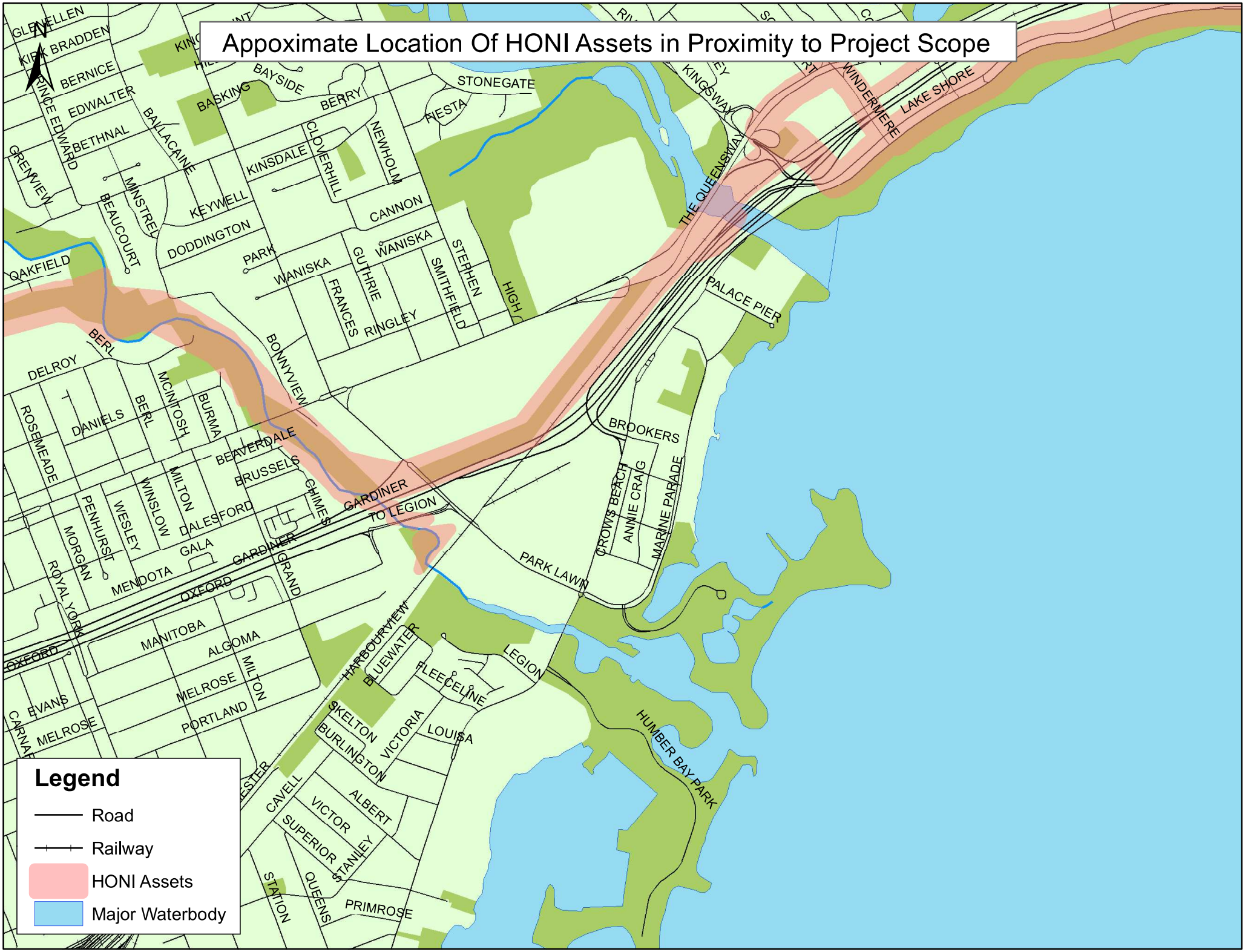
Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

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.


Appoximate Location Of HONI Assets in Proximity to Project Scope
N
Legend
Road
Railway
HONI Assets
Major Waterbody
GLENELLEN
KIRK BRADDEN
BERNICE
EDWALTER
KING EDWARD
BETHNAL
GREENVIEW
BAYSIDE
BASKING
BERRY
STONEGATE
FIESTA
BALLACAINE
KINSDALE
CLOVERHILL
NEWHOLM
KEYWELL
CANNON
MINSTREL
BEAUCOURT
DODDINGTON
PARK
WANISKA
GUTHRIE
FRANCES
RINGLEY
SMITHFIELD
STERHEN
HIGH
OAKFIELD
BERL
DELROY
BONNYVIEW
ROSEMEADE
DANIELS
MCINTOSH
BURMA
BEAVERDALE
BRUSSELS
CHIMES
MILTON
WINSLOW
WESLEY
PENHURST
MORGAN
DALESFORD
GALA
MENDOTA
GARDINER
TO LEGION
OXFORD
GRAND
ROYAL YORK
MANITOBA
ALGOMA
MELROSE
PORTLAND
EVANS
CARNA
HARBOURVIEW
BLUEWATER
FLEECELINE
SKELTON
BURLINGTON
VICTORIA
LOUISA
CAVELL
ALBERT
VICTOR
SUPERIOR
TANLEY
QUEENS
STATION
PRIMROSE
LEGION
PARK LAWN
BROOKERS
CROWS BEACH
ANNIE CRAIG
MARINE PARADE
HUMBER BAY PARK
THE QUEENSWAY
KINGSWAY
WINDERMERE
LAKE SHORE
PALACE PIER

FIRST CAPITAL

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

Hydro One Response: Proposed Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Dec 9, 2020 at 7:46 PM
To: SecondaryLandUse@hydroone.com
Cc: TorontoWest@metrolinx.com, Gretel.Green@metrolinx.com, Eveline.McKee@metrolinx.com, melissa.alexander@hatch.com

Good Evening,

Thank you for the information. We will you keep you informed as the Project progresses. Regarding future lines, our design team will be reaching out upon the 10% station concept design completion to commence preliminary discussions related to potential conflicts. This is tentatively scheduled for early 2021.

Thank you,

Transit EA Team

[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn GO Station –Invitation to Public Meeting 1 - Impact Assessment Agency of Canada

Webb, Emily (IAAC/AEIC) <emily.webb@canada.ca> Wed, Aug 12, 2020 at 2:39 PM
To: Sandeep Talwar <transitea@2150lakeshore.com>

Hello,

Please see reply to the above mentioned project.

If you believe your project is not designated under the IAA, we kindly request that you remove us from your mailing distribution list.

Thank you,

Emily Webb

Administrative Clerk, Ontario Region Office

Impact Assessment Agency of Canada / Government of Canada

Emily.webb@canada.ca / Cell: 416-702-6202 Office: 416-952-1576

Commis Administrative, Bureau regional de L'Ontario

Agence d'evaluation d'impact du Canada / Gouvernement du Canada

Emily.webb@canada.ca / Cell: 416-702-6202 Office: 416-952-1576

[Quoted text hidden]

Letter A Reply - Agency to Metrolinx - Proposed Park Lawn GO Station.pdf
217K

Impact Assessment Agency of Canada
Agence d'évaluation d'impact du Canada

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

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

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

FIRST CAPITAL

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

METROLINX

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
Sent: October-05-20 3:54 PM
To: Gretel Green; Cameron, Anne (MECP)
Cc: transitlea@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,

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

METROLINX

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 I Project Officer

Environmental Assessment Services Section I Environmental Assessment Branch

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

☎: 437-246-2066 I ✉ 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.

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 transitlea@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

FIRST CAPITAL

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

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

Luiza Sadowski <Luiza.Sadowski@metrolinx.com> Wed, Jun 17, 2020 at 2:32 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

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: Toronto West; Patricia Pytel; transitlea@2150lakeshore.com
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.

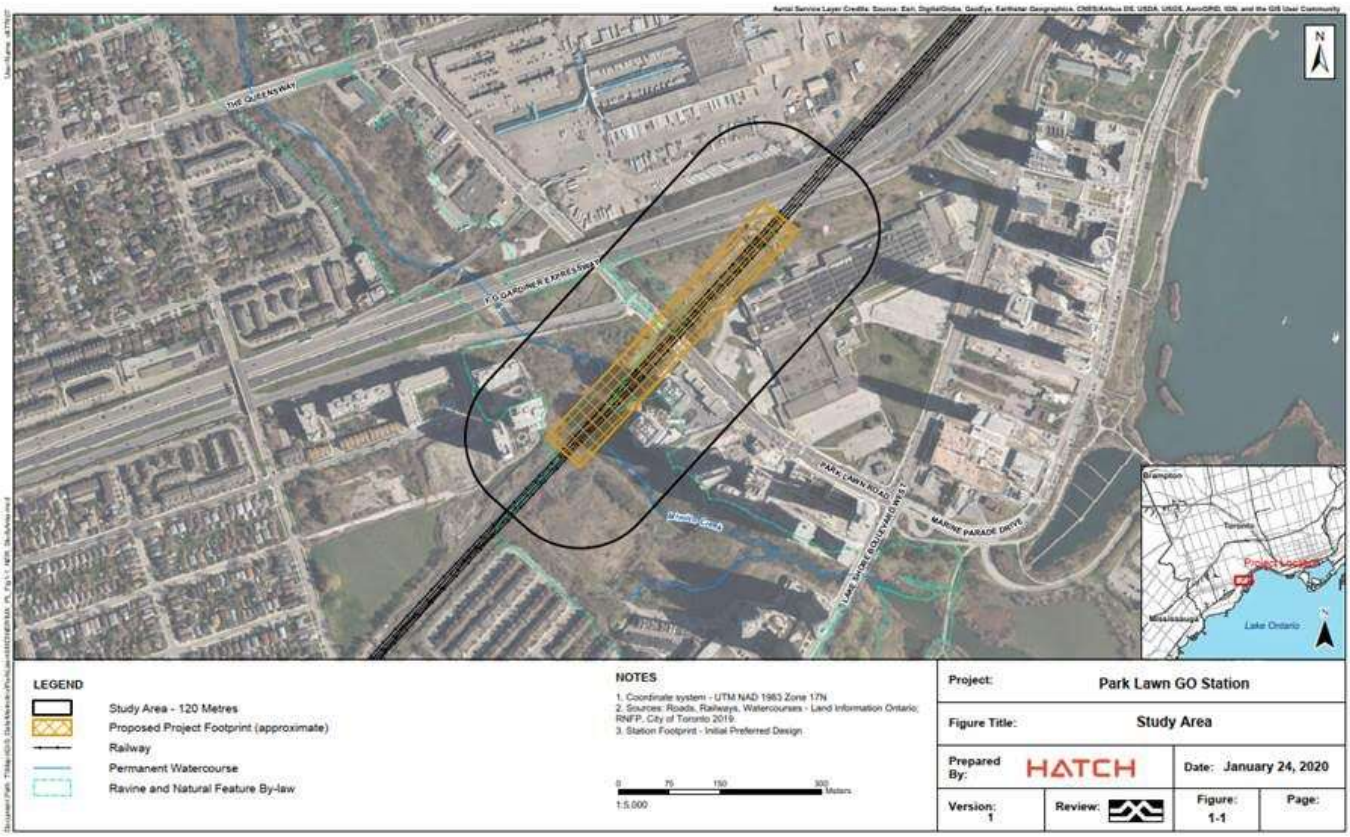
The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 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 905-486-0744 or transitlea@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

Senior Manager, Community Relations I Toronto West

Community Relations and Communications I Metrolinx

2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3

T: 416.202.4692 I C: 416.989.5051

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

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

FIRST CAPITAL

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

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

Luiza Sadowski <Luiza.Sadowski@metrolinx.com> Wed, Jun 17, 2020 at 2:33 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

FYI 2

From: Luiza Sadowski
Sent: June-17-20 2:29 PM
To: christine.hogarth@pc.ola.org
Cc: Toronto West; Patricia Pytel; transitlea@2150lakeshore.com
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.

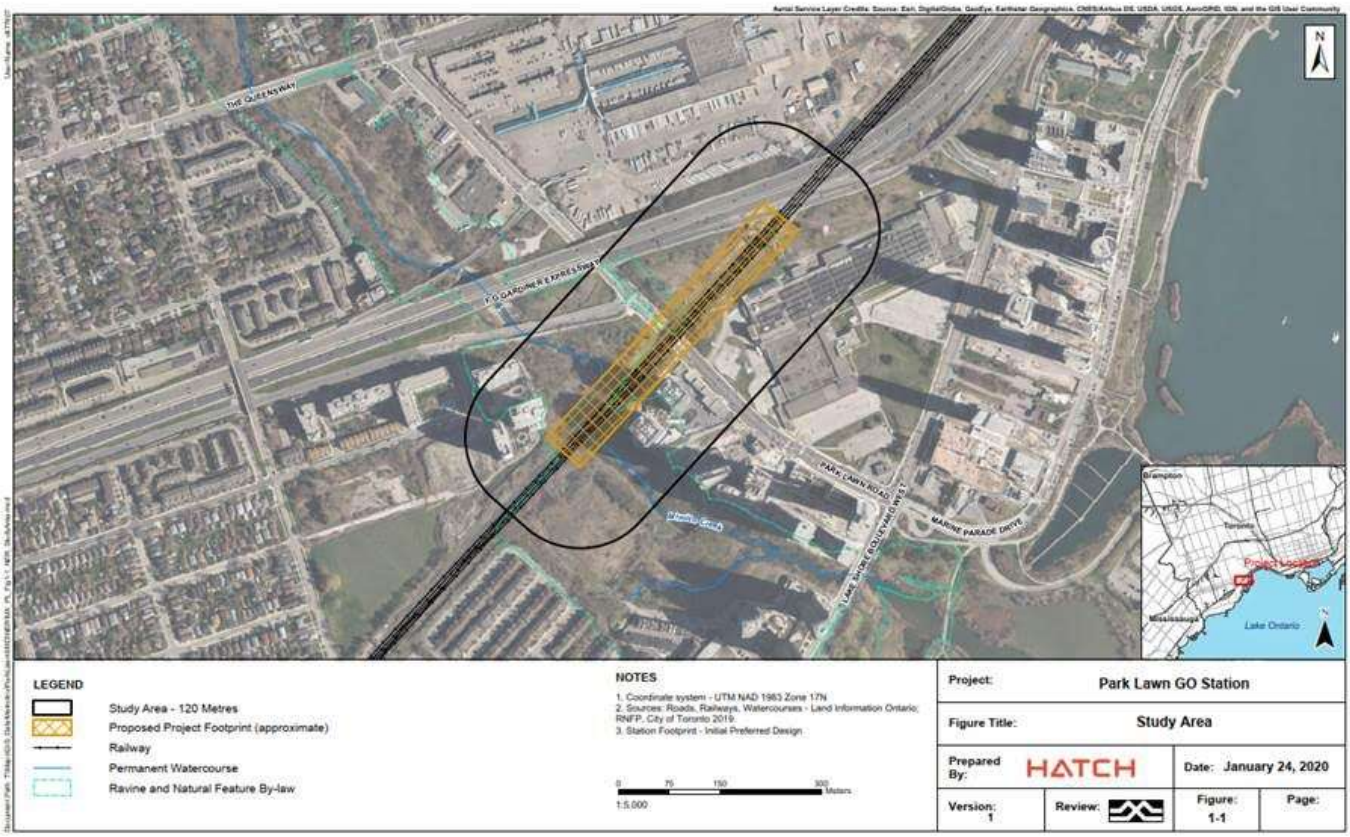
The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 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 905-486-0744 or transitlea@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

Senior Manager, Community Relations I Toronto West

Community Relations and Communications I Metrolinx

2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3

T: 416.202.4692 I C: 416.989.5051

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Park Lawn PIC #1 Notice Final June 5, 2020.pdf
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FIRST CAPITAL

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

Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Aug 26, 2021 at 6:05 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Cc: Gretel.Green@metrolinx.com, colin.omeara@metrolinx.com, zakariya.khawaja@metrolinx.com, ana.carrillo@metrolinx.com, mark.armstrong@hatch.com, izabela.jasiak@hatch.com, melissa.alexander@hatch.com
Bcc: scott.moon@bell.ca, banjamin.lucki@enbridge.com, ann.newman@enbridge.com, SecondaryLandUse@hydroone.com, utility.circulations@mtsallstream.com, YuSan.Ong@hydroone.com, cindy.batista@ontario.ca, anne.cameron@ontario.ca, solange.desautels@ontario.ca, heather.malcomson@ontario.ca, joanna.brown@infrastructureontario.ca, ainsley.davidson@infrastructureontario.ca, "cc:" <noticereview@infrastructureontario.ca>, neil.coburn@ontario.ca, ray.dempster@ontario.ca, bob.freeman@ontario.ca, "Karla (MHSTCI)" <karla.barboza@ontario.ca>, andrew.theoharis@ontario.ca, jeff.thompson@ontario.ca, stewart.chisolm@ontario.ca, maya.harris@ontario.ca, heather.watt@ontario.ca, maria.jawaid@ontario.ca, robert.greene@ontario.ca, jason.white@ontario.ca, michael.vallins@cn.ca, debra_rasinger@viarail.ca

August 26, 2021

RE: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Dear Sir/Madam,

As a follow-up to our previous communication on June 18, 2020, First Capital (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road in partnership with Metrolinx. The proposed Park Lawn GO Station is 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 at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The 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.

To facilitate the implementation of the 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*, and is a Transit Oriented Communities undertaking.

The purpose of this letter is to announce the formal commencement of the TPAP, as well as provide an invitation to the second online Public Meeting for the project. The draft technical studies and the draft Environmental Project Report (EPR) are available on the Project website for review and comment.

Please find attached the Notice of Commencement of the TPAP and Public Meeting #2 which includes additional information on the Project. Additional information is also available on the Project website: https://www.2150lakeshore.com/

The Statement of Completion of the TPAP is currently planned for January 2022 to conclude the Environmental Assessment. Should you require additional project information, please contact the Project Team at transitea@2150lakeshore.com.

We invite and encourage your input.

Sincerely,

Melissa Alexander
Project Manager
Hatch - Environmental Services Group

cc: Gretel Green, Metrolinx
Colin O'Meara, Metrolinx
Zakariya Khawaja, Metrolinx
Ana Carrillo, Metrolinx
Mark Armstrong, Hatch
Izabela Jasiak, Hatch

Attachment: Notice of Commencement of the TPAP and Public Meeting #2

Park Lawn GO Station - Notice of Commencement of the TPAP and Public Meeting 2021-08-27.pdf
740K

Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting

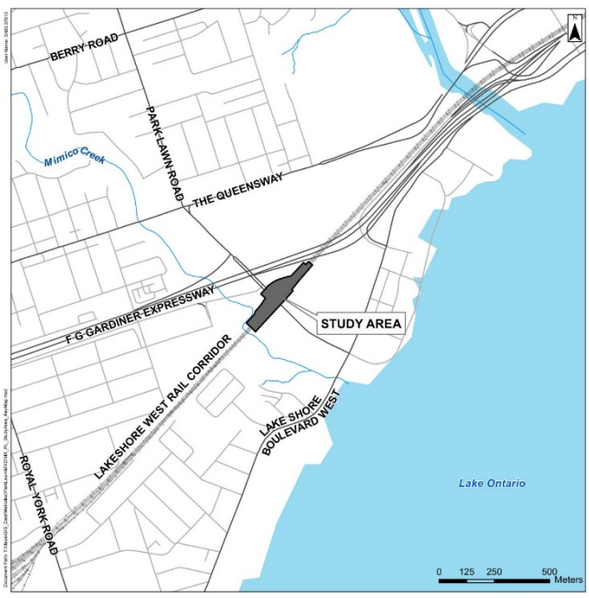
Proposed Park Lawn GO Station

The Project

First Capital (Park Lawn) Corporation (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 could 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 could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, is now commencing for the Park Lawn GO Station. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review. As part of the TPAP, an Environmental Project Report (EPR) is being prepared. The proposed GO Station is still subject to government approval following the ongoing consultation. Documents related to the project including environmental studies and consultation materials, are available at **2150lakeshore.com/transitea**



Join Us Online and Learn More

Along with the formal commencement of the TPAP, we are also conducting a Public Meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Due to COVID-19 and the ongoing 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 open house presentation will be available at **2150lakeshore.com/transitea** from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.

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: Jennifer Arezes
Telephone: 289-326-2770
Email: 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 August 26, 2021.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.

Avis de lancement du Processus d'évaluation des projets de transport en commun et consultation publique

Proposition concernant la station GO Park Lawn

Le projet

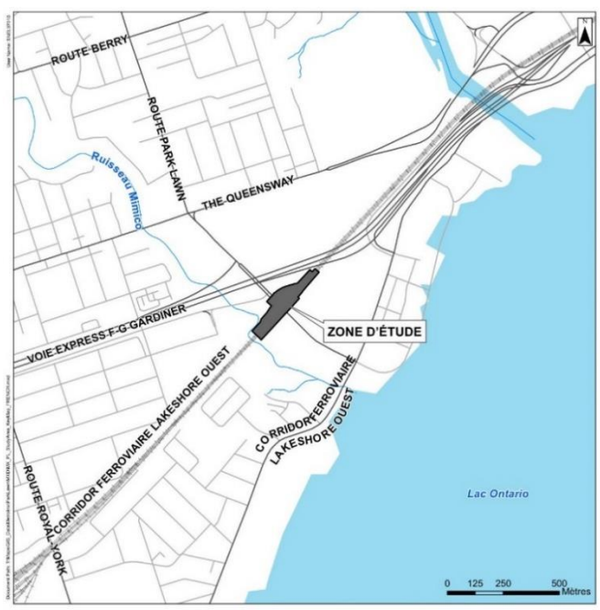
First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. La station GO proposée 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, 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 GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales*, débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur **2150lakeshore.com/transitea**.

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

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur **2150lakeshore.com/transitea** à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.



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 : Jennifer Arezes
Par téléphone : 289-326-2770
Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 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 27 août 2021.

FIRST CAPITAL

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

Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Aug 26, 2021 at 6:17 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Cc: Gretel.Green@metrolinx.com, colin.omeara@metrolinx.com, zakariya.khawaja@metrolinx.com, ana.carrillo@metrolinx.com, mark.armstrong@hatch.com, izabela.jasiak@hatch.com, melissa.alexander@hatch.com
Bcc: commentaires@csdccs.edu.on.ca, bertrabdm@csviamonde.ca, info@torontohistory.net, director'soffice@tdsb.on.ca, transportation@torontoschoolbus.org, Rory.McGuckin@tcdsb.org, Greg.Tokarz@toronto.ca, Kate.Goslett@toronto.ca, Eric.Mann@toronto.ca, Tayo.Apampa@toronto.ca, officeofthechief@torontopolice.on.ca, yasmina.shamji@toronto.ca, ladouceurm@csviamonde.ca, tfscomments@toronto.ca, clerk@toronto.ca, emsplanning@toronto.ca, Michael.Dandrea@toronto.ca, Shalin.Yeboah@toronto.ca, Andrea.Roberts@toronto.ca, Vera.Gavrilova@toronto.ca, Robyn.Shyllit@toronto.ca, alannah.slattery@trca.ca, Sharon.Lingertat@trca.ca, Zack.Carlan@trca.ca, Sinthujan.Navaratnavel@trca.ca, Mahdi.Esmaeili@trca.ca, Jehan.Zeb@trca.ca, Jason.Solnik@trca.ca, hbsca@rogers.com, jbr1616@rogers.com, etobicoketransit@yahoo.ca, info@mimicoresidents.ca, lakeshorenetwork@gmail.com, mimicobia@hotmail.com, dadolph@icloud.com, humberbayshores@gmail.com, christine.hogarth@pc.ola.org, James.Maloney@parl.gc.ca, mayor_tory@toronto.ca, dlougheed@innisfil.ca

August 26, 2021

RE: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Dear Sir/Madam,

As a follow-up to our previous communication on June 18, 2020, First Capital (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road in partnership with Metrolinx. The proposed Park Lawn GO Station is 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 at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The 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.

To facilitate the implementation of the 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*, and is a Transit Oriented Communities undertaking.

The purpose of this letter is to announce the formal commencement of the TPAP, as well as provide an invitation to the second online Public Meeting for the project. The draft technical studies and the draft Environmental Project Report (EPR) are available on the Project website for review and comment.

Please find attached the Notice of Commencement of the TPAP and Public Meeting #2 which includes additional information on the Project. Additional information is also available on the Project website: https://www.2150lakeshore.com/

The Statement of Completion of the TPAP is currently planned for January 2022 to conclude the Environmental Assessment. Should you require additional project information, please contact the Project Team at transitea@2150lakeshore.com.

We invite and encourage your input.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

Park Lawn GO Station - Notice of Commencement of the TPAP and Public Meeting 2021-08-27.pdf
740K

FIRST CAPITAL

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

Hydro One Response: Metrolinx Park Lawn GO Station

SECONDARY LAND USE Department <SecondaryLandUse@hydroone.com> Tue, Oct 12, 2021 at 10:52 AM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

20211012-NoticeOfPIC2-Metrolinx Park Lawn GO Station.pdf
331K

Hydro One Networks Inc
483 Bay St
Toronto, ON

October 12, 2021

Re: Metrolinx Park Lawn GO Station

Attention:
Jennifer Arezes

Thank you for sending us notification regarding (Metrolinx Park Lawn GO Station). In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

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

Sent on behalf of,

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

FIRST CAPITAL

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

Hydro One Response: Metrolinx Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Nov 11, 2021 at 10:48 AM
To: SECONDARY LAND USE Department <SecondaryLandUse@hydroone.com>
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear Hydro One Networks Inc.,

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station.

Should there be any changes to the proposed undertaking or Study Area, Hydro One Networks Inc. will be made aware.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Station - EA Notice Response

Huynh, Christine (IO) Fri, Sep 3, 2021 at 4:02 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Good afternoon,

Thank you for sending us the Notice of Commencement for **Park Lawn GO Station.**

Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. In this regard, please let us know if MOI land may be required for your project so we can advise you of our process to acquire this land. If MOI land is not required for your project, please continue to consult us as a directly affected party.
While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:

- His Majesty the King
- Her Majesty the Queen
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.
Additionally, please remember to send notices to our dedicated notice email address: **noticereview@infrastructureontario.ca**

Warm regards,
Christine Huynh

Infrastructure Ontario

Christine Huynh (she, her)
Infrastructure Ontario

www.infrastructureontario.ca

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

FIRST CAPITAL

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

Park Lawn GO Station - EA Notice Response

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 9:55 AM
To: "Huynh, Christine (IO)"
Bcc: [redacted]

Dear Christine,

Thank you for your comment and interest in the proposed Park Lawn GO Station.

The land owned by the Minister of Government and Consumer Services has been transferred to the City of Toronto. We anticipate that all future communications regarding acquisition and/or impacts to these lands will be the responsibility of the City of Toronto. We will reach out if there are any changes.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station - EA Notice Response

ASL-Huynh, Christine (IO) Wed, Oct 6, 2021 at 9:56 AM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Please be advised Christine Huynh is no longer with Infrastructure Ontario. Please contact for further assistance.

FIRST CAPITAL

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

Park Lawn GO Station - EA Notice Response

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:59 AM
To:

Dear David,

Please see our correspondence with Chrstine below.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

---------- Forwarded message ---------
From: **2150 Lake Shore Transit EA** <transitea@2150lakeshore.com>
Date: Wed, Oct 6, 2021 at 9:55 AM
Subject: Re: Park Lawn GO Station - EA Notice Response
To: Huynh, Christine (IO) < >

Dear Christine,

Thank you for your comment and interest in the proposed Park Lawn GO Station.

The land owned by the Minister of Government and Consumer Services has been transferred to the City of Toronto. We anticipate that all future communications regarding acquisition and/or impacts to these lands will be the responsibility of the City of Toronto. We will reach out if there are any changes.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

On Fri, Sep 3, 2021 at 4:02 PM Huynh, Christine (IO) < > wrote:

> Good afternoon,
>
> Thank you for sending us the Notice of Commencement for **Park Lawn GO Station.**
>
> Our initial scan indicates that property owned by the Minister of Government and Consumer within and adjacent to your project's study area. In this regard, please let us know if MOI land may be required for your project so we can advise you of our process to acquire this land. If MOI land is not required for your project, please continue to consult us as a directly affected party.
> While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:
>
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> - Her Majesty the Queen
> - Hydro One
> - Hydro One Networks Inc.

- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.
Additionally, please remember to send notices to our dedicated notice email address: **noticereview@infrastructureontario.ca**

Warm regards,
Christine Huynh

Infrastructure Ontario

Christine Huynh (she, her)
Infrastructure Ontario

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

TFS Comments <TFSComments@toronto.ca> Thu, Aug 26, 2021 at 6:17 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

This response acknowledges receipt of your submission to Toronto Fire Services. From the information received, we will contact you within two (2) business days.

Should you require immediate assistance, please contact our general phone line at 416-338-9050. General office hours are from 8:00 a.m. to 4:00 p.m. Monday to Friday, except Statutory Holidays.

For further information on Toronto Fire Services and the services we provide including Fire Prevention, fire safety presentations, report requests, fire station locations or a career within Fire Services, we welcome you to visit our web pages at www.toronto.ca/fire.

Toronto Fire Services

4330 Dufferin Street

Toronto, ON M3H 5R9

General Phone: 416-338-9050

General Fax: 416-338-9060

Email: tfscomments@toronto.ca

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Mayor Tory <Mayor_Tory@toronto.ca> Thu, Aug 26, 2021 at 6:17 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Thank you for getting in touch!

This is to let you know that my office has received your email. Your message is important to me. My staff read and review every incoming email. My office receives a high volume of correspondence and we do our best to reply to each constituent with the information and services they require.

There may be instances when, given the concerns you have raised and the need to address them effectively, we will forward a copy of your correspondence to the appropriate City official and/or your local City councillor for review and response.

Your actions can help reduce the spread of COVID-19. Please remember to:

* Get vaccinated against COVID-19.
* Get tested for COVID-19 if you have one or more symptoms of COVID-19, you were a close contact of someone who has COVID-19 or you are concerned you may have been exposed to someone who might have COVID-19.
* Read the Reopening Guide for Toronto Residents for more information about the province's reopening process.

Residents can book an appointment at immunization clinics in Toronto using the Province’s vaccination registration system or by calling the Provincial booking system at 1-833-943-3900 (TTY 1-866-797-0007).

For more information and resources, please visit: https://www.toronto.ca/home/covid-19/

You can also contact Toronto Public Health's dedicated hotline at 416-338-7600.

Here are a few resources that may address your email before we get a chance to respond to you:

* **Call 311 if you require immediate assistance** from the City of Toronto regarding services such as waste collection, snow removal and/or road safety. A customer service representative from 311 will be available to help you right away.
* If there’s an **event** you would like me to attend, please complete the online Event Request form at: www.toronto.ca/invitethemayor

* If you would like to request a **Letter of Greeting**, **Congratulatory Scroll** or a **Proclamation**, you can do so by completing an online form at: www.toronto.ca/protocol.

Thank you again for contacting my office. Please stay in touch with me through Twitter, Facebook and Instagram.

Sincerely,

John

--

John Tory

Mayor of Toronto

City Hall, 2nd Floor

100 Queen Street West

Toronto, ON M5H 2N2

416-397-CITY (2489)

We are committed to accountability and transparency. If you are contacting the Office of the Mayor or any staff on behalf of any for-profit enterprise, or a group that represents for-profit enterprises, you need to confirm that you are in compliance with the Lobbyists' Code of Conduct. For more information, please contact the Lobbyist Registrar at 416-338-5858 or lobbyistregistrar@toronto.ca, or visit www.toronto.ca/lobbying.

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Maloney, James - M.P. <James.Maloney@parl.gc.ca> Thu, Aug 26, 2021 at 6:26 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Thank you for contacting my office. My team and I are here to help.

My office receives a high volume of emails and priority will be given to Etobicoke- Lakeshore constituents, so if you have not already provided your address please do so by responding to this email.

I am here to help so do not hesitate to contact my office (613) 995 9364 in Ottawa or (416) 251 5510 in Toronto.

Stay safe and please practice physical distancing.

Thank you,

James Maloney

MP for Etobicoke- Lakeshore

P.S. Due to your interest in federal politics you will be automatically signed up for my E- newsletter to help keep you up to date on the latest government initiatives. If you do not want to receive my E-newsletter please respond to this email and I will take you off the list.

From: Toronto West <TorontoWest@metrolinx.com>
Sent: Friday, August 27, 2021 4:08 PM
To: christine.hogarth@pc.ola.org
Cc: Susan Walsh; Luiza Sadowski
Subject: Park Lawn GO Station TPAP Commencement and Public Engagement

Dear MPP Hogarth,

Public consultation is an essential part of planning for future transit connections. First Capital (Park Lawn) Corporation (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, at 2150 Lake Shore Boulevard West. The proposed Park Lawn GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road. The proposed GO Station could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations

The Transit Project Assessment Process (TPAP), a type of environmental assessment specific to transit projects in Ontario is now starting. Along with the formal commencement of the TPAP, we are also conducting a virtual public meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the proposed station as a result of the impact assessments. We invite you to join us online to find out more.

The open house presentation will be available at 2150lakeshore.com/transitea from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.

Please don't hesitate to reach out if you have any questions.

Thank you,

COLIN BURNS
Community Relations & Issues Specialist
Toronto West Office I Metrolinx
2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3
Kindly subscribe to our regional Toronto West e-newsletter here

From: Toronto West <TorontoWest@metrolinx.com>
Sent: Friday, August 27, 2021 4:30 PM
To: 'councillor_grimes@toronto.ca'
Cc: Susan Walsh; Luiza Sadowski
Subject: Park Lawn GO Station TPAP Commencement and Public Engagement

Dear Councillor Grimes,

Public consultation is an essential part of planning for future transit connections. First Capital (Park Lawn) Corporation (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, at 2150 Lake Shore Boulevard West. The proposed Park Lawn GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road. The proposed GO Station could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations

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Please don't hesitate to reach out if you have any questions.

Thank you,

COLIN BURNS
Community Relations & Issues Specialist
Toronto West Office I Metrolinx
2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com
Kindly subscribe to our regional Toronto West e-newsletter here

Jasiak, Izabela

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Thursday, October 21, 2021 1:36 PM
To: Alexander, Melissa
Cc: Michelle Louli; Jennifer Smith; Gretel Green; Jasiak, Izabela; Armstrong, Mark; Minkin, Dan (MHSTCI); Batista, Cindy (MECP); Hamilton, James (MHSTCI)
Subject: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260
Attachments: 2021-10-21 ParkLawnGOStn_MHSTCIcomments_CoverLetter_DRAFT.pdf; 2021-10-21 ParkLawn_DraftEPR_MHSTCIcomments_Table_FINAL.pdf

** CAUTION: This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

Hi Mellissa,

Thanks for the opportunity to review the draft Environmental Project Report (EPR). Please find attached MHSTCI's comments on the draft EPR. If you have any questions or require clarification, please do not hesitate to contact us.

Thanks again,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Barboza, Karla (MHSTCI)
Sent: October-20-21 10:41 AM
To: Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>; Armstrong, Mark <mark.armstrong@hatch.com>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: RE: MHSTCI File #0012260 - Park Lawn - Cultural Heritage Report

Hi Melissa,

Please accept my apologies! We are reviewing the draft Environmental Project Report and will provide comments shortly.

The Stage 1 archaeological assessment is awaiting review. We would suggest that you have your licensed archaeologist submit a request for expedited review. The archaeologist will know what this is but this is what is required:

- a detailed statement regarding the need for an expedited review
- documentation from the client or the approval authority regarding the need to meet a development project deadline

- the date by which a review is needed (allow a minimum of 25 business days for an expedited review to be completed)

Let me know if you have any questions in the meantime.

Regards,
Karla

From: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: October-08-21 2:50 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>; Armstrong, Mark <mark.armstrong@hatch.com>
Subject: RE: MHSTCI File #0012260 - Park Lawn - Cultural Heritage Report

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

Hi Karla,

Just following up on the MHSTCI's review of the Stage 1 Archaeological Assessment, Cultural Heritage Report and Draft Environmental Project Report. We previously requested input from the MHSTCI by September 27th – hoping if you have any comments, that they can be provided shortly.

Thank you in advance and have a great long weekend!

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Thursday, August 26, 2021 1:34 PM
To: Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>
Subject: RE: MHSTCI File #0012260 - Park Lawn - Cultural Heritage Report

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Hi Melissa,

Thanks for reaching out! Our unit is still going through some adjustments. Could you please send the report to me and I will assign to one of our heritage planners!

Thanks in advance,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: August-26-21 1:26 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>
Subject: FW: MHSTCI File #0012260 - Park Lawn - Cultural Heritage Report

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

Hi Karla,

I received Dan's out of office. He was the Heritage Planner identified for the above noted Project. Can you advise who the new heritage planner will be overseeing this file?

We are issuing the Notice of Commencement tomorrow for the above noted Project and will be sharing updated files as part of agency review, however need to set up the transmittal today.

At this point, we will send it to your attention. If there is a change – please let me know.

Thank you,

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

Vacation alert: August 30 to September 6, 2021, and September 10, 2021

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: Thursday, August 26, 2021 1:20 PM
To: Alexander, Melissa <melissa.alexander@hatch.com>
Subject: Automatic reply: MHSTCI File #0012260 - Park Lawn - Cultural Heritage Report

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Thank you for your email. I am currently on leave until October 12, 2021. For assistance during this time, please contact Karla Barboza at karla.barboza@ontario.ca .

N O T I C E - This message from Hatch is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged, confidential or proprietary. Internet communications cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, arrive late or contain viruses. By communicating with us via e-mail, you accept such risks. When addressed to our clients, any information, drawings, opinions or advice (collectively, "information") contained in this e-mail is subject to the terms and conditions expressed in the governing

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Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
400 University Ave, 5th Flr
Toronto, ON M7A 2R9
Tel: 416-786-7553

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
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Tél: 416-786-7553

Ontario

October 21, 2021 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 providing the Notice of Commencement for the above-reference project to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). We understand that this project is following the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08 of the *Environmental Assessment Act*. Cultural heritage is identified as a matter of provincial importance under the TPAP.

Under the TPAP, the proponent is required to consider whether its proposed transit project could have potential negative impact on a matter of provincial importance as defined under the regulation or on a constitutionally protected Aboriginal or treaty right.

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.

Comments
The following documents were circulated with the Notice of Commencement:

- Draft Environmental Project Report (EPR) prepared by Hatch dated August 2021, including Appendix (Stage 1 Archaeological Assessment) and Appendix D (Cultural Heritage Report)
- Metrolinx response dated August 26, 2021 to MHSTCI comments on the Cultural Heritage Report (February 22, 2021)

We have reviewed the documents above and offer the following comments:

- Please see the attached table for our comments on the draft EPR main document.
- The Cultural Heritage Report included in Appendix D is the same version we provided comments in February 22, 2021. Please submit a revised version of the report so we can review how our comments were addressed.

- The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review.

  Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:
  1. the archaeological assessment of the project area is complete and
  2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the *Ontario Heritage Act*) or that mitigation of impacts has been accomplished through an avoidance or protection strategy.

  Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the TPAP process. If you have any questions or require clarification, please do not hesitate to contact us.

Sincerely,

Karla Barboza
On behalf of

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca
Heritage Planning Unit

Copied to: Gretel Green, Metrolinx
Michelle Louli, Metrolinx
Jennifer Smith, Metrolinx
Izabela Jasiak, Hatch
Mark Armstrong, Hatch
Cindy Batista, MECP
James Hamilton, MHSTCI

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Park Lawn GO Station [MHSTCI File 0012260]
MHSTCI Detailed Comments on the Park Lawn GO Station Draft Environmental Project Report prepared by Hatch dated August 2021
October 21, 2021

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
1	MHSTCI - Heritage Planning Unit		4.4, 5.4 Cultural Heritage Resources 5.12 Impact Assessment, Mitigation and Monitoring Plan Summary Rows: Cultural Heritage Resources – Construction; Cultural Heritage Resources - Operation	As these sections deal with built heritage resources and cultural heritage landscapes, while the preceding ones deal with archaeology, which is also a component of cultural heritage, these sections should be retitled "Built Heritage Resources and Cultural Heritage Landscapes". The same change should be made throughout these sections where "CHRs" are referenced. The acronym CHR should not be used to refer to the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. MHSTCI recommends to use a short version i.e. Cultural Heritage Report. See also comments on the Cultural Heritage Report – MSTCI dated February 21, 2021
2	MHSTCI - Heritage Planning Unit		Existing Conditions 4.3.2 Stage 1 Archaeological Assessment Pages 56-57	As per MHSTCI's advice on TPAPs, we recommend that this section be revised to include the following: • brief summary of the Stage 1 AA outcomes (conclusions and recommendations). A paragraph should be sufficient to indicate whether the area has archaeological potential or not. • Copy and paste the outcomes and recommendations of the Stage 1 AA, as in the Executive Summary • Include the final Stage 1 AA and MHSTCI letter indicating that the report has been entered into the Ontario Public Register of Archaeological Reports in Appendix C For example: *"A Stage 1 archaeological assessment (Project Information Form Number XX) was undertaken on [**date**] by [**consultant**]. The archaeological assessment has been entered into the Ontario Public Register on [date]. A Stage 1 AA consists*

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				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 MHSTCI 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 C." *[**Then include the outcomes and recommendations of the report, as in Executive Summary]***
3			Existing Conditions 4.4 Cultural Heritage Resources Pages 60-62	See comments above regarding terminology (item # 1). The title of this sections should be replaced to "Built Heritage Resources and Cultural Heritage Landscapes". See also MHSTCI's advice for TPAP proponents (dated April 6, 2020 and July 20, 2020). MHSTCI recommends that this section be replaced with the following summary: *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 CHERs for both the railway bridge over Mimico Creek Bridge and Gardiner Expressway Bridge at Mile 5.68 should be included as an

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
				Appendix. For the Christie Water Tower, there should be information indicating the report that identified it as a potential heritage property (i.e. Heritage Impact Assessment prepared by ERA Architects dated 2019)
4	MHSTCI - Heritage Planning Unit		Impact Assessment and of the Preferred Design 5.3 Archaeological Resources Pages 131-133	As the Stage 1 AA is under review, MHSTCI may have additional comments. Please ensure that the recommendations included in the EPR are from the final Stage 1 AA (i.e. the one accepted into the Ontario Public Register of Archaeological Reports).
5	MHSTCI - Heritage Planning Unit		Impact Assessment and of the Preferred Design 5.4 Cultural Heritage Resources Pages 134-135	See comments above regarding Christie Water Tower.
6	MHSTCI - Heritage Planning Unit		Impact Assessment and of the Preferred Design 5.12 Impact Assessment, Mitigation and Monitoring Plan Summary Pages 167-186	Under row “Archaeological Resources – Pre-Construction/Construction” and column “Monitoring activities”, MHSTCI recommends the following edits: *If archaeological resources are impacted by project work all activities impacting archaeological resources will cease immediately, MHSTCI will be notified (archaeology@ontario.ca), and a licensed archaeologist will carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.*

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
				If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.
7	MHSTCI - Heritage Planning Unit		Environmental Mitigation and Monitoring Plan 5.13.1 Matters of Provincial Importance Pages 187	MHSTCI recommends the following edits: If there is a potential for a negative impact on a matter of provincial importance that relates to the natural environment or has CHVI**, or on a** ~~related to~~ constitutionally protected Aboriginal or Treaty Right~~s~~, the MECP can take action in relation to the TPAP as prescribed in Ontario Regulation 231/08.
8			Table 5-11 Matters of Provincial Importance Page 189	For the "Built heritage resources (BHR)" and "Cultural heritage landscapes (CHL)" rows, the "Applicability to Project" field refers to protected heritage properties, which is a separate row. It is not necessary for a property to be listed on a municipal heritage register or otherwise protected for it to contain a BHR or CHL, and indeed a BHR was identified in the course of this TPAP. This field should note the results of the Cultural Heritage Report, namely that the Christie Water Tower is a BHR but impacts to it are expected to be avoided.
9	MHSTCI - Heritage Planning Unit		Permit and Approval Requirements 7.2 3 Pages 206-207	This section states that the Stage 1 AA and the Cultural Heritage Report "were submitted to the MHSTCI as a condition of their licensing in accordance with Part VI of the *Ontario Heritage Act*". While it is true that archaeologists are required as a condition of their licensing under the OHA to submit all archaeological assessment reports to MHSTCI for technical review, this procedure is not specifically tied to the TPAP process and does not apply to the Cultural Heritage Report at all. Rather, the need to submit the two reports to MHSTCI as part of the TPAP circulation is to address the proponents' responsibility under TPAP regarding matters of provincial importance, and Metrolinx's

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
				responsibility under section 25.2 of the Ontario Heritage Act (Standards and Guidelines for Conservation of Provincial Heritage Properties). The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the *Ontario Heritage Act*) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken. MHSTCI submitted comments on the Cultural Heritage Report on February 22, 2021 and is waiting for a revised version of that Report. Please revise accordingly.

Jasiak, Izabela

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Friday, October 29, 2021 11:23 AM
To: Alexander, Melissa
Cc: Armstrong, Mark; Minkin, Dan (MHSTCI); gretel.green@metrolinx.com; Jasiak, Izabela; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI); Batista, Cindy (MECP); transitea@2150lakeshore.com
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260
Attachments: 2021-10-29 ParkLawnGOStn_MHSTCIcomments_CoverLetter_FINAL.pdf; 2021-10-29 ParkLawn_DraftEPR_MHSTCIcomments_Table_FINAL.pdf

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Hi Melissa,

Thanks again for sending the latest version (version D) of the Cultural Heritage Report. Please find attached MHSTCI's revised comments based on the review of this latest version. If you have any questions or require clarification, please do not hesitate to contact us.

Thanks,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Barboza, Karla (MHSTCI)
Sent: October-27-21 8:30 AM
To: melissa.alexander@hatch.com
Cc: mark.armstrong@hatch.com; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; izabela.jasiak@hatch.com; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

Hi Melissa,

Just to let you know that I was able to download the version D of the Cultural Heritage Report and aiming to send a revised letter as soon as possible.

Thanks again,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Accellion@hatch.com <Accellion@hatch.com>
Sent: October-26-21 5:27 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: mark.armstrong@hatch.com; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; izabela.jasiak@hatch.com; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

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melissa.alexander@hatch.com sent you a secure message

Access message

Good evening Karla,

As a follow-up to our conversation this afternoon, please find attached Version D of the Cultural Heritage Report. I'm stumped by how this most recent submission was not transmitted properly - based on reviewing the transmittal together this afternoon.

Please let me know if you require anything further.

We look forward to receiving the revised letter as discussed. Please note that we are aiming to issue the Notice of Completion December 9th. In addition, we have submitted the Stage 1 Archaeological Assessment to the Ministry and have requested an expedited review, per your suggestion.

Thank you,

Melissa



Attachments expire on Nov 25, 2021

1 PDF
360807-H-EV-PLG-RPT-CH-0001.pdf

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Ontario

October 29, 2021 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:

These ministry comments replace the ones sent on October 21, 2021 as the ministry has now received the latest version of the Cultural Heritage Report.

Thank you for providing the Notice of Commencement for the above-reference project to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). We understand that this project is following the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08 of the *Environmental Assessment Act*. Cultural heritage is identified as a matter of provincial importance under the TPAP.

Under the TPAP, the proponent is required to consider whether its proposed transit project could have potential negative impact on a matter of provincial importance as defined under the regulation or on a constitutionally protected Aboriginal or treaty right.

Project Summary
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Comments
The following documents were circulated with the Notice of Commencement:

- Draft Environmental Project Report (EPR) prepared by Hatch dated August 2021, including Appendix (Stage 1 Archaeological Assessment) and Appendix D (Cultural Heritage Report)
- Metrolinx response dated August 26, 2021 to MHSTCI comments on the Cultural Heritage Report (February 22, 2021)

We have reviewed the documents above and offer the following comments:

- Please see the attached table for our comments on the draft EPR main document.

- The Cultural Heritage Report (Rev. D dated August 27, 2021) was sent on October 26. We have reviewed this latest version and concluded that it substantially addresses the we provided comments on February 22, 2021.The content of the report is now largely consistent with MHSTCI TPAP guidelines.

  We note that the section Community Engagement has yet to address our comments. We continue to recommend that this section describes the feedback received from the community and how it was solicited. The section should reflect community engagement/feedback that was received during the preparation of the Cultural Heritage Report.
  Public and non-governmental groups may provide feedback related to cultural heritage following the completion of the report. The feedback should then be documented in the Final EPR. The project team may wish to refer to other Metrolinx projects (such as New Track and Facilities) to see how the community engagement section was include in the Cultural Heritage Report of the Final EPR.

- The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review.

  Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:
  1. the archaeological assessment of the project area is complete and
  2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the *Ontario Heritage Act*) or that mitigation of impacts has been accomplished through an avoidance or protection strategy.

  Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the TPAP process. If you have any questions or require clarification, please do not hesitate to contact us.

Sincerely,

Karla Barboza
On behalf of

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca
Heritage Planning Unit

Copied to: Gretel Green, Metrolinx
Michelle Louli, Metrolinx
Jennifer Smith, Metrolinx
Izabela Jasiak, Hatch

Mark Armstrong, Hatch
Cindy Batista, MECP
James Hamilton, MHSTCI

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Park Lawn GO Station [MHSTCI File 0012260]
MHSTCI Detailed Comments on the Park Lawn GO Station Draft Environmental Project Report prepared by Hatch dated August 2021
October 29, 2021

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				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 MHSTCI 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 C." *[**Then include the outcomes and recommendations of the report, as in Executive Summary]***
3			Existing Conditions 4.4 Cultural Heritage Resources Pages 60-62	See comments above regarding terminology (item # 1). The title of this sections should be replaced to "Built Heritage Resources and Cultural Heritage Landscapes". See also MHSTCI's advice for TPAP proponents (dated April 6, 2020 and July 20, 2020). MHSTCI recommends that this section be replaced with the following summary: *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 CHERs for both the railway bridge over Mimico Creek Bridge and Gardiner Expressway Bridge at Mile 5.68 should be included as an

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5	MHSTCI - Heritage Planning Unit		Impact Assessment and of the Preferred Design 5.4 Cultural Heritage Resources Pages 134-135	See comments above regarding Christie Water Tower.
6	MHSTCI - Heritage Planning Unit		Impact Assessment and of the Preferred Design 5.12 Impact Assessment, Mitigation and Monitoring Plan Summary Pages 167-186	Under row “Archaeological Resources – Pre-Construction/Construction” and column “Monitoring activities”, MHSTCI recommends the following edits: *If archaeological resources are impacted by project work all activities impacting archaeological resources will cease immediately, MHSTCI will be notified (archaeology@ontario.ca), and a licensed archaeologist will carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.*

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
				If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.
7	MHSTCI - Heritage Planning Unit		Environmental Mitigation and Monitoring Plan 5.13.1 Matters of Provincial Importance Pages 187	MHSTCI recommends the following edits: If there is a potential for a negative impact on a matter of provincial importance that relates to the natural environment or has CHVI**, or on a** ~~related to~~ constitutionally protected Aboriginal or Treaty Right~~s~~, the MECP can take action in relation to the TPAP as prescribed in Ontario Regulation 231/08.
8			Table 5-11 Matters of Provincial Importance Page 189	For the "Built heritage resources (BHR)" and "Cultural heritage landscapes (CHL)" rows, the "Applicability to Project" field refers to protected heritage properties, which is a separate row. It is not necessary for a property to be listed on a municipal heritage register or otherwise protected for it to contain a BHR or CHL, and indeed a BHR was identified in the course of this TPAP. This field should note the results of the Cultural Heritage Report, namely that the Christie Water Tower is a BHR but impacts to it are expected to be avoided.
9	MHSTCI - Heritage Planning Unit		Permit and Approval Requirements 7.2 3 Pages 206-207	This section states that the Stage 1 AA and the Cultural Heritage Report "were submitted to the MHSTCI as a condition of their licensing in accordance with Part VI of the *Ontario Heritage Act*". While it is true that archaeologists are required as a condition of their licensing under the OHA to submit all archaeological assessment reports to MHSTCI for technical review, this procedure is not specifically tied to the TPAP process and does not apply to the Cultural Heritage Report at all. Rather, the need to submit the two reports to MHSTCI as part of the TPAP circulation is to address the proponents' responsibility under TPAP regarding matters of provincial importance, and Metrolinx's

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
				responsibility under section 25.2 of the Ontario Heritage Act (Standards and Guidelines for Conservation of Provincial Heritage Properties). The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the *Ontario Heritage Act*) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken. Please revise accordingly.

Jasiak, Izabela

From: Alexander, Melissa
Sent: Wednesday, December 1, 2021 6:23 PM
To: Barboza, Karla (MHSTCI)
Cc: Armstrong, Mark; Minkin, Dan (MHSTCI); gretel.green@metrolinx.com; Jasiak, Izabela; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI); Batista, Cindy (MECP); Cameron, Anne (MECP); transitea@2150lakeshore.com
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

Good evening Karla,

We're just following up on the comment/response table previously provided on November 22 with regards to the above noted Project.

We will be issuing a Notice of Completion on December 16th, and want to ensure that the MHSTCI is in agreement as we finalize our Reports.

Please reach out if you have any questions.

Thanks

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

From: Alexander, Melissa
Sent: Monday, November 22, 2021 2:34 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; Jasiak, Izabela <izabela.jasiak@hatch.com>; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; transitea@2150lakeshore.com
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

Good afternoon Karla,

Please find attached the Comment/Response table to reflect the changes which have been made to the Cultural Heritage Report. We hope this satisfies your concerns. Should you have any questions, please reach out.

Thank you,

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Friday, October 29, 2021 11:23 AM
To: Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; Jasiak, Izabela <izabela.jasiak@hatch.com>; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; transitea@2150lakeshore.com
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

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Hi Melissa,

Thanks again for sending the latest version (version D) of the Cultural Heritage Report. Please find attached MHSTCI's revised comments based on the review of this latest version. If you have any questions or require clarification, please do not hesitate to contact us.

Thanks,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Barboza, Karla (MHSTCI)
Sent: October-27-21 8:30 AM
To: melissa.alexander@hatch.com
Cc: mark.armstrong@hatch.com; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; izabela.jasiak@hatch.com; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

Hi Melissa,

Just to let you know that I was able to download the version D of the Cultural Heritage Report and aiming to send a revised letter as soon as possible.

Thanks again,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Accellion@hatch.com <Accellion@hatch.com>
Sent: October-26-21 5:27 PM

To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: mark.armstrong@hatch.com; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; izabela.jasiak@hatch.com; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260

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melissa.alexander@hatch.com sent you a secure message

Access message

Good evening Karla,

As a follow-up to our conversation this afternoon, please find attached Version D of the Cultural Heritage Report. I'm stumped by how this most recent submission was not transmitted properly - based on reviewing the transmittal together this afternoon.

Please let me know if you require anything further.

We look forward to receiving the revised letter as discussed. Please note that we are aiming to issue the Notice of Completion December 9th. In addition, we have submitted the Stage 1 Archaeological Assessment to the Ministry and have requested an expedited review, per your suggestion.

Thank you,

Melissa



Attachments expire on Nov 25, 2021

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Jasiak, Izabela

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Thursday, December 2, 2021 9:18 AM
To: Alexander, Melissa
Cc: Armstrong, Mark; Minkin, Dan (MHSTCI); gretel.green@metrolinx.com; Jasiak, Izabela; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI); Batista, Cindy (MECP); transitea@2150lakeshore.com
Subject: RE: MHSTCI Comments on Draft EPR - Park Lawn GO Station - MHSTCI File 0012260
Attachments: 2021-10-29 ParkLawnGOStn_MHSTCIcomments_CoverLetter_FINAL.pdf; 2021-10-29 ParkLawn_DraftEPR_MHSTCIcomments_Table_FINAL.pdf; 2021-11-22 360807-H-EV-PLG-CMT-CO-0025.pdf

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Good morning Melissa,

We have reviewed the response table (attached) and finds that the proposed revisions overall satisfy our comments. However, we have a couple of observations:

- We can confirm that the Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been entered into the Ontario Public Register of Archaeological Reports.
- Comment #2 – Revisions to Section 4.3.2 – The first paragraph should acknowledge that the archaeological assessment report has now been entered into the Register. Please delete the proposed 2nd and 3rd paragraphs and replace the outcomes and recommendations of the report, as in the Executive Summary – just copy and paste:

  The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metres. The property inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey.

  In light of these results, the following recommendations were made:
  1. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed. These lands do not require further archaeological assessment; and,
  2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

Thanks again for checking with MHSTCI!
Karla

From: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: November-22-21 2:34 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; gretel.green@metrolinx.com; Jasiak, Izabela <izabela.jasiak@hatch.com>; michelle.louli@metrolinx.com; jennifer.smith@metrolinx.com; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; transitea@2150lakeshore.com
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Thank you,

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

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Thanks,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

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Karla

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We look forward to receiving the revised letter as discussed. Please note that we are aiming to issue the Notice of Completion December 9th. In addition, we have submitted the Stage 1 Archaeological Assessment to the Ministry and have requested an expedited review, per your suggestion.

Thank you,

Melissa



Attachments expire on Nov 25, 2021

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Review Comments Spreadsheet

Park Lawn GO Station

Draft Environmental Project Report & Related Technical Studies

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

**Status: O - Open (not resolved); P - Pending Incoporation into design; C - Closed, implementation complete

METROLINX

Document Name: EPR | **Revised By:**
Contract Name: Park Lawn GO Station **Designer: Hatch** | **Revision Date: December 2, 2021**
% Completion: 95% Draft EPR

Item No.	Drawing No./ Specification Section/ Page No.	Original Review Comment (MHSTCI Reviewers)	Updated Review Comment October 29, 2021 (MHSTCI Reviewers)	Proponent Response and Detai s (Hatch/FCR/Metrol nx)	*Action 1 / 2 / 3	*** Status O / P / C
0		Please note: among the pre-planning activities outlined in Section 4.1 of the Transit Guide, a proponent is advised to conduct studies to identify baseline environmental conditions; project specific location or alignment; and expected environmental impacts and proposed measures to mitigate. Letter details how to incorporate consideration of cultural heritage in the pre-planning activities. All government ministries and public bodies must comply with the Standards and Guidelines for the Conservation of Provincial Heritage Properties. Cultural Heritage Resources and Archaeological Resources need to be identified, through completion of a CHR and Stage 1-2 AA for the entire study area. The draft EPR should be shared with MHSTCI prior to Notice of Commencement so that the ministry may review and provide input. Please continue to keep the MHSTCI consulted throughout the Project (additional details in letter).		Thank you for your reply. A Cultural Heritage Report and a Stage 1 Archaeology Report have been prepared for this Project. The guidelines and recommendations outlined in the aforementioned documents will be reviewed. The Stage 1 Archaeological Assessment report is currently being reviewed by Indigenous Communities, and will be submitted to the MHSTCI along with the Cultural Heritage Report in early 2021. For your information, below is our proposed high level schedule: - TAC 1 - February 2021 (Project Overview and Introduction of Technical Reports) - TAC 2 – April 2021 (Review of Agency Comments on Technical Reports) - Notice of Commencement - May 2021 - Public Meeting 2 - June 2021 - Notice of Completion – August 2021	2	C
1		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 a have potential negative impact on the environment. Under the process an objection can be submitted to the 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 EA 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 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 studies and level of detail required to address the cultural heritage component for transit projects that are covered by O.Reg 231/08. Indigenous communities may have knowledge that can contribute to the identification of CHR, 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. 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. 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. The EPR must include specific information from the AA report(s). 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. Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for 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 an 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.				
1	Cultural Heritage Report - New Section	As technical cultural heritage studies are to be carried out by qualified person(s), please include a Project Personnel section. A Project Personnel section should list the personnel involved in preparing the report, including an overview of their qualifications and noting their role in preparing the report.		New section added - preamble describing the Project team, and their qualifications, including Lindsay Graves, MA, CAHP.	1	C
2	Cultural Heritage Report - New Section	We recommend that the report include a Community Engagement section to describe the feedback received from the community and how it was solicited.		New section added - Section 7 - "The draft CHR will be shared with the public following the Notice of Commencement. Any feedback from the community, along with responses from the project team, will be recorded in Section 6 (Consultation) of the EPR."	1	C
3	Cultural Heritage Report - 3.1.2 OHA - p.5	We recommend using definitions for built heritage resource and cultural heritage landscape from the Provincial Policy Statement 2020. These definitions are considered the most current		Section 3.1.2 - Ontario Heritage Act - revised to reflect BHR and CHL definitions per the Provincial Policy Statement. "...a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community , including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers".	1	C
0	EPR - General	We have reviewed the documents above and offer the following comments: • Please see the attached table for our comments on the draft EPR main document. • The Cultural Heritage Report included in Appendix D is the same version we provided comments in February 22, 2021. Please submit a revised version of the report so we can review how our comments were addressed. The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.	These ministry comments replace the ones sent on October 21, 2021 as the ministry has now received the latest version of the Cultural Heritage Report. We have reviewed the documents above and offer the following comments: • Please see the attached table for our comments on the draft EPR main document. The Cultural Heritage Report (Rev. D dated August 27, 2021) was sent on October 26. We have reviewed this latest version and concluded that it substantially addresses the we provided comments on February 22, 2021.The content of the report is now largely consistent with MHSTCI TPAP guidelines. We note that the section Community Engagement has yet to address our comments. We continue to recommend that this section describes the feedback received from the community and how it was solicited. The section should reflect community engagement/feedback that was received during the preparation of the Cultural Heritage Report. Public and non-governmental groups may provide feedback related to cultural heritage following the completion of the report. The feedback should then be documented in the Final EPR. The project team may wish to refer to other Metrolinx projects (such as New Track and Facilities) to see how the community engagement section was include in the Cultural Heritage Report of the Final EPR. • The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.	Reshared Cultural Heritage Report (October 26, 2021). Updated Cultural Heritage Report (Section 7 as follows: *Additional engagement with the community was undertaken in June 2021 through submission of this report to the Toronto and Region Conservation Authority and the City of Toronto. No comments were received.* *This report was submitted to the MHSTCI for review in January 2021. Comments were received in February 2021. Feedback and comments were used to refine the findings and report. The report was submitted again to MHSTCI in August and October 2021. Comments were received in October 2021 and were used to refine this report.* *Consultation with the public regarding the cultural heritage component of the new Park Lawn GO Station project has been undertaken during a series of Public Meetings Information Centres (PICs): Public Meeting IC #1 in July 2020 and Public Meeting IC #2 in August / and September 2021. No comments pertaining to cultural heritage were received during either PIC.* *Refer to Section 6 of the Environmental Project Report for additional detail regarding stakeholder and public feedback received through public consultation.* The Stage 1 Archaeological Assessment was submitted to the MHSTCI on October 22, requesting an expedited review. Stage 1 AA was accepted into Register Nov 1, 2021	1	C

Item No.	Drawing No./ Specification Section/ Page No.	Original Review Comment (MHSTCI Reviewers)	Updated Review Comment October 29, 2021 (MHSTCI Reviewers)	Proponent Response and Detai s (Hatch/FCR/Metrol nx)	*Action 1 / 2 / 3	*** Status O / P / C
1	EPR - 4.4, 5.4 Cultural Heritage Resources 5.12 Impact Assessment, Mitigation and Monitoring Plan Summary Rows: Cultural Heritage Resources – Construction; Cultural Heritage Resources - Operation	As these sections deal with built heritage resources and cultural heritage landscapes, while the preceding ones deal with archaeology, which is also a component of cultural heritage, these sections should be retitled "Built Heritage Resources and Cultural Heritage Landscapes". The same change should be made throughout these sections where "CHRs" are referenced. The acronym CHR should not be used to refer to the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. MHSTCI recommends to use a short version i.e. Cultural Heritage Report. See also comments on the Cultural Heritage Report – MSTCI dated February 21, 2021	As these sections deal with built heritage resources and cultural heritage landscapes, while the preceding ones deal with archaeology, which is also a component of cultural heritage, these sections should be retitled "Built Heritage Resources and Cultural Heritage Landscapes". The same change should be made throughout these sections where "CHRs" are referenced. The acronym CHR should not be used to refer to the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. MHSTCI recommends to use a short version i.e. Cultural Heritage Report.	Ok - references, acronyms, and section headers have been changed throughout.	1	C
2	EPR - Existing Conditions 4.3.2 Stage 1 Archaeological Assessment Pages 56-57	As per MHSTCI's advice on TPAPs, we recommend that this section be revised to include the following: • brief summary of the Stage 1 AA outcomes (conclusions and recommendations). A paragraph should be sufficient to indicate whether the area has archaeological potential or not. • Copy and paste the outcomes and recommendations of the Stage 1 AA, as in the Executive Summary • Include the final Stage 1 AA and MHSTCI letter indicating that the report has been entered into the Ontario Public Register of Archaeological Reports in Appendix C For example: "A Stage 1 archaeological assessment (Project Information Form Number XX) was undertaken on [date] by [consultant]. The archaeological assessment has been entered into the Ontario Public Register on [date]. 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 MHSTCI 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 C." [Then include the outcomes and recommendations of the report, as in Executive Summary]		Section 4.3.2 revised to reflect new text. Section revised as follows: *A Stage 1 Archaeological Assessment (Stage 1 AA) (P380-0066-2020) was undertaken on May 18, 2020 by ASI. The archaeological assessment was entered into the Ontario Public Register on November 1, 2021. 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 current condition and contacting MHSTCI 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 determine if further archaeological assessment (e.g., Stage 2-4) is necessary. The Stage 1 AA, and MHSTCI letter are included in Appendix C.* *Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MHSTCI through "Ontario's Past Portal"; published and unpublished documentary sources; and the files of ASI.* *The Stage 1 archaeological assessment property inspection was conducted under the field direction of Martin Cooper (P380) of ASI, on May 18, 2020, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection only and did not include excavation or collection of archaeological resources. Only those lands not subject to previous assessment were assessed, including the north side of the railway corridor east and west of Park Lawn Road, as well as the south side of the railway corridor west of the condominium tower.* *The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area and is not within 50 metres. The property inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey.*	1	C
3	EPR - Existing Conditions 4.4 Cultural Heritage Resources Pages 60-62	See comments above regarding terminology (item # 1). The title of this sections should be replaced to "Built Heritage Resources and Cultural Heritage Landscapes". See also MHSTCI's advice for TPAP proponents (dated April 6, 2020 and July 20, 2020). MHSTCI recommends that this section be replaced with the following summary: 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 CHERs for both the railway bridge over Mimico Creek Bridge and Gardiner Expressway Bridge at Mile 5.68 should be included as an Appendix. For the Christie Water Tower, there should be information indicating the report that identified it as a potential heritage property (i.e. Heritage Impact Assessment prepared by ERA Architects dated 2019)		Section titles have been replaced as noted. The summary provided by MHSTCI has been inserted into the EPR in Section 4.4.1. CHERs and HIA have been added to Appendix D of the EPR.	1	C
4	EPR - Impact Assessment and of the Preferred Design 5.3 Archaeological Resources Pages 131-133	As the Stage 1 AA is under review, MHSTCI may have additional comments. Please ensure that the recommendations included in the EPR are from the final Stage 1 AA (i.e. the one accepted into the Ontario Public Register of Archaeological Reports).		Ok. No changes required.	1	C

Item No.	Drawing No./ Specification Section/ Page No.	Original Review Comment (MHSTCI Reviewers)	Updated Review Comment October 29, 2021 (MHSTCI Reviewers)	Proponent Response and Detai s (Hatch/FCR/Metrol nx)	*Action 1 / 2 / 3	*** Status O / P / C
5	EPR - Impact Assessment and of the Preferred Design 5.4 Cultural Heritage Resources Pages 134-135	See comments above regarding Christie Water Tower		Added footnote referencing heritage status of Christie Water Tower.	1	C
6	EPR - Impact Assessment and of the Preferred Design 5.12 Impact Assessment, Mitigation and Monitoring Plan Summary Pages 167-186	Under row "Archaeological Resources – Pre-Construction/Construction" and column "Monitoring activities", MHSTCI recommends the following edits: If archaeological resources are impacted by project work all activities impacting archaeological resources will cease immediately, MHSTCI will be notified (archaeology@ontario.ca), and a licensed archaeologist will carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists. If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.		Table 5.12 revised to include the recommended edits.	1	C
7	EPR - Environmental Mitigation and Monitoring Plan 5.13.1 Matters of Provincial Importance Pages 187	MHSTCI recommends the following edits: If there is a potential for a negative impact on a matter of provincial importance that relates to the natural environment or has CHVI, **or on a ~~related to~~** constitutionally protected Aboriginal or Treaty Rights, the MECP can take action in relation to the TPAP as prescribed in Ontario Regulation 231/08.		Revised in section 5.13.1	1	C
8	EPR - Table 5-11 Matters of Provincial Importance Page 189	For the "Built heritage resources (BHR)" and "Cultural heritage landscapes (CHL)" rows, the "Applicability to Project" field refers to protected heritage properties, which is a separate row. It is not necessary for a property to be listed on a municipal heritage register or otherwise protected for it to contain a BHR or CHL, and indeed a BHR was identified in the course of this TPAP. This field should note the results of the Cultural Heritage Report, namely that the Christie Water Tower is a BHR but impacts to it are expected to be avoided.		Revised Table 5-11 to reflect MHSTCI recommended edits.	1	C
9	EPR - Permit and Approval Requirements 7.2 3 Pages 206-207	This section states that the Stage 1 AA and the Cultural Heritage Report "were submitted to the MHSTCI as a condition of their licensing in accordance with Part VI of the Ontario Heritage Act". While it is true that archaeologists are required as a condition of their licensing under the OHA to submit all archaeological assessment reports to MHSTCI for technical review, this procedure is not specifically tied to the TPAP process and does not apply to the Cultural Heritage Report at all. Rather, the need to submit the two reports to MHSTCI as part of the TPAP circulation is to address the proponents' responsibility under TPAP regarding matters of provincial importance, and Metrolinx's responsibility under section 25.2 of the Ontario Heritage Act (Standards and Guidelines for Conservation of Provincial Heritage Properties). The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken. MHSTCI submitted comments on the Cultural Heritage Report on February 22, 2021 and is waiting for a revised version of that Report. Please revise accordingly.	This section states that the Stage 1 AA and the Cultural Heritage Report "were submitted to the MHSTCI as a condition of their licensing in accordance with Part VI of the Ontario Heritage Act". While it is true that archaeologists are required as a condition of their licensing under the OHA to submit all archaeological assessment reports to MHSTCI for technical review, this procedure is not specifically tied to the TPAP process and does not apply to the Cultural Heritage Report at all. Rather, the need to submit the two reports to MHSTCI as part of the TPAP circulation is to address the proponents' responsibility under TPAP regarding matters of provincial importance, and Metrolinx's responsibility under section 25.2 of the Ontario Heritage Act (Standards and Guidelines for Conservation of Provincial Heritage Properties). The Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been submitted to MHSTCI and is under review. Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance or protection strategy. Approval authorities typically wait to receive the MHSTCI's review letter for an archaeological assessment before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken. Please revise accordingly.	Text in Section 7.2.3 revised to reflect Reports submitted to MHSTCI as part of TPAP circulation to address proponents' responsibility under the TPAP regarding matters of provincial importance and Metrolinx's responsibility under Section 25.2 of the Ontario Heritage Act. See Comment 0 regarding status of Stage 1 Archaelogical Assessment.	1	C
10	EPR - Existing Conditions 4.3.2 Stage 1 Archaeological Assessment Pages 56-57	We have reviewed the response table (attached) and finds that the proposed revisions overall satisfy our comments. However, we have a couple of observations: -We can confirm that the Stage 1 Archaeological Assessment (under Project Information Form Number P380-0066-2020) has been entered into the Ontario Public Register of Archaeological Reports. -Comment #2 – Revisions to Section 4.3.2 – The first paragraph should acknowledge that the archaeological assessment report has now been entered into the Register. Please delete the proposed 2nd and 3rd paragraphs and replace the outcomes and recommendations of the report, as in the Executive Summary – just copy and paste: The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metres. The property inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey. In light of these results, the following recommendations were made: 1. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed. These lands do not require further archaeological assessment; and, 2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.			1	O

Jasiak, Izabela

From: Alexander, Melissa
Sent: Friday, August 6, 2021 2:59 PM
To: Cameron, Anne (MECP); Gretel Green
Cc: Patricia Pytel; Colin OMeara; Ana Carrillo; Zakariya Khawaja; Armstrong, Mark; Jasiak, Izabela; Cianchino, Karley; Michelle Louli; Jennifer Smith
Subject: Park Lawn GO Notice of Commencement / Public Meeting #2
Attachments: 360807-H-EV-PLG-LET-CO-0007.pdf

Good afternoon Anne,

Please find attached the Notice of Commencement and Public Meeting #2 for review. We are planning to release the Notice August 27th, and cannot make any further changes to the notice after August 16th, to ensure placement in the newspapers.

Can you please advise if you have any comments prior to August 16th.

Apologies for the delayed request, it was an oversight on our side.

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

Vacation alert: August 30 to September 3, 2021.

Jasiak, Izabela

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: Tuesday, August 10, 2021 1:21 PM
To: Alexander, Melissa; Gretel Green
Cc: Patricia Pytel; Colin OMeara; Ana Carrillo; Zakariya Khawaja; Armstrong, Mark; Jasiak, Izabela; Cianchino, Karley; Michelle Louli; Jennifer Smith
Subject: RE: Park Lawn GO Notice of Commencement / Public Meeting #2

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Good morning Melissa,

Thank you for forwarding the draft Notice of Commencement for the Park Lawn GO Station.

I have a few comments:

- I would suggest that you include a bit more detail about the project in the first section of the notice. For example, the GO Station will include platforms, station buildings, etc.
- As per the Transit Regulation, please include a contact for the project (name and number)

Please let me know if you have any questions.

All the best,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ 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: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: August 6, 2021 2:59 PM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Gretel Green <Gretel.Green@metrolinx.com>
Cc: Patricia Pytel <Patricia.Pytel@metrolinx.com>; Colin OMeara <Colin.OMeara@metrolinx.com>; Ana Carrillo <Ana.Carrillo@metrolinx.com>; Zakariya Khawaja <Zakariya.Khawaja@metrolinx.com>; Armstrong, Mark <mark.armstrong@hatch.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>; Cianchino, Karley <karley.cianchino@hatch.com>; Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>
Subject: Park Lawn GO Notice of Commencement / Public Meeting #2

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Good afternoon Anne,

Please find attached the Notice of Commencement and Public Meeting #2 for review. We are planning to release the Notice August 27th, and cannot make any further changes to the notice after August 16th, to ensure placement in the newspapers.

Can you please advise if you have any comments prior to August 16th.

Apologies for the delayed request, it was an oversight on our side.

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

Vacation alert: August 30 to September 3, 2021.

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Jasiak, Izabela

From: Alexander, Melissa
Sent: Thursday, July 15, 2021 5:10 PM
To: Jasiak, Izabela
Cc: Armstrong, Mark
Subject: FW: MECP comments on 90% Draft EPR - Park Lawn GO Station
Attachments: Park Lawn GO Stn_EASS Memo_July 15.docx; Park Lawn GO Stn_MECP Comments.docx; Metrolinx Park Lawn GO Station - Draft EPR_MECP CSPB Comments_9July2021.xls; SPIA - Metrolinx Park Lawn GO Station.JPG

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: Thursday, July 15, 2021 4:59 PM
To: Gretel Green <Gretel.Green@metrolinx.com>; Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: MECP comments on 90% Draft EPR - Park Lawn GO Station

Hi Gretel and Melissa,

Please find attached comments from the MECP regarding the review of the 90% Draft EPR for the Park Lawn GO Station project.

As mentioned in other emails, comments from MECP's Air Quality and Noise & Vibration specialists will be sent next Friday, July 23. I will be away next week but Cindy Batista, who is copied here, will be covering for me and will send the additional comments once she receives them.

All the best,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ 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: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: June 3, 2021 10:06 AM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Cc: Gretel Green <Gretel.Green@metrolinx.com>; Armstrong, Mark <mark.armstrong@hatch.com>
Subject: FW: Proposed Park Lawn GO Station

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

Hi Anne,

Just following up on this email. Tricia from our document controls was solely setting up the file transfer, which we will be issuing on Friday. We have to set it up first with the recipient, prior to sending over the files.

Let me know if you have any further questions. Sorry for the confusion!

Melissa Alexander, B.Sc., MCIP, RPP
Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: June 3, 2021 8:12 AM
To: Gretel Green <Gretel.Green@metrolinx.com>
Subject: Proposed Park Lawn GO Station

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good morning Gretel,

I wanted to touch base with you regarding an email I received yesterday that referenced the Park Lawn GO Station. It was an email from a general server (no-reply@bentley.com) and it referenced Tricia Sadaphal from Hatch along with accessing Project Wise files. I am hesitant to click on anything as this seemed odd to me.

Can you please confirm if this is indeed an email that your consultant sent to the ministry?

Thanks,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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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: February 23, 2021 3:54 PM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: transitea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; 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)

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Hi Anne,
I apologize for not updating you sooner that the schedule is delayed. We are waiting for a formal schedule update, but Hatch has late April tentatively schedule for circulation to agencies at this time. I will confirm in two weeks when schedule is confirmed.

Gretel Green, M.Sc. CISEC
Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.1649 | C: 647.284.4047

METROLINX

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: February 23, 2021 11:21 AM
To: Gretel Green <Gretel.Green@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: transitea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; 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)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Gretel,

I am reaching out today to check on the status of the proposed Park Lawn GO Station EPR. In your email below you mentioned that you were aiming for a distribution date of Feb 11 for the 90% EPR. As that date has passed, are you able to provide an updated timeframe?

Thanks very much,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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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: October 5, 2020 4:39 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Cc: transitea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; 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)

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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

METROLINX

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
Sent: October-05-20 3:54 PM
To: Gretel Green; Cameron, Anne (MECP)
Cc: transitlea@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,

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)

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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

METROLINX

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 I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ 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)

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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.

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 transitlea@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

METROLINX

cc: transitlea@2150lakeshore.com.
TorontoWest@metrolinx.com

Attachments:
Figure 1 – Project Study Area
Figure 2 – Notice of Public Meeting

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Ministry of the Environment,
Conservation and Parks

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

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
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Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

July 15, 2021

MEMORANDUM

TO: Gretel Green
Project Manager, Environmental Programs & Assessment
Metrolinx

FROM: Anne Cameron
Project Officer
Environmental Assessment Branch

RE: 90% Draft Environmental Project Report for the Park Lawn GO Station Project

---

The Ministry of the Environment, Conservation and Parks' Environmental Assessment Branch (herein referred to as "the ministry") has completed its review of the 90% Draft Environmental Project Report (EPR) for Metrolinx's Park Lawn GO Station project (the project), submitted to the ministry on June 8, 2021.

The review was carried out to determine whether the draft EPR meets the expectations set forth in the ministry's Guide: Ontario's Transit Project Assessment Process (Transit Guide) and the requirements set forth in Ontario Regulation 231/08 (O.Reg.231/08), Transit Projects and Metrolinx Undertakings (Transit Regulation).

The ministry's Environmental Assessment Services Section has prepared the following comments for consideration by Metrolinx when finalizing the EPR for submission to the ministry.

Furthermore, attached to this letter are comments provided by the ministry's technical reviewers on the following:

- Source Protection
- Species at Risk
- Hydrogeologist / Groundwater
- Surface Water

Comments related to Air Quality and Noise and Vibration will be submitted separately as additional time was needed to review.

General Comments

Appendices are referenced throughout the EPR and wording such as Appendix A of Appendix B and Appendix D of Appendix A is used. Without the appendices to review at this time I am unable to confirm that these references are correct. I would suggest reviewing these references before submitting a final EPR.

Section Specific Comments

Executive Summary

- ES Section 1, bottom of Page ii, the last two paragraphs, both starting with the phrase "The purpose of…" are repetitive. Consider combining the paragraphs.

Section 1

- Introduction: the sentence "For TPAP purposes, Metrolinx is the proponent" occurs twice.

Section 3

- Figure 3-1: the second image should be titled "Option 2A: 8-car platform, west alignment". The "A" is missing.

Section 4

- Section 4.3.2: five previous archaeological assessments are referenced in five bullet points. The first bullet point/archaeological assessment states that a Stage 2 Archaeological Assessment was recommended for parts of the current study area; however, the other bullet points/archaeological assessments state that no further archaeological assessment is needed. The concluding sentence for the Section states that no further assessment is needed but it does not indicate why the first archaeological assessment mentioned is being disregarded. Further text is needed here to explain why no further archaeological assessment is needed.

Section 5

- Section 5.9.3: the section is about monitoring activities, but no monitoring activities are mentioned. The section speaks to design elements but should also include what monitoring will occur, if any.
- Section 5.11: there is a duplicate reference to table 5-9 in the first paragraph of this section.

Consultation and Section 6 of the EPR

Consultation is an integral part of the transit process and is required for all projects that are subject to the transit project assessment process (TPAP) process. It is the ministry's expectation that all persons who are interested in a proposed transit process are invited to participate in the consultation process.

It is the proponent's responsibility to design and implement an appropriate consultation program for consultations regarding a project.

Placeholders highlighted in yellow have been included in the draft EPR regarding future consultation. Please ensure that these placeholders are updated, the consultation program meets the expectations set out in the Transit Guide, and the consultation record is provided to the ministry for review.

Next Steps

Thank you for the opportunity to comment on the 90% Draft EPR for Metrolinx's Park Lawn GO Station project. Attached to this letter you will find further comments from the ministry's technical reviewers on issues regarding source protection, species at risk, surface water and groundwater.

The above and attached reflect the ministry's comments that should be addressed prior to submitting a final EPR to the ministry, by way of a comment response table. This table must include all the comments provided by the ministry, how these comments will be addressed and the location of these revisions in the final EPR.

Please note that the ministry's comments (EA-related and technical), along with any comments received by other government agencies, Indigenous communities and the public should be considered by Metrolinx as it prepares the final EPR for submission.

It is the expectation of this ministry that proponents of projects being carried out under the Transit Regulation should attempt to address or resolve any issues, concerns or formal comments raised during the TPAP.

We look forward to continuing to work with you on addressing our comments identified in the draft EPR. If you have any questions please feel free to contact me at 416-314-1181 or by email at anne.cameron@ontario.ca.

Sincerely,



Anne Cameron

Attachments

c: Melissa Alexander, Hatch
Solange Desautels, Supervisor, Environmental Assessment Branch

Park Lawn GO Station – MECP Comments

Surface Water:

The study area borders Mimico Creek and a ravine regulated by the TRCA. A stormwater management report will follow the appropriate guideline and include low impact development (LID) techniques. The impact assessment identifies construction impacts to aquatic habitat, flow, and water quality (via erosion and sedimentation) on Mimico Creek and the nearby ravine. There is an erosion and sediment control and mitigation plan. The report concludes the small area of impact is not expected to have significant effects on the ravine system as a whole.

Groundwater:

Metrolinx states that they will be following environmental laws and regulations. They will be competing more in-depth groundwater studies should a Permit to Take Water or an EASR be required for the construction. The ministry will need to approve the PTTW.

It should be noted the requirements for construction dewatering EASRs are changing as of July 1, 2021.

Species at Risk:

MECP Permissions and Compliance (P&C) concur with the findings of the report with respect to species at risk. We understand further consultation with MECP P&C may be warranted with respect to species at risk bats.

Source Protection:

See attached

Ontario

Source Protection Information Atlas

Ministry of the Environment, Conservation and Parks

Latitude: **43.62541** Longitude: **-79.48539**

UTM Zone: **17** Easting: **622194.44** Northing: **4831383.62**

Upper Tier Municipality: **N/A**

Lower/Single Tier Municipality: **CITY OF TORONTO**

Township Concession and Lot: **ETOBICOKE BROKEN FRONT CON, LOT E**

Assessment Parcel Address: **PARK LAWN RD**

Assessment Roll #: **19190540400030000000**

MECP District: **Toronto**

MECP Region: **Central**

Source Protection Details for Location

Source Protection Area. **Toronto**

Wellhead Protection Area: **No**

Wellhead Protection Area E (GUDI): **No**

Intake Protection Zone: **No**

Issue Contributing Area: **No**

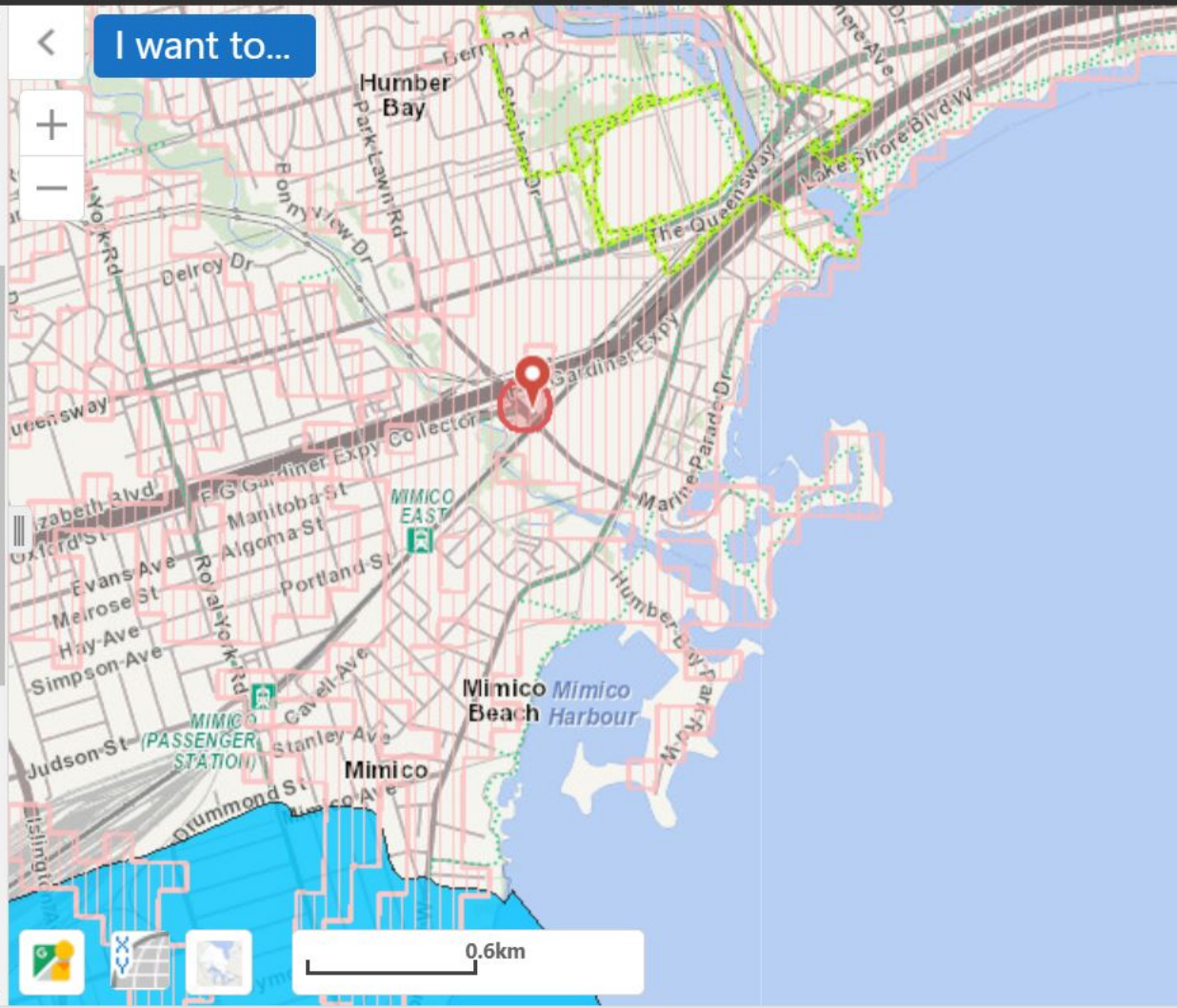
Significant Groundwater Recharge Area: **No**

Highly Vulnerable Aquifer: **Yes** ; score is **6**

Event Based Area: **No**

Wellhead Protection Area Q1: **No**

Wellhead Protection Area Q2: **No**



Review Comments Spreadsheet

Park Lawn TOD

Draft Environmental Project Report

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because .....

**Status: O - Open (not resolved); P - Pending Incoporation into design; C - Closed, iimplementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name:						**Revised By:**		
Contract Name: ParkLawn GO Station				**Designer: Hatch**		**Current Revision Date: June 4, 2021**		
				% Completion:				
Item No.	**Revision**	**Agency**	**Reviewer Name**	**Drawing No./ Specification Section/ Page No**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Detai s (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (City)**	***** Status O / P / C (Hatch/FCR/MX)**
1	90%	MECP - Conservation and Source Protection Branch (CSPB)		4.1.5 - Groundwater	The draft EPR has correctly identified that the study area is within the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region.			
2	90%	MECP - Conservation and Source Protection Branch (CSPB)		4.1.5 - Groundwater	The draft EPR has correctly identified that the study area is within a Highly Vulnerable Aquifer (HVA). CSPB suggests also including "...the study area is within a highly vulnerable aquifer for the protection of drinking water sources".			
3	90%	MECP - Conservation and Source Protection Branch (CSPB)		5.1.1 - Potential Effects: Construction & 5.1.2 - Mitigation Measures	Because the Park Lawn location is within an HVA, it is possible that moderate and low drinking water threats could occur and source protection plan policies may apply. While the normal operation phase of the project may not pose a significant threat to sources of drinking water, activities could pose a risk during the construction phase of the project. CSPB notes that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage, dewatering management plans, as well as mitigation of impacts associated possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be discussed in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to, or has regard to, applicable policies in the CTC source protection plan. The policies should be listed and include any mitigation measures that may be proposed. While the EPR does list the possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.			
4	90%	MECP - Conservation and Source Protection Branch (CSPB)			If they have not done so already, the proponent should contact the Project Manager for Drinking Water Source Protection at the CTC source protection authority. The source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the *Clean Water Act* and will be able to help determine whether there are policies in the source protection plan that may apply. Even if the project activities in a vulnerable area are deemed not to be a significant risk to drinking water, there may be other low and moderate policies that apply and so consultation with the local source protection authority is important.			
5	90%	MECP - Conservation and Source Protection Branch (CSPB)			CSPB staff have no further comments at this time on the draft EPR			
6	90%							
7	90%							
8	90%							
9	90%							
10	90%							
11	90%							
12	90%							
13	90%							
14	90%							
15	90%							
16	90%							
17	90%							
18	90%							
19	90%							
20	90%							
21	90%							

Jasiak, Izabela

From: Alexander, Melissa
Sent: Monday, July 26, 2021 11:54 AM
To: Jasiak, Izabela
Cc: Armstrong, Mark
Subject: FW: MECP comments on 90% Draft EPR - Park Lawn GO Station
Attachments: Noise Vibration Review Letter - Park Lawn GO - Jul 23 2021.pdf

---

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: Monday, July 26, 2021 11:22 AM
To: Gretel Green <Gretel.Green@metrolinx.com>; Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>
Subject: RE: MECP comments on 90% Draft EPR - Park Lawn GO Station

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Good morning Gretel and Melissa,

Please find attached the ministry's noise and vibration comments on the 90% Draft EPR – Park Lawn GO Station.

All the best,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ 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: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: July 21, 2021 9:09 AM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Gretel Green <Gretel.Green@metrolinx.com>; Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: MECP comments on 90% Draft EPR - Park Lawn GO Station

Good Morning Gretel and Melissa,

Please find attached the ministry's air comments. I will send the noise and vibration comments once I receive them.

Cindy

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: July 15, 2021 4:59 PM
To: Gretel Green <Gretel.Green@metrolinx.com>; Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: MECP comments on 90% Draft EPR - Park Lawn GO Station

Hi Gretel and Melissa,

Please find attached comments from the MECP regarding the review of the 90% Draft EPR for the Park Lawn GO Station project.

As mentioned in other emails, comments from MECP's Air Quality and Noise & Vibration specialists will be sent next Friday, July 23. I will be away next week but Cindy Batista, who is copied here, will be covering for me and will send the additional comments once she receives them.

All the best,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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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: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: June 3, 2021 10:06 AM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Cc: Gretel Green <Gretel.Green@metrolinx.com>; Armstrong, Mark <mark.armstrong@hatch.com>
Subject: FW: Proposed Park Lawn GO Station

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Hi Anne,

Just following up on this email. Tricia from our document controls was solely setting up the file transfer, which we will be issuing on Friday. We have to set it up first with the recipient, prior to sending over the files.

Let me know if you have any further questions. Sorry for the confusion!

Melissa Alexander, B.Sc., MCIP, RPP
Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: June 3, 2021 8:12 AM
To: Gretel Green <Gretel.Green@metrolinx.com>
Subject: Proposed Park Lawn GO Station

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Good morning Gretel,

I wanted to touch base with you regarding an email I received yesterday that referenced the Park Lawn GO Station. It was an email from a general server (no-reply@bentley.com) and it referenced Tricia Sadaphal from Hatch along with accessing Project Wise files. I am hesitant to click on anything as this seemed odd to me.

Can you please confirm if this is indeed an email that your consultant sent to the ministry?

Thanks,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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From: Gretel Green <Gretel.Green@metrolinx.com>
Sent: February 23, 2021 3:54 PM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: transitea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; 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)

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Hi Anne,
I apologize for not updating you sooner that the schedule is delayed. We are waiting for a formal schedule update, but Hatch has late April tentatively schedule for circulation to agencies at this time. I will confirm in two weeks when schedule is confirmed.

Gretel Green, M.Sc. CISEC
Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.1649 | C: 647.284.4047

METROLINX

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: February 23, 2021 11:21 AM
To: Gretel Green <Gretel.Green@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: transitea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; 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)

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Hi Gretel,

I am reaching out today to check on the status of the proposed Park Lawn GO Station EPR. In your email below you mentioned that you were aiming for a distribution date of Feb 11 for the 90% EPR. As that date has passed, are you able to provide an updated timeframe?

Thanks very much,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ 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: October 5, 2020 4:39 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Cc: transitea@2150lakeshore.com; Toronto West <TorontoWest@metrolinx.com>; 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)

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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

METROLINX

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]
Sent: October-05-20 3:54 PM
To: Gretel Green; Cameron, Anne (MECP)
Cc: transitlea@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,

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)

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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

METROLINX

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 I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ 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.

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 transitlea@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

METROLINX

cc: transitlea@2150lakeshore.com.
TorontoWest@metrolinx.com

Attachments:

Figure 1 – Project Study Area
Figure 2 – Notice of Public Meeting

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Ontario

Ministry of the Environment, Conservation and Parks

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

Environmental Permissions Branch

Direction des permissions environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

July 23, 2021

To: Anne Cameron
Projects Officer
Environmental Assessment Branch

From: Pierre Godbout
Senior Noise Engineer
Environmental Permissions Branch

Re: Noise & Vibration Impact Assessment
Park Lawn GO Station
Noise File No.: E0006-20

As requested, I have reviewed the report titled "First Capital - Park Lawn GO Station Noise & Vibration Impact Assessment" prepared by HATCH and dated June 4, 2021.

The following are my noise and vibration review comments relating to the report noted above:

1. Page 16: the Metrolinx Environmental Guide for Noise and Vibration Impact Assessment (September 2019) is not endorsed by the MECP. The guidelines, procedures and limits included in this document are of Metrolinx only (the MECP is not a signing party of this document). The completion of the MECP's noise and vibration review of this project is not an MECP's endorsement of the September 2019 document.

2. The construction noise criteria / limits [Leq(day), Leq(night), Leq(15min) and Lmax] listed in Table 4.3 are not endorsed by the MECP. The completion of the MECP's noise and vibration review of this project is not an MECP's endorsement of these criteria / limits.

3. The guidelines in Reference 5 of the MOEE / GO Transit Draft Protocol For Noise And Vibration Assessment, are applicable for the purposes of construction noise impact assessment and identifying the need for mitigation. As such, all items of equipment used for construction must comply with sound emission limits set out in Publications NPC-115 and NPC-118. For ease of comparison and future reference, Table 6.1 should be updated with two additional columns showing the equivalent sound pressure level of each equipment next to its applicable NPC-115 or NPC-118 limit.

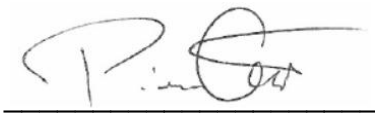
4. Table 6.5, Adjusted Noise Impact: provide two noise calculation summaries for the determination of the Adjusted Noise Impact, using the worst-case daytime scenarios at receptors R9 and R10. Include all assumptions and provide clarifications on methodology, as applicable.

5. Table 6.6, Stationary Sound Levels: provide a Noise Source Summary Table for stationary sound levels assessment and clarify how the applicable noise criteria were determined. For the station's Stationary Sound Levels assessment, the applicable criteria are determined in accordance with Part A and Part B of Publication NPC-300.

6. Information on the proposed station appears to be unavailable at this time, including but not limited to its layout, noise sources and access roads. Therefore, it is recommended that when the station details become available, the June 4, 2021 noise and vibration report be revised / updated to address such details.

In light of the above, the June 4, 2021 noise and vibration report should be revised to address the above noted comments in order to demonstrate compliance with the applicable noise limits in Publication NPC-300.

I trust the above noise and vibration review comments would be of assistance to you. If you have any questions, please contact Pierre Godbout at (437) 234-6249.



Pierre Godbout, P.Eng., MBA
Senior Noise Engineer



Miroslav Ubovic, P.Eng.
Director
appointed for the purposes of Part II.1 of the
Environmental Protection Act

Jasiak, Izabela

From: Gretel Green <Gretel.Green@metrolinx.com>
Sent: Tuesday, August 31, 2021 4:27 PM
To: Alexander, Melissa; Armstrong, Mark; Jasiak, Izabela
Cc: Jennifer Smith; Michelle Louli; Toros Topaloglu
Subject: FW: Park Lawn GO Station - MECP review of updated AQIA

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From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: August 31, 2021 3:13 PM
To: Alexander, Melissa <melissa.alexander@hatch.com>
Cc: Gretel Green <Gretel.Green@metrolinx.com>
Subject: Park Lawn GO Station - MECP review of updated AQIA

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Hi Melissa,

I am forwarding on comments from the ministry's technical reviewers as I receive them, that way they can be dealt with promptly. As of now, I have only heard back from the ministry's Air Quality Specialist (please see the comment below in red).

For item 1 of the draft AQIA review comments spreadsheet:

Although PM_{10} is not measured in Ontario, PM_{10} background concentrations are typically estimated by applying a $PM_{2.5}/PM_{10}$ ratio of 0.54 according to the following scientific paper:
Lall, R., Kendall, M., Ito, K., Thurston, G., 2004. Estimation of historical annual PM2.5 exposures for health effects assessment. Atmospheric Environment 38(2004) 5217-5226.
It is suggested to apply this method for future PM_{10} background concentration estimations.

Please let me know if you have any questions. I will forward any additional comments I receive once I have them.

All the best,
Anne Cameron
437-246-2066

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Jasiak, Izabela

From: Jasiak, Izabela
Sent: Wednesday, December 1, 2021 9:11 AM
To: Cameron, Anne (MECP)
Cc: Armstrong, Mark; Colin OMeara; Zakariya Khawaja; Ana Carrillo; Michelle Louli; Jennifer Smith; Barry Stern; Gretel Green; Ann Lam; Paul Leonidis; Alexander, Melissa
Subject: RE: MECP Comments on 95% Draft EPR Park Lawn GO Station project
Attachments: MECP Revisions.zip

Good morning Anne,

Please see attached zip file containing the pages from the EPR, NVIA, and AQIA where changes were made in response to MECP comments. There will be a folder in the zip file for each of the reports (EPR, AQIA, and NVIA). Each file name refers to a specific comment and section in the respective report.

Please let Hatch know if you have any questions about the attached.

Thank you kindly,

Izabela Jasiak, MSc (she/her)
Environmental Scientist
Tel: +1 289 326 1896
Mississauga, ON

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: Tuesday, November 23, 2021 11:26 AM
To: Alexander, Melissa <melissa.alexander@hatch.com>; Gretel Green <Gretel.Green@metrolinx.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>; Colin OMeara <Colin.OMeara@metrolinx.com>; Zakariya Khawaja <Zakariya.Khawaja@metrolinx.com>; Ana Carrillo <Ana.Carrillo@metrolinx.com>; Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Barry Stern <BStern@muzzogroup.com>; Ann Lam <AnnLam@muzzogroup.com>; Paul Leonidis <pleonidis@SMC1991.com>
Subject: RE: MECP Comments on 95% Draft EPR Park Lawn GO Station project

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Good morning Melissa,

Thank you for the email and attached documents provided in response to MECP's comments on the 95% Draft EPR Park Lawn GO Station.

I noticed that in response to the Noise and Vibration comments changes to the EPR and/or Appendices have been made. Can you please provide these changes (the entire document is not needed as I believe the size of the document is quite large).

Thank you,
Anne

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ anne.cameron@ontario.ca

Ministry of the Environment, Conservation and Parks

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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: Alexander, Melissa <melissa.alexander@hatch.com>
Sent: November 23, 2021 10:22 AM
To: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>; Gretel Green <Gretel.Green@metrolinx.com>
Cc: Armstrong, Mark <mark.armstrong@hatch.com>; Jasiak, Izabela <izabela.jasiak@hatch.com>; Colin OMeara <Colin.OMeara@metrolinx.com>; Zakariya Khawaja <Zakariya.Khawaja@metrolinx.com>; Ana Carrillo <Ana.Carrillo@metrolinx.com>; Michelle Louli <Michelle.Louli@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Barry Stern <BStern@muzzogroup.com>; Ann Lam <AnnLam@muzzogroup.com>; Paul Leonidis <pleonidis@SMC1991.com>
Subject: RE: MECP Comments on 95% Draft EPR Park Lawn GO Station project

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Good afternoon,

Please find attached the comment/response tables regarding MECP comments. Please note that we've included original comments on the Work Plan as well, for consistency.

We hope you find the responses address your concerns, as we approach the Notice of Completion in early December.

Please reach out should you have any questions.

Thanks,

Melissa Alexander, B.Sc., MCIP, RPP
Senior Environmental Planner / Environmental Services Group

Tel: +1 905 486 0744
Mississauga

From: Cameron, Anne (MECP) <Anne.Cameron@ontario.ca>
Sent: Tuesday, September 28, 2021 3:21 PM
To: Alexander, Melissa <melissa.alexander@hatch.com>; Gretel Green <Gretel.Green@metrolinx.com>
Subject: MECP Comments on 95% Draft EPR Park Lawn GO Station project

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Hi Melissa and Gretel,

Here are MECP's comments on the 95% Draft EPR for the Park Lawn GO Station project:

EA
All comments made regarding the 90% Draft EPR have been addressed.

Air
Although PM10 is not measured in Ontario, PM10 background concentrations are typically estimated by applying a PM2.5/PM10 ratio of 0.54 according to the following scientific paper:
Lall, R., Kendall, M., Ito, K., Thurston, G., 2004. Estimation of historical annual PM2.5 exposures for health effects assessment. Atmospheric Environment 38(2004) 5217-5226.
It is suggested to apply this method for future PM10 background concentration estimations.

Noise and Vibration
Please find my comments below, following the spreadsheet's item numbers:

1. No comment;
2. No comment;
3. As per the original comment, use sound pressure instead of sound power, and specify the distance from the source, so as to avoid confusion in interpretation or verification;
4. As per the original comment, please provide the step-by-step calculation for the daytime scenario at R9 and R10; a spreadsheet attachment is suitable for this submission;
5. The 96 dBA sound power listed for idling train is too low; other projects submitted to MECP in the past use sound powers 10 to 20 dBA higher for this type of source. Please provide clarifications and/or sample measurements to justify the use of 96 dBA sound power for idling trains;
6. No comment;
7. No comment.

Source Protection
CSPB would like the proponent to be aware that there may be source protection policies for the application of road salt which apply to the Park Lawn GO station location (e.g. SAL-10 and SAL-12). As indicated in Table 8-1, after consultation with the source protection authority during detailed design phase, please list any applicable source protection plan policies and mitigation measures into the finalized report for the protection of drinking water source and the ecological health of the area.

Please let me know if you have any questions, happy to chat anytime.

Thanks,

Anne Cameron I Project Officer
Environmental Assessment Services Section I Environmental Assessment Branch
135 St. Clair Avenue West I 1st Floor I Toronto ON M4V 1P5
☎: 437-246-2066 I ✉ anne.cameron@ontario.ca

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Review Comments Spreadsheet

Park Lawn TOD

Draft Environmental Project Report

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

**Status: O - Open (not resolved); P - Pending Incoporation into design; C - Closed, iimplementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
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Document Name:			**Revised By:**		
Contract Name: ParkLawn GO Station Designer: Hatch			**Current Revision Date: December 17, 2021**		
% Completion:					
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (MECP Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (MECP)**
1	General	Appendices are referenced throughout the EPR and wording such as Appendix A of Appendix B and Appendix D of Appendix A is used. Without the appendices to review at this time I am unable to confirm that these references are correct. I would suggest reviewing these references before submitting a final EPR.	Appendices referenced have been checked and verified. The referenced technical studies are all accessible on the project website https://www.2150lakeshore.com/transitea/ and have been included with this review circulation.	1	C
2	Executive Summary (ES) - ES.1	ES Section 1, bottom of Page ii, the last two paragraphs, both starting with the phrase "The purpose of…" are repetitive. Consider combining the paragraphs.	The paragraphs have been combined as suggested.	1	C
3	1	Introduction: the sentence "For TPAP purposes, Metrolinx is the proponent" occurs twice.	Duplication has been removed.	1	C
4	3 - Figure 3-1	Figure 3-1: the second image should be titled "Option 2A: 8-car platform, west alignment". The "A" is missing.	The image referred to is pulled from the Park Lawn Initial Business Case and cannot be edited. The text explaining the figure addresses the options examined for the layout of the platform.	3	C
5	4.3.2	Five previous archaeological assessments are referenced in five bullet points. The first bullet point/archaeological assessment states that a Stage 2 Archaeological Assessment was recommended for parts of the current study area; however, the other bullet points/archaeological assessments state that no further archaeological assessment is needed. The concluding sentence for the Section states that no further assessment is needed but it does not indicate why the first archaeological assessment mentioned is being disregarded. Further text is needed here to explain why no further archaeological assessment is needed.	Text subsequently adjusted in Section 4.3.2 to reflect comments received from MHSTCI (October 2021). Section 4.3.2 revised to provide summary of findings and recommendations.	1	C
6	5.9.3	The section is about monitoring activities, but no monitoring activities are mentioned. The section speaks to design elements but should also include what monitoring will occur, if any.	Moved section 5.9.3 to 5.9.2 under mitigation measures, as there are no monitoring activities related to the Slope Stability Report.	1	C
7	5.11	There is a duplicate reference to table 5-9 in the first paragraph of this section.	Removed duplicate reference.	1	C
8	4.1.5 - Groundwater	The draft EPR has correctly identified that the study area is within the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region.	Noted.	3	C
9	4.1.5 - Groundwater	The draft EPR has correctly identified that the study area is within a Highly Vulnerable Aquifer (HVA). CSPB suggests also including "…the study area is within a highly vulnerable aquifer for the protection of drinking water sources".	Revised as noted.	1	C

Review Comments Spreadsheet

Park Lawn TOD

Draft Environmental Project Report

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METROLINX

Document Name:			**Revised By:**		
Contract Name: ParkLawn GO Station Designer: Hatch			**Current Revision Date: December 17, 2021**		
% Completion:					
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (MECP Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (MECP)**
10	5.1.1 - Potential Effects: Construction & 5.1.2 - Mitigation Measures	Because the Park Lawn location is within an HVA, it is possible that moderate and low drinking water threats could occur and source protection plan policies may apply. While the normal operation phase of the project may not pose a significant threat to sources of drinking water, activities could pose a risk during the construction phase of the project. CSPB notes that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage, dewatering management plans, as well as mitigation of impacts associated possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be discussed in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to, or has regard to, applicable policies in the CTC source protection plan. The policies should be listed and include any mitigation measures that may be proposed. While the EPR does list the possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.	Commitment added to Table 8-1 of the EPR to reflect need for ongoing engagement/consultation with CTC source protection authority during detailed design to confirm policies and mitigation measures.	1	C
11		If they have not done so already, the proponent should contact the Project Manager for Drinking Water Source Protection at the CTC source protection authority. The source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the *Clean Water Act* and will be able to help determine whether there are policies in the source protection plan that may apply. Even if the project activities in a vulnerable area are deemed not to be a significant risk to drinking water, there may be other low and moderate policies that apply and so consultation with the local source protection authority is important.	Commitment added to Table 8-1 related to future consultation with CTC during detailed design.	1	C
12		CSPB staff have no further comments at this time on the draft EPR	Noted.	3	C
13	Section 4.6	It is suggested to include a section describing the GHG emissions and climate change impacts of the project based on the AQIA report.	Text included in Section 3.2 of the AQIA applied to EPR Section 5.11.2.2.	1	C
14	General	All comments made regarding the 90% Draft EPR have been addressed.	Noted.	1	C

Review Comments Spreadsheet

Park Lawn TOD

Draft Environmental Project Report

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METROLINX

Document Name:			**Revised By:**		
Contract Name: ParkLawn GO Station Designer: Hatch			**Current Revision Date: December 17, 2021**		
% Completion:					
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (MECP Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (MECP)**
15		CSPB would like the proponent to be aware that there may be source protection policies for the application of road salt which apply to the Park Lawn GO station location (e.g. SAL-10 and SAL-12). As indicated in Table 8-1, after consultation with the source protection authority during detailed design phase, please list any applicable source protection plan policies and mitigation measures into the finalized report for the protection of drinking water source and the ecological health of the area.	Table 8-1 of EPR included text noting that certification is required to be held in the Smart About Salt program (http://www.smartaboutsalt.com/), and the project will apply the principles of that program to reduce salt application and impacts to the environment.	1	C

Review Comments Spreadsheet

Park Lawn TOD

Draft Air Quality Impact Assessment

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(C) "MAJOR NON-CONFORMANCE"
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METROLINX

Document Name:						**Revised By:**				
Contract Name: ParkLawn GO Station				**Designer: Hatch**		**Current Revision Date: November 23, 2021**				
				% Completion:						
Item No.	**Revision**	**Agency**	**Reviewer Name**	**Drawing No./ Specification Section/ Page No.**	**Review Comment (MECP Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (MECP Reviewers) September 28, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (MECP)**
1	Work Plan	MECP	AG		Please ensure that the most recent regulatory versions of AERMOD and AERMET are used in this assessment.	The most recent versions of AERMOD is used. AERMET is not used by Hatch since MECP pre-processed data are used.			1	C
2	Work Plan	MECP	AG		Regarding Section 4.2, based on the location of the Park Lawn GO Station the meteorological data set from Toronto City Centre is preferred over Toronto Pearson International Airport. Please feel free to contact the ministry if you require assistance obtaining the appropriate meteorological data set.	The Toronto Airport station has a lot of missing values (up to 9% missing values for a year). We kept the Pearson Airport station in the Park Lawn 50% report based on that reason.			1	C
3	95%	MECP	Rui Zeng	Section 2.2	Please provide further justification as to why the list of criteria air contaminants in Table 2-1 does not include PM10, which is typically included in transit AQIA assessments.	A qualitative assessment of PM10 was added to the report. As the concentration of PM10 is not measured at any of the air monitoring station in Ontario, the background concentration could not be calculated. Hence, not allowing a proper quantitative assessment of the contaminant. Furthermore, PM10, as prescribed by the MECP in the note of the Ambient Air Quality Criteria contaminants list, is only used as a guideline for decision making. Hence, there is no legal applicability to that standard, which explains why it was not assessed quantitatively. The impacts of PM10 were therefore only assessed qualitatively.	Although PM10 is not measured in Ontario, PM10 background concentrations are typically estimated by applying a PM2.5/PM10 ratio of 0.54 according to the following scientific paper: Lall, R., Kendall, M., Ito, K., Thurston, G., 2004. Estimation of historical annual PM2.5 exposures for health effects assessment. Atmospheric Environment 38(2004) 5217-5226. It is suggested to apply this method for future PM10 background concentration estimations.	New section added to Report related to PM10 using ratio prescribed.	1	C
4	90%	MECP	Rui Zeng	Section 4	An additional section should be added to assess the GHG emissions and climate change impacts of the project as required in the Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (MTO, 2020).	A section (3.2) was added to that effect.			1	C
5	90%	MECP	Rui Zeng	Section 2.3	Please remove SO2 from the title of Table 2-2.	Report corrected. Table 2-2 title corrected to "New CAAQS for NO2 and Ozone".			1	C
6	90%	MECP	Rui Zeng	Section 4.1.3	If ambient air quality monitoring will be a part of the inspection performed by the Environmental Inspector during construction, please refer to the Operations Manual for Air Quality Monitoring in Ontario (MECP, 2018) for further guidance.	Ok. The reference has been added to Section 4.1.3.			1	C

Review Comments Spreadsheet

Park Lawn TOD

Draft Noise and Vibration Impact Assessment Report

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

**Status: O - Open (not resolved); P - Pending Incoporation into design; C - Closed, implementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name:			**Revised By:**					
Contract Name: ParkLawn GO St Designer: Hatch			**Current Revision Date: November 23, 2021**					
% Completion:								
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (MECP)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (MECP Reviewers) September 28, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (MECP)**
1		Noise Limits: shall comply with the MECP noise limits in: a) Publication NPC-115, "Construction Equipment"; b) Publication NPC-118, "Motorized Conveyances"; c) Publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300", August 2013; and d) MOEE / GO Transit Draft Protocol For Noise and Vibration Assessment, dated January 1995.	Noted. NPC-115 and NPC-118 are referenced in Section 4.6. The NVIA report will provide details regarding the limits stipilated in NPC 115/118. NPC-300 limits will be used to determine the impact of stationary sources related to the station. Details are provided in the NVIA report. The NVIA will be prepared according to the MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment. It has been referenced in Section 4.6.			1	C
2		Noise Reports: shall be prepared in accordance with: a) Publication NPC-233, "Information to be Submitted for Approval of Stationary Sources of Sound", October 1995; and b) "Basic Comprehensive Certificates of Approval (Air), User Guide, Appendix A - Supporting Information for an Acoustic Assessment Report or Vibration Assessment Report Required by a Basic Comprehensive CofA" prepared by the Environmental Assessment and Approvals Branch, Version 2.1, April 2011.	The NVIA will include construction noise and vibration assessments, which are not required as part of NPC-233 and AARs. Thus, it cannot be prepared in accordance with these two publications. However, the NVIA will encompass the information required NPC-233 Sections 6-9, as well as the information required in "Basic Comprehensive Certificates of Approval (Air), User Guide, Appendix A - Supporting Information for an Acoustic Assessment Report or Vibration Assessment Report Required by a Basic Comprehensive CofA".			1	C
3		Vibration Limits: shall comply with the MECP vibration limits in: a) Draft technical publication NPC-207, "Impulse Vibration in Residential Buildings", November 1983, supplementing the Model Municipal Noise Control By-Law, Final Report, August 1978, as amended; b) Publication NPC-119, "Blasting", Model Municipal Noise Control By-Law, Final Report, August 1978; and c) MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment, dated January 1995.	NPC-207 addresses vibration impact due to impulse vibration from stationary sources, such as stamping presses or forging hammers. The proposed GO Station will not include stationary vibration sources. Thus, NPC-207 is not applicable. This has been indicated in the NVIA report. Furthermore, blasting will not take place, therefore NPC-119 requirements are not applicable. This has been indicated in the NVIA report. The MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment has been referenced in Section 4.6. The assessment will show compliance with the requirements from this publication, or propose noise and vibration mitigation measures to ensure compliance. Details regarding the specific noise and vibration limits are listed in the NVIA report.			1	C
4		Vibration Reports: shall be prepared in accordance with: a) Publication NPC-233, "Information to be Submitted for Approval of Stationary Sources of Sound", October 1995; and b) "Basic Comprehensive Certificates of Approval (Air), User Guide, Appendix A - Supporting Information for an Acoustic Assessment Report or Vibration Assessment Report Required by a Basic Comprehensive CofA" prepared by the Environmental Assessment and Approvals Branch, Version 2.1, April 2011.	Please see response to Item No. 2.			1	C
5		Please note that the noise and vibration evaluation of the undertaking should consider all significant sources of noise and vibration, both existing and proposed, for the facility under assessment, including but not limited to the following sources of noise and vibration from the proposed operations: a) Train traffic resulting from the project; b) Fixed and mobile mechanical equipment; c) Ventilation (HVAC) equipment utilized in buildings; and d) Building openings (louvers, overhead doors, mandoors, operable windows, etc.).	Noted. The NVIA will take into account these noise/vibration sources. Details are provided in the NVIA report.			1	C
6		Access roads shall be selected in a manner to minimize the noise impacts from all vehicles travelling to and from the site. The selection process shall be based on a detailed quantitative assessment of the noise impacts on the individual receptors and on the number of affected receptors along each alternative route. The municipality and the affected residents must be informed of any potential increases in traffic noise due to the vehicles travelling to/from the site.	Noted. Access roads will be informed based on the quantitative construction assessment presented in Section 4.9.			1	C

Item No.	Drawing No./ Specification Section/ Page No.	Review Comment (MECP)	Proponent Response and Details (Hatch/FCR/Metrolinx)	Review Comment (MECP Reviewers) September 28, 2021	Proponent Response and Details (Hatch/FCR/Metrolinx)	*Action 1 / 2 / 3 (Hatch/FCR/MX)	*** Status O / P / C (MECP)
7	Page 16	The Metrolinx Environmental Guide for Noise and Vibration Impact Assessment (September 2019) is not endorsed by the MECP. The guidelines, procedures and limits included in this document are of Metrolinx only (the MECP is not a signing party of this document). The completion of the MECP's noise and vibration review of this project is not an MECP's endorsement of the September 2019 document.	Noted. Metrolinx Environmental Guide for Noise and Vibration is consistent with the 1994 MOEE/GO protocol for the assessment vehicle operations. Refer to action taken in Item No. 2.	No comment.		1	C
8	Table 4.3	The construction noise criteria / limits [Leq(day), Leq(night), Leq(15min) and Lmax] listed in Table 4.3 are not endorsed by the MECP. The completion of the MECP's noise and vibration review of this project is not an MECP's endorsement of these criteria / limits.	Noted. Agreed. However, apart from NPC-115 and NPC-118, and parts of the municipal Model Municipal Noise Control By-law, the MECP has published limited guidance for construction noise and vibration, such as day and night limits and monitoring requirments. Based on Metrolinx experience, a more comprehensive and stringent approach to address community noise and vibration complaints encountered during construciton was required and is included in the Metrolinx Environmental Guide for Noise and Vibration Impact Assessment. References to NPC-115, NPC-118, and City of Toronto Noise By-law (supersedes the model municipal noise control by-law) are included. It is our experience that the Metrolinx industrial standard is equivalent if not more restrictive than MECP construction noise protocols and the municipal noise and vibration by law. Section 4.2.1.3 has been updated to provide clarification noted above.	No comment.		1	C
9	Table 6.1, General	The guidelines in Reference 5 of the MOEE / GO Transit Draft Protocol For Noise And Vibration Assessment are applicable for the purposes of construction noise impact assessment and identifying the need for mitigation. As such, all items of equipment used for construction must comply with sound emission limits set out in Publications NPC-115 and NPC-118. For ease of comparison and future reference, Table 6.1 should be updated with two additional columns showing the equivalent sound pressure level of each equipment next to its applicable NPC-115 or NPC-118 limit.	Added two columns to Table 6-1.	As per the original comment, use sound pressure instead of sound power, and specify the distance from the source, so as to avoid confusion in interpretation or verification.	Sound pressure levels at stated distances as per NPC-115 and 118 stated in column header.	1	C
10	Table 6.5	Adjusted Noise Impact: provide two noise calculation summaries for the determination of the Adjusted Noise Impact, using the worst-case daytime scenarios at receptors R9 and R10. Include all assumptions and provide clarifications on methodology, as applicable.	Table 6-5 identifies the adjusted noise impact for all receptors. Prediction modeling is described in section 5.2.1. Please clarify if this is sufficient. If not, please clarify level of detail for adjusted noise impact calculation to be included.	As per the original comment, please provide the step-by-step calculation for the daytime scenario at R9 and R10; a spreadsheet attachment is suitable for this submission.	FTA calculation and CADNA output tabulation was added to Appendix G for R9 and R10. Spreadsheet with summary calculation results for all receptors including R9 and R10 was provided to MECP via email on December 13, 2021.	1	C
11	Table 6.6	Stationary Sound Levels: provide a Noise Source Summary Table for stationary sound levels assessment and clarify how the applicable noise criteria were determined. For the station's Stationary Sound Levels assessment, the applicable criteria are determined in accordance with Part A and Part B of Publication NPC-300.	Stationary Source Table (Table 6-6) added. The criteria was determined based on MECP NPC-300. Table 4-6 outlines stationary sound level criteria consistent with MECP NPC-300 guidelines. The impact from the 'stationary station' employed the ISO 9613-2 model described in section 5.2.1 and was evaluated separately from background and road/rail sources as required by NPC-300.	The 96 dBA sound power listed for idling train is too low; other projects submitted to MECP in the past use sound powers 10 to 20 dBA higher for this type of source. Please provide clarifications and/or sample measurements to justify the use of 96 dBA sound power for idling trains.	96 dBA is the prorated sound power over worse case time period, noting that idling will occur for 90 seconds for each stop (72 stops per 16 hr day period). It is based on the FTA published SEL ref of 109 dBA {equivalent sound pressure at 50 ft: Leq = SEL ref + 10log(N) + 10log(%) - 35.6} . Employing hemispherical dispersion at 50ft to obtain equivalent sound power that is shown in the table. Details regarding the evaluation added to Table 6-6 notes.	1	C
12	General	Information on the proposed station appears to be unavailable at this time, including but not limited to its **layout**, noise sources and access roads. Therefore, it is recommended that when the **station details** become available, the June 4, 2021 noise and vibration report be revised / updated to address such details.	Station layout has been included as Figure 6-1 in the report, to show access roads and station noises. Details will be provided during detailed design, as part of an ECA.	No comment.		1	C
13	General	In light of the above, the June 4, 2021 noise and vibration report should be revised to address the above noted comments in order to demonstrate compliance with the applicable noise limits in Publication NPC-300.	Noted. Report updated as noted above.	No comment.		1	C

Appendix E

Technical Advisory Committee - Meeting Minutes

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Minutes of Meeting

H360807

May 12, 2020

First Capital REIT
Park Lawn GO Station

Distribution
Those present

TRCA Meeting No. 1

Meeting Date: May 12, 2020

Location: Online

Present:

Margie Akins, TRCA
Renee Afoom-Boateng, TRCA
Ali Shirazi, TRCA
Luka Medved, TRCA
Sinthujan Navaratnavel, TRCA
Melissa Alexander, Hatch
Mark Armstrong, Hatch
Rachel Eagles, Hatch
Sean Stuart, Hatch
Katie Bright, Metrolinx
Gretel Green, Metrolinx
Colin O'Meara, Metrolinx
Eveline McKee, Metrolinx
Zakariya Khawaja, Metrolinx

Purpose: Project Introduction to TRCA

Item		Action By
1.	**Introduction**	
1.1	Project Team introductions from Metrolinx, Hatch and TRCA.	-
2.	**Safety Share**	
2.1	Rachel (Hatch) provided a Safety Share	-
3.	**Presentation**	
3.1	Project Presentation provided by Melissa and Sean (Hatch) – Attached for reference.	-

Item		Action By
4.	**Discussion**	
4.1	**Watercourse**	
4.1.1	TRCA indicated that they cannot support the current project limits west of Park Lawn Road due to encroaching into the valley within the regulation limit. Staff reminded Metrolinx about the erosion issues that required recent track stabilization work completed by Metrolinx and that erosion could impact future structures within the valley. Renee indicated that any development west of Park Lawn Road are unlikely to be permitted. Opportunity for further discussion after completion of slope stability and geotechnical investigations.	Info.
4.1.2	TRCA suggested conducting geotechnical investigations that will support a slope hazard analysis and include the results with the 75% technical reports.	Info.
4.1.3	TRCA offered to provide a physical top of bank to Hatch. Hatch to follow up with TRCA if required. Hatch to consider inviting TRCA to site, during geomorphology and geotechnical investigations.	Hatch.
4.1.4	Hatch to request geotechnical reports from Metrolinx regarding previous investigations completed for this area. Post Meeting Note: Metrolinx provided direction to reach out to TRCA regarding previous reports.	Hatch
4.1.5	TRCA indicated that the geotechnical studies should include a long-term stable top of slope study to determine the long-term stable top of slope (using a 3:1 ratio) plus 10m buffer and determine the toe erosion allowance.	Info.
4.1.6	TRCA indicated that a fluvial geomorphology study to determine the meander belt may not be required depending on how far away the project footprint is to Mimico Creek.	Info.
4.1.7	Hatch will discuss slope issues with internal geotechnical team prior to identifying a path forward.	Hatch
4.1.8	Hatch and TRCA geotechnical staff to arrange a meeting to discuss details of geotechnical studies in order to determine next steps.	Hatch
4.1.9	Hatch confirmed that discussions with the City of Toronto regarding the work at 2150 Lake Shore Boulevard are ongoing and discussions around a future GO Station are preliminary.	Info.
4.2	**Review Times**	

Item		Action By
4.2.1	Katie (Metrolinx) explained that the process is guided by MX, however the proponent is First Capital REIT (FCR). Therefore the service agreement between Metrolinx and TRCA is not applicable for the project.	Info.
4.2.2	Renee (TRCA) indicated that turnaround times may be longer than the 6 week period presented by Hatch depending on the number of submissions. Hatch to confirm turnaround time and reporting required by TRCA.	Info.
4.2.3	Hatch to provide TRCA with a full list of documents that will need to be reviewed in order to discuss review timelines.	Hatch

Melissa Alexander

MA:ma
Attachment(s)/Enclosure - Presentation

Minutes of Meeting

H360807

August 17, 2020

First Capital REIT
Park Lawn GO Station

Distribution
Those present + FCR + Metrolinx

TRCA Meeting No. 2

Meeting Date: August 11, 2020

Location: Site Visit

Present: Margie Akins, TRCA
Sukhmani Bola, TRCA, Water Resources Engineer
Jason Solnik TRCA, Ecologist
Sinthujan Navaratnavel, TRCA Geotech Engineer
Melissa Alexander, Hatch
Mark Armstrong, Hatch
Omer Eissa, Hatch
Ed Gazendam, Water's Edge
Adam Gibson, Water's Edge

Purpose: Site Visit

Item		Action By
1.	**Introduction**	
1.1	Project Team introductions from Hatch, TRCA and Water's Edge.	-
2.	**Safety Share**	
2.1	Mark (Hatch) provided a Safety Share, related to being careful in/around traffic to access site (NW corner of Park Lawn Road and Lakeshore West rail corridor).	
3.	**Site Visit Discussion**	
3.1	Mark provided summary of proposed Park Lawn GO Station, including platforms, accesses and the main station (mostly on east side of Park Lawn Road).	-

Item		Action By
3.2	Hatch advised that the Natural Environment Report (NER) and Tree Inventory Plan (TIP) work plans were not initially sent to TRCA. The work plans reference the TRCA guidelines and were previously reviewed by Metrolinx. Hatch to share work plans with TRCA for review/comment. Work Plans shared with TRCA post meeting.	M. Alexander
3.3	TRCA questioned whether the cut and fill balance will be below regulated floodline, especially related to grading, in which case incremental storage should be addressed. Hatch advised that retaining structures will be considered to reduce impact.	Hatch
3.4	Omer outlined that there are two areas that have Geotechnical work, including the area west of Park Lawn for the TRCA and the area east of Park Lawn for the geotechnical investigation within the rail corridor.	Info.
3.5	Hatch outlined that previous to this Project, MX had retained Beacon to complete a fluvial geomorphology study, and made two sets of recommendations to address the meandering Mimico Creek. Phase 1, with the toe of slope retaining wall, gabion baskets and armour stone has been implemented, however Phase 2 has not been implemented. TRCA to confirm whether previous reports have been reviewed/accepted regarding Phase 2. TRCA noted that maintaining the length of the watercourse is preferred over a realignment that shortens the flow path.	TRCA
3.6	Hatch to check with MX regarding their inspection and maintenance plans of the wall, and to find out if there has been an assessment completed recently.	Hatch
3.7	TRCA advised that erosion assessment has to exclude existing mitigation measures (i.e., no concrete wall).	Hatch
3.8	Top of slope contour elevation previously provided by TRCA as noted in previous Meeting Minutes is inaccurate. Hatch may use the old report/survey from Beacon, but will need to confirm the top of slope elevation. TRCA is ok if survey <3 years old.	Hatch
3.9	Hatch advised that both a permit from the TRCA and MX is required at the same time to allow Geotech work to move ahead (i.e., boreholes). TRCA needs details related to access and borehole plan, and can start the process once the Routine Infrastructure Works (RIW) application is submitted, while the other work with MX permitting progresses (i.e., utilities, etc.). Hatch noted that a two-week expedited review will be requested for the RIW application	Info.

Item		Action By
3.10	Hatch currently updating schedule, to reflect the TRCA review times, and will provide a high level schedule outlining when TRCA can anticipate receiving reports for review. TRCA prefers receiving all reports together in one package, however if there are reports that are ready, TRCA can commence preliminary review, and feed into larger review later.	Hatch
3.11	Hatch aiming to provide TRCA with draft Technical Reports for NER, TIP, geomorphology and geotechnical first, and then provide and then the Draft EPR along with the revised technical reports in advance of Notice of Commencement. However, during TPAP, there will be additional opportunities for comments from TRCA.	Info.

Melissa Alexander

MA:ma

Minutes of Meeting

H360807

January 18, 2021

First Capital REIT
Park Lawn GO Station

Distribution
Those present

TRCA Meeting No. 3

Meeting Date: January 18, 2021

Location: Online

Present:
Luka Medved, TRCA
Melissa Alexander, Hatch
Mark Armstrong, Hatch
Rachel Eagles, Hatch
Gretel Green, Metrolinx
Colin O'Meara, Metrolinx
Eveline McKee, Metrolinx

Purpose:

Item		Action By
1.	**Introduction**	
1.1	Project Team introductions from Metrolinx, Hatch and TRCA. Purpose of meeting is to provide continuation on the Project since the departure of Margie and Renee.	-
2.	**Presentation**	
2.1	Project Presentation provided by Melissa and Mark (Hatch) – Attached for reference.	-

Item		Action By
3.	**Discussion**	
3.1	**Geotechnical/Geomorphology**	
3.1.1	Mark (Hatch) provided updates on the status of the upcoming geotechnical work. The TRCA work permit for drilling is in hand (Ref #63611). The MX work permit is ongoing.	Info.
3.1.2	Metrolinx is working with FCR to undertake the EA, which Hatch is leading.	
3.2	**Review Times**	
3.2.1	Mark provided an update on the proposed review schedule. Hatch will be formally requesting an expedited review (2 week review) from TRCA. TRCA to try their best to accommodate, however it will depend on staff availability.	Info.
3.2.2	Hatch/MX reinforced the importance of maintaining the Schedule – it is already quite tight. Hatch to communicate the progress of ongoing geotechnical work to TRCA and propose a submission date following the confirmation of drilling. All three reports will be submitted at same time (NER, Geotech and Geomorphology).	Hatch

Melissa Alexander

RE:re
Attachment(s)/Enclosure - Presentation

Minutes of Meeting

H360807

May 11, 2021

First Capital
Park Lawn GO Station

Distribution
Those present +
Metrolinx

TRCA Meeting No. 4

Meeting Date: March 5, 2021

Location: Online

Present: Melissa Alexander, Hatch
Mark Armstrong, Hatch
Alannah Slattery, TRCA
Sharon Lingertat, TRCA

Purpose: To provide a Project update for the new points of contact from the TRCA.

Item		Action By
1.	**Introduction**	
1.1	Melissa initiated introductions. Melissa and Mark (Hatch) went through PowerPoint presentation.	Info.
1.2	Hatch advised that it is a Transit Oriented Communities (TOC) Station, which is developer led, coordinated by Metrolinx.	Info.
1.3	Hatch requested a VPR, however it is not an option for this type of Project. In addition, we requested a 6-week turn-around for review cycles, rather than 9 weeks, per previous discussions.	Info.
1.4	As per previous discussions, regarding the request for 3 submissions – our plan is as follows: Submission 1 – March/April, Submission 2 – TAC (including EPR), Submission 3 - During TPAP if necessary.	Info.

Item		Action By
2.	**Discussion**	
2.1	**Geotechnical/Geomorphology**	
2.1.1	Hatch advised that a geotechnical work plan was submitted to the TRCA as part of the permit to commence work.	Info.
2.2	**Design**	
2.2.1	TRCA requested further details on the platform and whether there are options to reduce the platform. Hatch advised that as part of the EA we asses the worst-case, to assess the effects, and as we progress to detailed design, there may be opportunities to reduce the area of impact.	Info.
2.2.2	Hatch advised that the platform is all within the Metrolinx right-of-way. The slope stability analysis recommends that a rigid wall be constructed to support the platform on the north side, west of Park Lawn Road.	Info.
2.2.3	Hatch advised that the Reports include the Station footprint plus buffer.	Info.

Melissa Alexander

MA:ma
Attachment(s)/Enclosure - Presentation

Minutes of Meeting

H360807

May 20, 2021

First Capital
Park Lawn GO Station

Distribution
Those present + FCR

TRCA Meeting No. 5

Meeting Date: May 18, 2021

Location: Online

Present:
Alannah Slattery, TRCA
Madhi Esmaeili, TRCA Water Resources
Sinthujan Navaratnavel, TRCA Geotech
Gretel Green, Metrolinx
Michelle Louli, Metrolinx
Melissa Alexander, Hatch
Mark Armstrong, Hatch
Charlie Harrison, Hatch
Omer Eissa, Hatch

Purpose: Discussion of Geotechnical Comments related to the Slope Stability Analysis Report

Item		Action By
1.	**Introduction & Safety Share**	
1.1	Mark (Hatch) initiated introductions, and provided a Safety Share.	-
1.2	Note: Draft Response table provided to TRCA in advance of meeting is for discussion purposes only. An updated table will be provided as part of the official response table, the first week of June.	Info.
2.	**Project Background**	
2.1	Hatch provided (May 13 and 14) the draft Geotechnical Report, which was prepared as part of the Station design, as well as the 10% design as requested by TRCA to be able to continue with their first review.	Info.
2.2	Hatch advised that the second submission to TRCA will include the updated Technical Studies to reflect TRCA comments, as well as the draft EPR, including layout of station and project description.	Info.

Item		Action By
2.3	Hatch discussed the various constraints in the study area, including Mimico Creek to the west, and regulation limit, as well as the Gardiner Expressway/light signals to the east. Hatch to provide a summary of the various constraints within the Draft EPR.	Info.
2.4	TRCA asked if there are opportunities to moving the platforms further east. Hatch advised that the concern relates to signals and the associated safety related to sightline distances between the locomotives and the signals. Moving the existing signals to the Gardiner Expressway currently sits with Metrolinx.	Metrolinx
2.5	TRCA to provide an update to Hatch regarding the trails adjacent to Mimico Creek, which are currently shown on the Station layout figure. Knowledge of the timing of implementation would be appreciated as it relates to the overall Station construction.	TRCA
3.	**Discussion - Geotechnical**	
3.1	Toe Wall: Hatch advised that the toe wall is shown on the figures for reference purposes, however was not included in the modelling. TRCA recommended including the erosion from the geomorphology study (5-7 m/100 years), to account for the fact that the toe wall is not there. Section CC – the erosion is not applicable; Section BB – should include the toe-erosion; and Section AA – should include the toe-erosion. Hatch to show erosion back to the bedrock, in order to determine the Long Term Stable Top of Slope (LTSTOP). The LTSTOP is based on the removal of eroded material over 100 years, as well as the 1.4:1 slope for bedrock and 1.8:1 for other surfaces. **Action: Hatch to provide figure showing Stable top of slope on a plan view drawing.**	Hatch
3.2	Friction angle: TRCA accepted Hatch's description of how the friction angle was determined, which is described in Section 4.7, including Table 4-1 and the notes associated with the referenced table.	Hatch
3.3	Slip Thickness: TRCA prefers that the 5 m thickness not be used, as the slip surface will not exit in the exit range. Hatch in disagreement of a factor of safety less than 1. TRCA advised that the 5 m slope failure will result in complete failure, but a 1m thickness – can be addressed through maintenance. Need to be able to determine the amount of soil that will be impacted. TRCA more concerned about the global factor of safety, as it will take out the entire area. The cross-section in the area of the toe-erosion did not account for the stable land. TRCA only concerned about the slip surfaces that interact with the stable slope – to be updated by Hatch. **Action: Hatch to change entry and exit of slip surfaces based on 1 m slip thickness.**	

Item		Action By
3.4	Over the 100 year time span, the tracks are in danger of failing, therefore still need to be protected. Therefore the proposed retaining wall needs to be embedded a suitable distance into bedrock. The toe-wall is to maintain/protect the embankment regardless of the station being there. Proposed retaining wall will protect the proposed construction works. The stable top of slope is between or on the other side of the tracks. Based on the 100 years, it's not stable, therefore ongoing maintenance is required by Metrolinx for the toe-wall. To build this infrastructure, we have to look at a measure that supports the platform, independent of the toe wall/embankment to prevent failure into the creek.	Info.
3.5	LTSTOP: From a planning perspective, the TRCA needs to see the true LTSTOP to prevent slope failure, based on the existing conditions, but ignoring the presence of the existing toe-wall. Hatch to prepare figure of existing conditions, to show the 100 year unmitigated erosion zone. Hatch to show proposed mitigation retraining structure, to carry platform. Hatch to provide stable slope inclination.	Hatch
4.	**Discussion - SWM**	
4.1	Hatch to include design criteria, as well as the City's Green Design Standards in the draft EPR, however the SWM for the Station will not be progressed until detailed design, as part of the O.Reg. 166/06 Application that will be prepared during detailed design.	Info.
4.2	Hatch advised that the retaining wall/platform is outside of the regulatory flood elevation, therefore not taking any storage away from the creek. Cut / fill balance within the jurisdictional limit will be included in the O.Reg. 166/06 submission that will be prepared during detailed design.	Info.
4.3	Metrolinx maintenance and monitoring program will be summarized in the EPR.	Metrolinx
5.	**TPAP Process**	
5.1	Hatch to provide response package first week of June in advance of TAC No. 1 (June 16th), which will include TRCA/City of Toronto in the discussion. Package will include Technical Studies, draft EPR and comment/response table.	Info.
5.2	Purpose of the meeting on May 26th will be to discuss the comments related to the TIP, NER and Living Cities policies.	Info.

Item		Action By
5.3	Hatch advised that three rounds of reviews is not feasible prior to the Notice of Commencement (NoComm). The second round will occur prior to NoComm, however any conversations can continue during the TPAP, while the public is reviewing the material.	Info.
5.4	Hatch to re-send 10% design package.	Hatch

Melissa Alexander

MA:ma

Minutes of Meeting

H360807

May 27, 2021

First Capital
Park Lawn GO Station

Distribution
Those present + FCR

TRCA Meeting No. 6

Meeting Date: May 26, 2021

Location: Online

Present:
Alannah Slattery, TRCA
Sharon Lingertat, Senior Manager, TRCA
Zack Carlan, Senior Planner, TRCA
Jason Solnik, Ecology, TRCA
Colin OMeara, Metrolinx
Gretel Green, Metrolinx
Michelle Louli, Metrolinx
Zakariya Khawaja, Metrolinx
Melissa Alexander, Hatch
Mark Armstrong, Hatch
Charlie Harrison, Hatch
Omer Eissa, Hatch
Sean Stuart, Hatch

Purpose: Discussion of Comments related to NER and TIP

Item		Action By
1.	**Introduction & Safety Share**	
1.1	Mark (Hatch) initiated introductions and reviewed the comment response table related to NER and TIP comments from TRCA, and outlining how the Project Team plans to update the Reports.	-
2.	**Comments**	
2.1	EPR will include a summary of the station itself, as well as a discussion related to the constraints (based on details in IBCs) within the study area, and how the layout was decided upon. EPR also to include concept plan of station, as well as details of the station. The station footprint (orange hatch) allows for some shifting in the platform position, as well as construction staging and access.	Hatch
2.2	TRCA advised that mapping shows top of bank east of Park Lawn Road, and questioned whether there was consideration for where the north station building is located. TRCA to see if mapping has been updated.	TRCA

Item		Action By
2.3	TRCA questioned whether there is an option to shorten the platform and/or pull the platforms away from Mimico Creek. The Business Case reviewed options for shortening the platform. The GO Transit trains operated with the locomotives on the east end of a 12 commuter car consist, with cars numbered 1 through 12 from east to west. The doors on the commuter cars can either be all opened, or cars 1-5 (5 car) or 5-12 (8 car). In either the 5 or 8 car operation the doors would open at the west end of the station. In addition, 8 cars is not sufficient for the station demand. Moving the platforms further to the east is limited by the location of the signals for the crossover tracks located under the Gardiner Expressway. Moving the signals closer to the Gardiner bridge is being reviewed, however the signals must be visible at the locomotives.	Info.
2.4	The standard platform width is 5 metres. Narrowing the platform width requires a variation from the Metrolinx Design Reference Manual. A variance will need to be requested as design progresses. The EPR can commit to requesting the variation with Metrolinx as there is a process for review and approval of variations.	Hatch / Metrolinx
2.5	Section 2 of the EPR will include Living Cities Policies, including those applicable to Infrastructure projects. Hatch to include Policies only in the EPR, not in other Reports (i.e., NER).	Hatch
2.6	TRCA lands to be included on figure showing property requirements, in relation to station footprint. Hatch to ensure these details are included in the EPR Appendix. If property is required from TRCA – these details need to be sorted out prior to finalizing the EPR, so that TRCA has time to complete future investigations.	Hatch
2.7	TRCA to share Manitoba St Beaverdale Road erosion control project – needs to be flagged for future work.	TRCA
2.8	Comment 22 – related to commitments in EPR – these studies will be completed in the Fall 2021, as part of the 30% detailed design. Detailed design to discuss compensation / encroachment studies.	Hatch
2.9	Comment 26 – will be updating mitigation / compensation in EPR / NER / TIP. Metrolinx vegetation guideline to be implemented, while also meeting TRCA compensation. Will work with TRCA related to removals. MX Veg guidelines meets TRCA guidelines.	Hatch

Item		Action By
3.	**Timeline**	
3.1	Hatch currently updating the draft Technical Reports, as well as the Draft EPR, to reflect TRCA comments. Updated material will be shared with TRCA / City of Toronto on June 4th, including comment / response table.	Info.
3.2	TAC Attendees will be able to provide their initial comments on the Reports at TAC 1 – Scheduled for June 17th.	Info.
3.3	TAC Attendees to provide official comments on Reports by July 16th. Project Team to review comments, and outline how they will be addressed, as part of discussion at TAC 2 – tentatively scheduled for first week of August.	Info.
3.4	Notice of Commencement / Public Meeting 2 – planned for August 27. Public and Agencies will have opportunity to review Reports. Project Team will update and issue all Final Reports at Notice of Completion.	Info.

Melissa Alexander

MA:ma

Minutes of Meeting

H360807

July 16, 2020

FCR (Park Lawn) LP
Park Lawn GO Station

Distribution

Those present
Kate Goslett, City of Toronto
Meghan Wong, Metrolinx
Jennifer Arezes, FCR
Melissa Alexander, Hatch

City of Toronto Meeting No. 1

Meeting Date: June 25, 2020

Location: Online

Present:
Shalin Yeboah, City of Toronto
Sarah Phipps, City of Toronto
James Perttula, City of Toronto
Colin O'Meara, Metrolinx
Katie Bright, Metrolinx
Gretel Green, Metrolinx
Mark Armstrong, Hatch
Rachel Eagles, Hatch

Purpose: Project Introduction to City of Toronto

Item		Action By
1.	**Introduction**	
1.1	Project Team introductions from Metrolinx, Hatch and City of Toronto	Info
2.	**Overview**	
2.1	Metrolinx provided a meeting overview and described that the key goal is understanding how the coordination with the City will go moving forward (what is being sent, review times, etc.)	Info
3.	**Presentation**	
3.1	Presentation provided by Hatch (copy attached).	Info

Item		Action By
4.	**Discussion**	
4.1	City of Toronto indicated that there is currently no review process established for reviewing developer-led projects	Info
4.2	Hatch indicated that the intention of the meeting is to discuss the process and potential review times. Metrolinx added that identifying contact points is also important.	Info
4.3	City of Toronto stated that it was their understanding until today that the conversation on review times was with Metrolinx and not Hatch/FCR.	Info
4.4	Metrolinx responded saying that it was a 'yes' and 'no' scenario. Before passing it over to Hatch for further clarification on review times and process, Metrolinx asked to confirm that the flow of approvals will go through TWO and the City team.	Info
4.5	City of Toronto confirmed that engagement and document reviews would go through Shalin Yeboah's team.	Info
4.6	Hatch described the review process and the relationship between Hatch, Metrolinx and FCR for further clarification.	Info
4.7	City of Toronto indicated that the conversation is required between the City and FCR (and potentially Hatch).	Info
4.8	Hatch to set up a call with FCR and the City of Toronto the week of July 6, 2020. This date should provide the City with enough time to set up a review process to comply with EA timelines.	Hatch
4.9	Hatch asked if it was possible to discuss potential timelines for review and asked that documents be reviewed within the 6 week turnaround window that is similar to the agreement between Metrolinx and the City.	Info
4.10	The City agreed that a 6 week turnaround time seemed reasonable.	Info
4.11	Hatch stated that on past TPAP's there have been TAC meetings to review the project, review the technical studies and review comments. For the 2150 Lakeshore property and the TMP there have been discussions with City of Toronto Strategic Initiatives, Policy & Analysis.	Info
4.12	City of Toronto indicated that its standard practice to have a committee and it would need to match the timeline for the project. They suggested that TAC meetings are helpful to have people frame their reviews more effectively.	Info

Item		Action By
4.13	Hatch to set up a TAC Meeting in advance of report submissions to the City currently planned for late August 2020.	Hatch
4.14	City of Toronto to identify members that would like to be involved in the TAC.	City of Toronto
4.15	City of Toronto stated that the same people on 2150 Lakeshore Boulevard would be on the TAC for the Park Lawn GO Station for consistency.	Info
4.16	City of Toronto indicated that a discussion with Metrolinx is needed moving forward regarding the review process and developer-led projects.	Info
4.17	Metrolinx noted the City's comments and indicated they would take these back to the Project Sponsors office.	Metrolinx

Mark Armstrong

MA:rg
Attachment(s)/Enclosure - Presentation

HATCH

Minutes of Meeting

H360807

July 24, 2020

FCR (Park Lawn) LP
Park Lawn GO Station

Distribution

Those present
James Perttula, City of Toronto
Jennifer Arezes, FCR (Park Lawn) LP

City of Toronto Meeting #2

Meeting Date: July 24, 2020

Location: Online

Present: Greg Tokarz, City of Toronto
Shalin Yeboah, City of Toronto
Mark Armstrong, Hatch
Melissa Alexander, Hatch
Rachel Eagles, Hatch

Purpose: Agreement Discussion with City of Toronto

Item		Action By
1.	**Introduction**	
1.1	Introductions provided by City of Toronto and Hatch.	Info.
2.	**Discussion**	
2.1.1	City of Toronto confirmed they would have interest reviewing all 8 technical studies.	Info.
2.1.2	Hatch outlined the differences between a Transportation Brief and a Traffic Impact Assessment and indicated that a transportation brief would be completed since the projected change in the peak hours is projected to be less than 100 vehicles per hour.	Info.
2.1.3	City of Toronto suggested to assess not only cars, but traffic related to all forms of transportation. Hatch confirmed that active transportation is assessed for existing and future conditions in the Transportation Brief.	Info.

Item		Action By
2.1.4	Hatch indicated the need for a call regarding the Transportation Brief. City of Toronto indicated that Transportation Services and City Planning (with same staff as 2150 Lakeshore property) should be included in the call.	Info.
2.1.5	City of Toronto to send contact information for those who should attend transportation meeting.	City of Toronto
2.1.6	Hatch requested contact details for all people reviewing the other technical studies, so a Technical Advisory Committee can be scheduled. City of Toronto to send contact details for technical reviewers.	City of Toronto
2.1.7	Hatch explained that ongoing meetings are occurring with TRCA for development in Regulated Areas.	Info.
2.1.8	Hatch outlined the TPAP Schedule and informed the City of a proposed TAC meeting in September. Following the TAC meeting, the 90% studies would be released to the City and other agencies for review.	Info.
2.1.9	Hatch requested a five week turnaround time similar to the Metrolinx agreement; City of Toronto advised that it is a 30 business day review.	Hatch
2.1.10	Hatch explained that a second TAC Meeting in October could be held for reviewing comments and explaining how they will be integrated, depending on the nature of the comments received, into the final technical studies.	Info.
2.1.11	Hatch to take 30 day review period back to inform the updates to the project schedule. Hatch will use them to set dates in the schedule.	Hatch
2.1.12	Hatch confirmed that Teams meetings will continue to be used for upcoming meetings due to COVID - City of Toronto agreed.	Info.
2.1.13	City of Toronto indicated they have not discussed an agreement between FCR and the City. Once the schedule is refined, the Metrolinx template may be able to be used, however City of Toronto to confirm whether they have the authority right now through the Metrolinx agreement, or if they need to seek new Authority through a City Council meeting on September 30, 2020.	City of Toronto
2.1.14	City of Toronto indicated that payment terms would need to be set up following the discussion regarding the agreement authority.	Info.
2.1.15	City of Toronto indicated that everything needs to be delayed until next week when it is determined whether a council meeting is required and an agreement is set up (including meeting for Transportation Brief)	Info.
2.1.16	Meeting next week scheduled for Thursday, July 30 at 10am to discuss the agreement. Hatch to send meeting invite.	Hatch

Item		Action By
2.1.17	Hatch to share Presentations and Meeting Minutes with City of Toronto	Hatch

Rachel Eagles

RE:re
Attachment(s)/Enclosure - Presentation

Minutes of Meeting

H360807

April 22, 2021

FCR (Park Lawn) LP
Park Lawn GO Station

Distribution
Those present
Jodi Shpigel, FCR
Meruyert Kairatkyzy, Hatch

City of Toronto Meeting No. 3

Meeting Date: April 21, 2021

Location: Online

Present:
Edna Cuvin, City of Toronto
Eric Mann, City of Toronto
David Brutto, City of Toronto
Colin O'Meara, Metrolinx
Gretel Green, Metrolinx
Ana Carrillo, Metrolinx
Zakariya Khawaja, Metrolinx
Mark Armstrong, Hatch
Melissa Alexander, Hatch
Rachel Eagles, Hatch

Purpose: City of Toronto - Project Update

Item		Action By
1.	**Introduction**	
1.1	Hatch welcomed everyone and initiated introductions. Edna advised that she oversees stations and strategic initiatives, Park Lawn is within her program of Stations.	Info
1.2	Hatch walked through a brief presentation (attached), outlining the project background, study area, preliminary concept plan, technical studies and proposed schedule.	
2.	**Coordination**	
2.1	City of Toronto advised that the Transit Expansion Office (TEO) will be the single point of contact for the Project. Eric Mann specifically will be leading it from TEO's side. TEO will coordinate the efforts from the Subject Matter Experts on their side. The City advised that they have an upcoming internal meeting to discuss the process going forward.	Info

Item		Action By
2.2	Edna advised that the City recognizes the need for internal coordination, especially related to technical studies. There is a new group being created at the City to review technical studies, including those prepared by the TPAP.	Info
3.	**WORF**	
3.1	Gretel to share an example of an existing WORF that has been used previously with the TRCA. Metrolinx outlined that invoices will flow from the City through Metrolinx to Hatch/FCR.	Metrolinx
3.2	Eric to review the form and prepare the estimate.	City
3.3	City to confirm a 30-day review period for technical studies. City confirmed they are ok to progress with their level of effort without a signed WORF given tight EA Schedule.	City
4.	**TAC**	
4.1	Eric will be point of contact related to TAC invitation and will share with those required from the City.	City
4.2	Hatch to reach out with City regarding possible dates for the TAC.	Hatch
5.	**Other**	
5.1	Eric requested update on the 10% design of station. Hatch confirmed (post meeting) that the draft 10% design was shared with the City on Nov. 1, 2020. Hatch will include an update on ongoing adjacent studies in the TAC presentation material.	Hatch
5.2	Eric to follow-up with Greg and Brian from the City regarding comments on the Transportation Brief work plan, which was shared in 2020.	City
5.3	City questioned which Technical Studies may be of concern to the City. Metrolinx outlined that Archaeology and Cultural Heritage had no potential impacts. Hatch outlined that Transportation and Socio-Economic studies were completed by the same firms that completed those for the 2150 Lake Shore Development Project.	Info
5.4	As part of the technical studies and draft EPR Hatch will share a comment tracking table with the City for each of the technical studies to summarize their comments. The use of the comment tracking table will be reviewed as part of the TAC.	Hatch

Melissa Alexander

Attachment(s)/Enclosure - Presentation

Minutes of Meeting

H360807

April 30, 2021

FCR (Park Lawn)
Park Lawn GO Station

Distribution
Those present
Jodi Shpigel, FCR
Gretel Green, Metrolinx

City of Toronto Meeting No. 4

Meeting Date: April 29, 2021

Location: Online

Present: Edna Cuvin, City of Toronto
Eric Mann, City of Toronto
Brian Anders, City of Toronto
Melissa Alexander, Hatch
Mark Armstrong, Hatch

Purpose: City of Toronto Meeting No. 4

Item		Action By
1.	**Schedule**	
1.1	City advised that their proposed schedule which was shared was based on other Projects that they have been involved with.	Info
1.2	City requested receiving Technical Studies 1-2 weeks in advance of TAC, so that City reviewers can have a review the headings to ensure that there are no gaps in the Reports. These are the same Reports that the City will review as part of the 30-calendar day review, following TAC 1. Hatch to review opportunity to push TAC out a week, in order to accommodate this initial review.	Info / Hatch
1.3	City recommended that a separate TAC be held for each of City of Toronto/TTC; MECP and TRCA. Too many people can make it an ineffective process.	Hatch
1.4	Hatch to share potential TAC dates with City of Toronto by end of first week of May, to have it in calendars.	Hatch

Item		Action By
1.5	Hatch outlined the review process of comments. City to provide comments on technical studies by July 16th; Hatch will triage the comments into 1 – will comply; 2 – discuss/clarification; and 3 – not applicable. The comment/responses will be discussed with Project Team (FCR and Metrolinx) prior to meeting with City again at TAC 2.	Info.
1.6	Hatch to consider TAC 2 to be held last week of July (26th), given upcoming vacations for City of Toronto staff.	Hatch
1.7	Hatch recommends that the Reports shared with TAC be the same ones shared with the public at the start the TPAP, however Hatch will outline in the comment/response tracking table how the comment will be addressed (as appropriate) in both Technical Reports and EPR at TAC 2. This will provide time to continue the discussion during the TPAP, and provide Hatch with the opportunity to make the necessary changes to the applicable Report(s) prior to Notice of Completion. The only issue will be show stoppers, which will be flagged at TAC 2 (if there are any).	Info.
1.8	City requested that design accompany the Reports for reference, to help inform the planning approvals, and help integrate with the site plan review. Hatch advised that the EA is only based on the 10% design layout, and the details related to planning approvals/site plan review have their own timeline, as they are outside of the TPAP.	Info.
1.9	Hatch advised that mitigation measures from the TPAP are being carried forward into the 30, 60 and 90% design submissions. Hatch to follow-up on SPA status with design team.	Hatch
1.10	Public Meeting 2 to be held online over a two-week period (late August to early September 2021). There will be a coordinated Notice of Commencement / Public Meeting 2 notice. The Technical Reports and Public Meeting material will all be posted on the same day the Notice is posted.	Info.
1.11	90-day TPAP being proposed, rather than 120-day. City doesn't see any issues with shorter TPAP period.	Info.
1.12	Hatch to mark-up of schedule and share with City based on discussions.	Hatch
2.	**Work Plans**	
2.1	City to provide comments on Transportation Brief Work Plan. Author of Transportation Brief, also authored TTIA for 2150 ZBA submission for, and has been checking in with the City regarding the ongoing TMP.	City

Melissa Alexander

MA:ma

Minutes of Meeting

H360807

June 24, 2021

First Capital
Park Lawn GO Station

Distribution
Those present + FCR

TAC Meeting No. 1

Meeting Date: June 17, 2021

Location: Online

Present:	Hatch	Melissa Alexander	Izabela Jasiak
		Mark Armstrong	Alun Lloyd
		Sean Stuart	Luke Richardson
		Omer Eissa	
	Metrolinx (MX)	Gretel Green	Michelle Louli
		Colin O'Meara	Zakariya Khawaja
			Ana Carillo
	TRCA	Alannah Slattery	Sinthujan Navaratnavel
		Jason Solnik	
	City of Toronto (CoT)	Anita Sparre	Kellie Spence
		Beth McEwen	Lisa Carson
		Brano Satkunathasan	Luigi Nicolucci
		Brian Anders	Marco Bertoia
		Cherilyn Silvestri	Matthew Davis
		Dave Hunter	Matthew Marchand
		Edna Cuvin	Michael Hain
		Eric Beales	Nadeem Paracha
		Eric Mann	Ramona Mirtorabi
		Garwin Tom	Sabrina Salatino
		Greg Mas	Tayo Apampa
		Greg Tokarz	Chris Tuskey
		Ivana Tasic	Tina Fernandes
		Jane Weninger	Tyler Grassi
		John Lam	
		Josh Bassett	
	TTC	AJ Takarabe	
		Kristjan Naelapea	
		Mahdi Esmaeili	

Purpose: TAC No. 1

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview** Melissa Alexander (Hatch) introduced the purpose of the meeting and provided an overview of the project. The purpose of the meeting is to provide a general overview of the technical studies that were prepared as part of the Park Lawn GO Station Environmental Assessment. Eric Mann provided an introduction on behalf of the City of Toronto. Following this meeting, a 30-calendar day agency review period will begin.	Info.
1.2	Melissa walked through the meeting agenda. All comments received will be part of a meeting tracking table (attached). Melissa noted that the presentation is being recorded. Melissa and Mark Armstrong (Hatch) introduced an overview of the project, existing conditions within the project limits, findings of technical studies, and impact assessment results. The PowerPoint presentation is attached.	Info.
1.3	Colin O'Meara is Transit Oriented Communities (TOC) sponsor from Metrolinx. He provided the origin of the Metrolinx TOC Program' and its purpose in the context of the Park Lawn project.	Info.
1.4	Key dates are as follows: Notice of Completion of the EPR is planned for November 2021, followed by a 30-day public review period of the Environment Project Report (EPR) ending in December 2021, and a Statement of Completion of the TPAP in January 2022.	Info.
1.5	Land Acknowledgement - Melissa provided a land acknowledgement to recognize the traditional territory of many nations, including the Mississaugas of the Credit, the Anishinaabe, the Haudenosaunee, and the Wendat peoples.	Info.

Item		Action By
2.	**Safety Share** Melissa Alexander presented a safety share on fire pit safety.	Info
3.	**Part 1**	Info
3.1	**Cultural Heritage and Archaeology** Melissa presented the archaeological and cultural heritage findings. The only built heritage cultural resource in this area is the Christie Water Tower, and no direct or indirect impacts are anticipated. The Stage 1AA indicates there is no archaeological potential in this area. The report has been shared with the Indigenous Nations for comment.	
3.2	**Discussion**	
3.2.1	Discussion – see Comment/Response table attached.	
4.	**Part 2**	Info
4.1	**Natural Heritage, Terrestrial, Tree Inventory, Geomorphology, and Slope Stability** Mark provided an overview of the natural heritage study findings, the terrestrial work, the tree inventory findings, geomorphology and slope stability assessment findings. During detailed design, Hatch/MX will be consulting with TRCA and CoT about detailed compensation and revegetation plans.	
4.1.1	Discussion – See comment/response table attached.	
5.	**Part 3**	
5.1	**Transportation Brief, Socio-Economic and Land Use, Air Quality and Noise and Vibration** Melissa presented transportation findings, summarized socio-economic and land use details, air quality and noise and vibration findings and impact assessment.	
5.1.1	Discussion – see comment/response table attached.	Info

Item		Action By
5.1.2	CoT stated that PUDO facilities are contrary to Official Plan. CoT confirmed that there are a number of areas in the City where PUDO facilities are provided on public road systems. However, CoT is conscious of the impacts that these facilities may have on the operations of the roadways. CoT noted that [negative] impacts are most commonly observed when PUDO facilities are in inappropriate locations or are not of sufficient size. Generally, CoT noted that providing the PUDOs leads to an increase in use and creates more trips. It is CoT's preference to use in-street infrastructure for things such as active transportation and transit facilities rather than car activities.	Info.
6.	**Conclusion**	
6.1.1	Hatch/MX noted that the second TAC meeting is being planned for the first week of August. Comments to be provided by July 19th by the City of Toronto and the TRCA. Hatch/MX requested that reviewers note the specific section and page they are referring to in their comment logs.	Info.

Izabela Jasiak

ij:ij

Attachments: TAC No. 1 Presentation
Comment/Response Table

Attendance Confirmation

Hatch	City of Toronto	
• Melissa Alexander – Project Manager • Mark Armstrong – Project Director • Sean Stuart – Ecologist • Izabela Jasiak – Coordinator • Omer Eissa – Geotechnical • Alun Lloyd (BA) – Transportation	Transit Expansion • Eric Mann • Anita Sparre • Marco Bertoia Transportation Planning • Greg Tokarz • Joshua Bassett • Brian Anders Community Planning / Heritage • Sabrina Salatino • Daniel de Moissac • Eric Beales Parks, Forestry & Red • Tina (PRK) Fernandes • Lisa Carson • Ramona Mirtorabi	Bridges, Structures and Expressways • John Lam • Jackson Lee • Ivana Tasic - Utility • Garvin Tom – Transit Infrastructure Strategic Initiatives • Corwin Cambray Other • Sean O'Connell • Jane Weninger – City Planning • Nadeem Paracha – Transit Review • Brano Satkunathasan • Tayo Apampa • Cherilyn Silvestri
Metrolinx	**TRCA**	
• Gretel Green • Colin O'Meara • Michelle Louli • Zakariya Khawaja • Ana Carrillo	• Alannah Slattery • Sinthujan Navaratnavel • Jason Solnik • Madhi Esmaeili	

FIRST CAPITAL



FIRST CAPITAL

June 17, 2021

Technical Advisory Committee Meeting

No. 1

Park Lawn GO Station



Land Acknowledgement

Safety Share – Fire Pit Safety

- Check your municipality before having a bonfire to ensure there are no fire bans
- Wet the area around the fire pit, including overhanging trees and bushes
- Ensure there are rocks around the fire pit to outline the area
- Never leave an active fire unattended
- Ensure all fuel sources are kept back from the pit (i.e., logs, paper, sticks, etc.)
- Have a bucket of water and/or hose handy
- Fully saturate fire when done



FIRST CAPITAL

TECHNICAL ADVISORY COMMITTEE #1

- Part 1: 9:00am to 9:30am
  - City of Toronto Welcome
  - Land Acknowledgement & Safety Share
  - Rules of Engagement
  - Park Lawn GO Station Overview
  - Review process
  - Cultural Heritage & Archaeology
- Part 2: 9:35am to 10:35am
  - Natural Heritage / TIP / Geomorphology / Slope Stability
- Part 3: 10:40am to 11:40am
  - Transportation / Socio-Economic / Air Quality / Noise and Vibration
- Closing Remarks & Next Steps



FIRST CAPITAL

Rules of Engagement

- Presentation has been split up into 3 segments
- Introduce yourself and ask your questions at the end of each segment
- Comments will be tracked
- Be respectful (Internet glitches, etc.)
- Session will be recorded

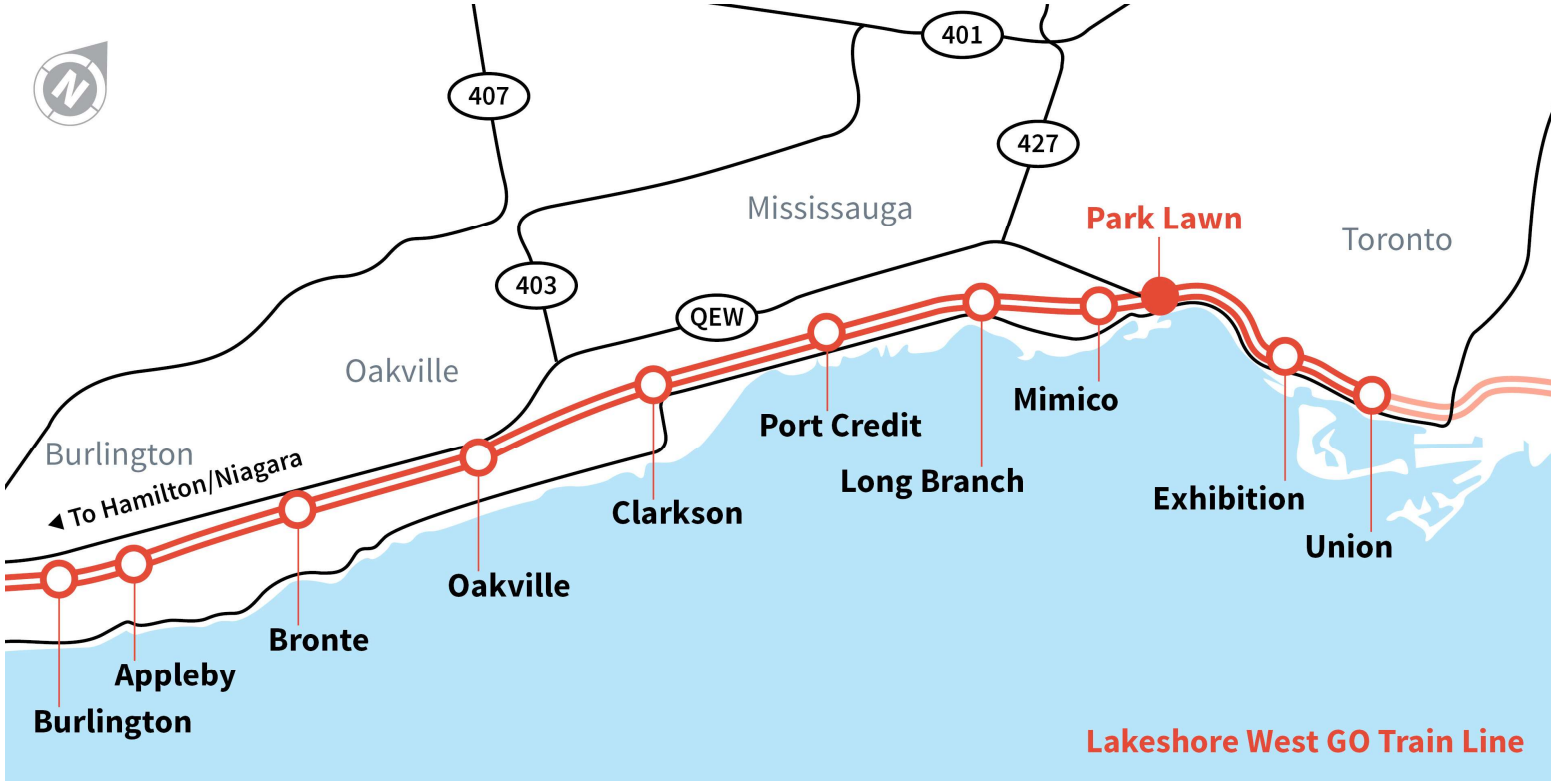
PARK LAWN GO STATION – PROJECT OVERVIEW

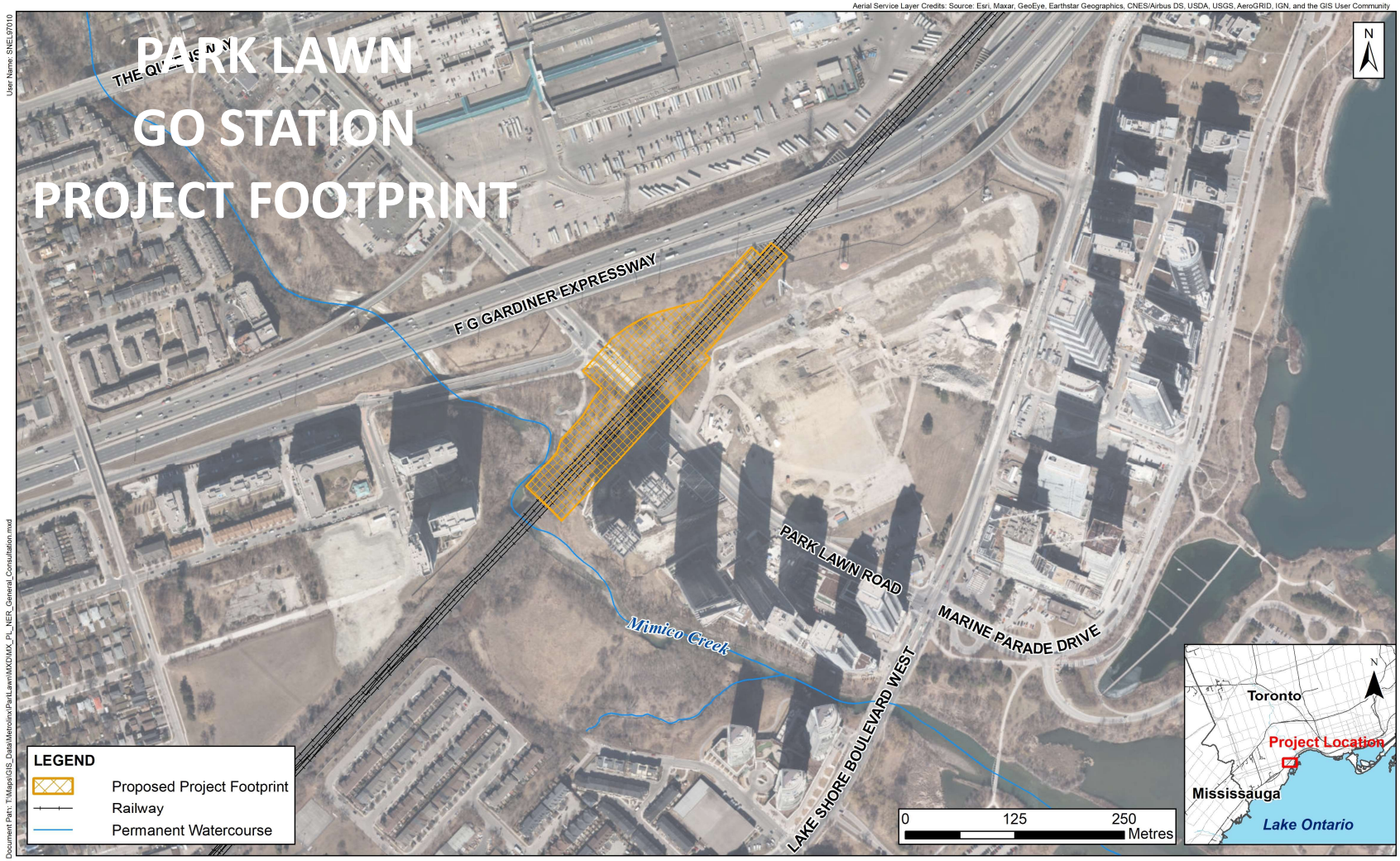
- First Capital REIT has proposed a new GO Station to be located along the Lakeshore West Rail Corridor, between Mimico and Exhibition Stations
- The new proposed GO Station would complement First Capital's proposed 2150 Lake Shore Blvd. W. transit-oriented mixed-use development
- GO Transit currently operates train services along the Lakeshore West Corridor, from Union Station in Toronto to Niagara Falls and West Harbour in Hamilton
- An Environmental Assessment is underway following the Transit Project Assessment Process (TPAP), as prescribed in O. Reg. 231/08 under the Environmental Assessment Act; currently in Pre-TPAP planning and consultation
- 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



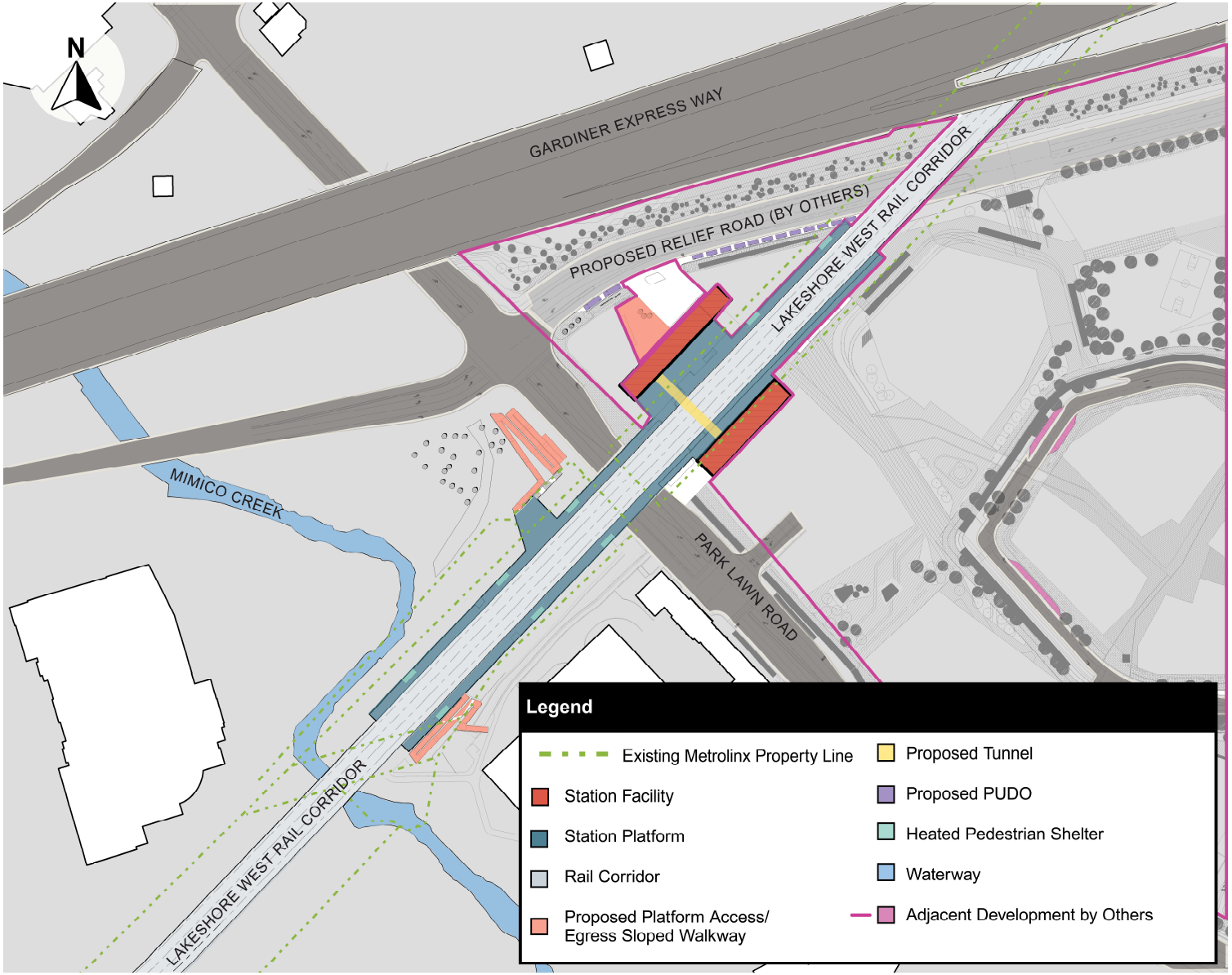
FIRST CAPITAL

PARK LAWN GO STATION LAKESHORE WEST CORRIDOR

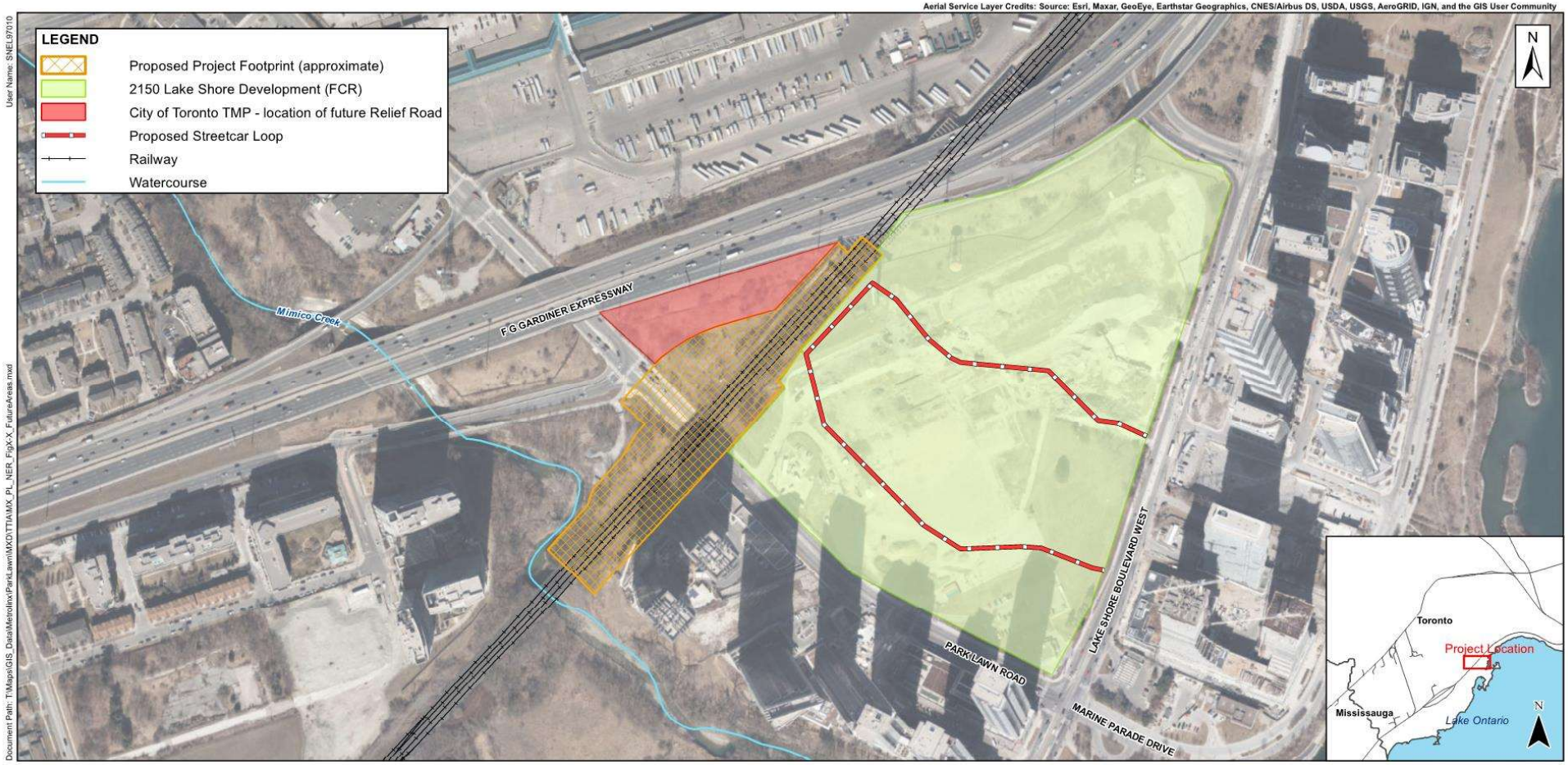



PARK LAWN
GO STATION
PROJECT FOOTPRINT
Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
User Name: SNEL97010
Document Path: T:\Maps\GIS_Data\Metrolinx\ParkLawn\MXD\MX_PL_NER_General_Consultation.mxd
N
F G GARDINER EXPRESSWAY
PARK LAWN ROAD
MARINE PARADE DRIVE
LAKE SHORE BOULEVARD WEST
Mimico Creek
LEGEND
Proposed Project Footprint
Railway
Permanent Watercourse
0
125
250
Metres
Toronto
Project Location
Mississauga
Lake Ontario

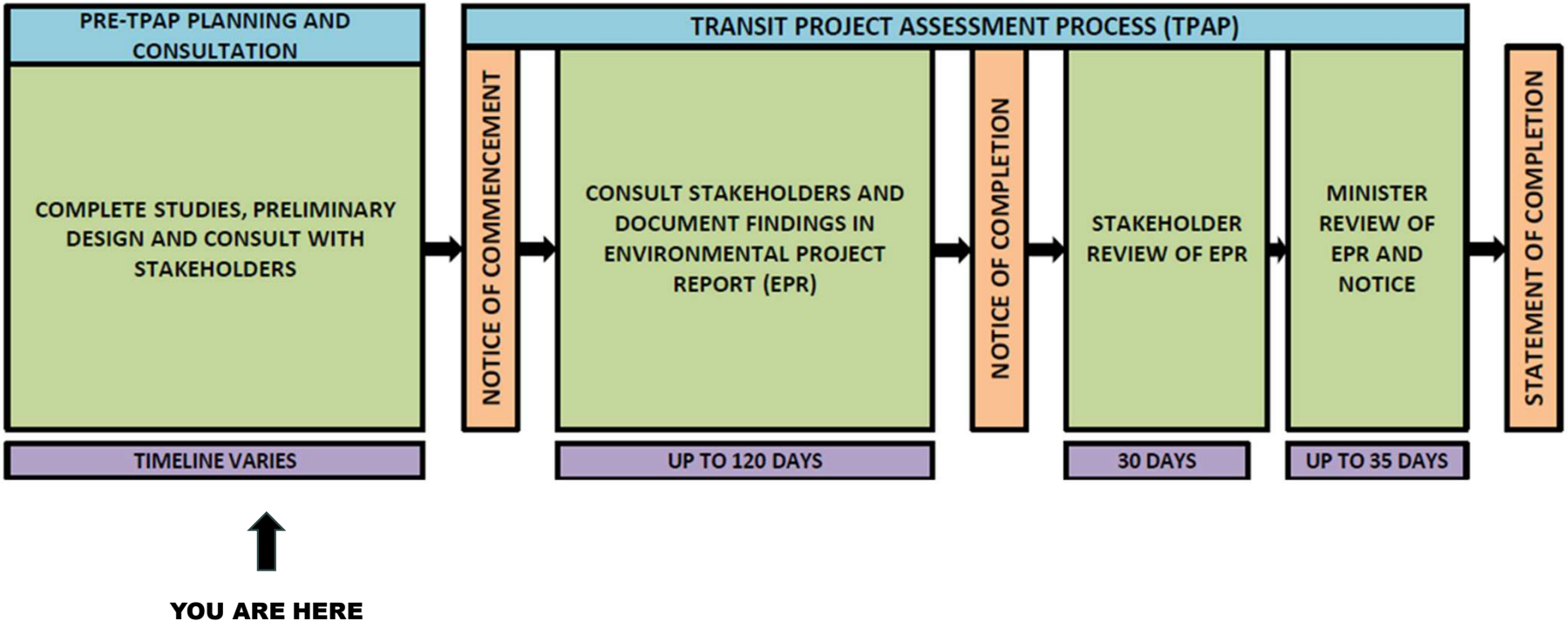
PARK LAWN GO STATION CONCEPT PLAN



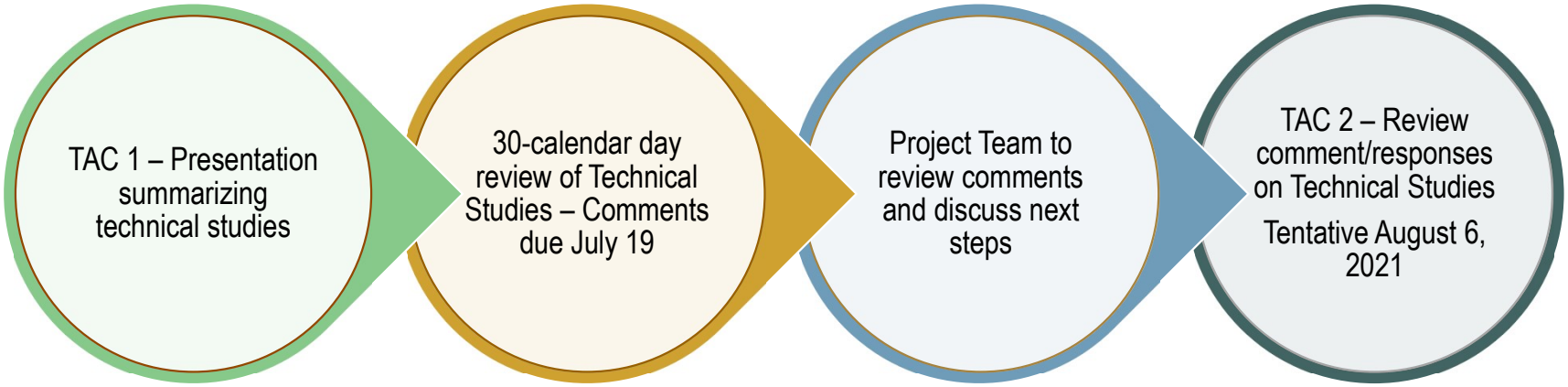
ONGOING STUDIES



TRANSIT PROJECT ASSESSMENT PROCESS



AGENCY REVIEW PROCESS



KEY DATES


Notice of Study Commencement of the TPAP & Public Meeting #2 (Aug-Sep 2021)
Notice of Study Completion of the EPR
(November 2021)
30-Day Public Review of Environmental Project Report (December 2021)
35-Day Minister Review (January 2022)
Statement of Completion of the TPAP (January 2022)

WHAT ARE WE ASSESSING?

- Existing environmental conditions and significance of specific features has been evaluated
- Potential effects of the Project on these features have been identified and documented
- Appropriate mitigation measures, compensation, monitoring strategies and future studies will be recommended

Built Heritage
Cultural Heritage Landscape
Archaeology

Natural Heritage
Tree Inventory Plan
Geomorphology
Slope Stability

Transportation
Socio-Economic
Air Quality
Noise and Vibration

FIRST CAPITAL



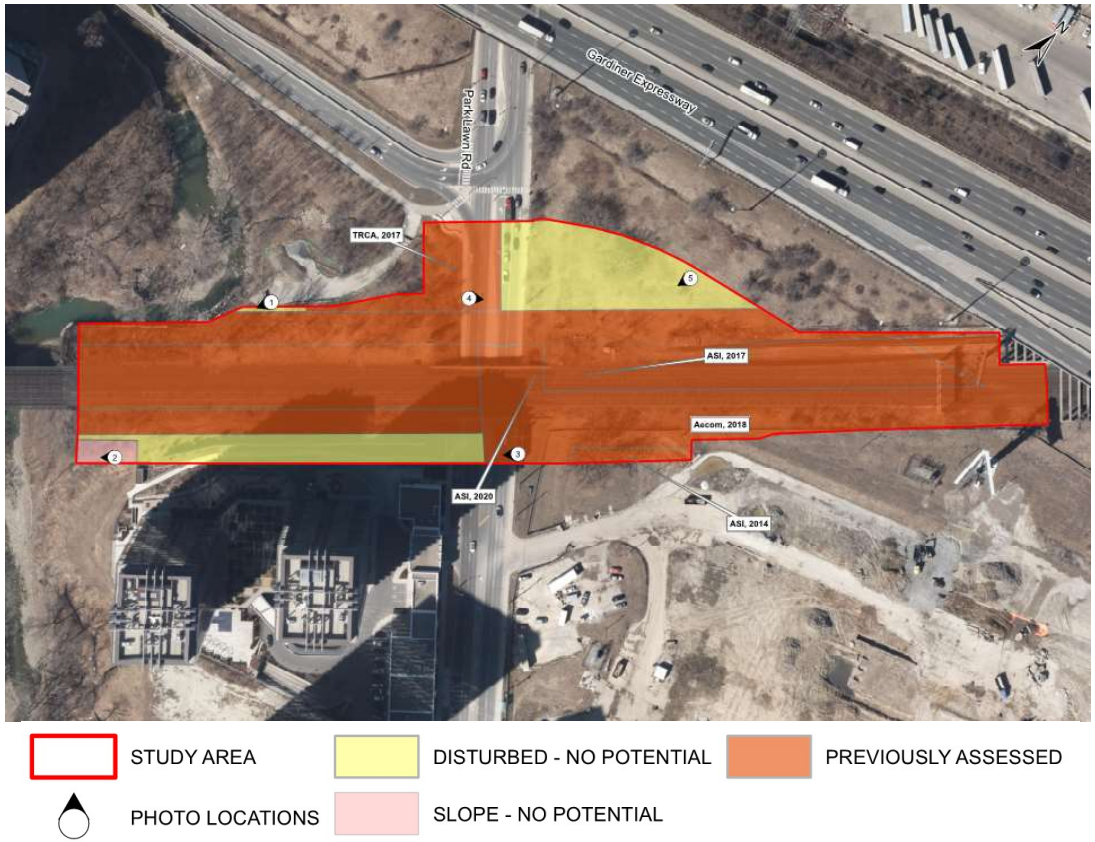
CULTURAL ENVIRONMENT
BUILT HERITAGE

Cultural Heritage Impact Assessment Findings

- No designated properties within or adjacent to the Study Area
- No recognized provincial heritage properties are within or adjacent to the Study Area
- No heritage conservation easements within or adjacent to the Study Area
- One Built Heritage Resource was identified:
  - BHR-01: Christie Water Tower
- No direct impacts or indirect impacts are anticipated:
  - Given that the water tower is over 50 metres from the project footprint, no vibration impacts from construction activities are anticipated
  - In addition, the Park Lawn GO Station will not impact views to the water tower from the Gardiner Expressway or the Lakeshore West rail corridor
- The Christie Water Tower is proposed to be relocated within the adjacent 2150 Lakeshore Development Project

CULTURAL ENVIRONMENT ARCHAEOLOGY

- Study Area has Archaeological potential:
  - Previously identified archaeological sites located within 1km of the Study Area
  - Water sources: Mimico Creek, Lake Ontario
  - Early historic transportation routes
  - Proximity to early settlements (Mimico)
- Potential for the identification of Indigenous and Euro-Canadian archaeological resources
- Majority of Project Footprint previously assessed between 2013 and 2020 with no archaeological potential
- Property Inspection determined that areas which had not been previously assessed do not retain archaeological potential; no further survey required
- Report shared with Indigenous Nations for comment, prior to Registration with the MHSTCI



Discussion

Part 2

- Natural Heritage
- Tree Inventory Plan
- Geomorphology
- Slope Stability

NATURAL ENVIRONMENT
Aquatic

Aquatic Habitat

- Mimico Creek Watershed
- Mimico Creek bisects the Study Area and continues to the southeast before discharging into Lake Ontario
- Habitat suitable to support warmwater tolerant species
- Many of the species that prefer lake habitats (i.e., Black Crappie, Freshwater Drum, White Bass) are likely moving between Lake Ontario and habitat in Mimico Creek
- The riffles with cobble substrates likely provide spawning habitat for minnow and sucker species

Species at Risk

- American Eel has the potential to be present within Mimico Creek





NATURAL ENVIRONMENT
Terrestrial

Terrestrial Habitat

- No SAR plants or vegetation communities
- 23 distinct ecological and anthropogenic units (cultural woodlands, cultural meadows, forests, transportation corridors and open aquatic environments (Mimico Creek))
- 42 species of birds
- No amphibians or reptiles observed
- Various mammals accustomed to urbanized settings

Species at Risk

Bank Swallow and Barn Swallows (Threatened)

- Confirmed to be foraging on site
- No critical habitat was observed within the Study Area

SAR Bats (Endangered):

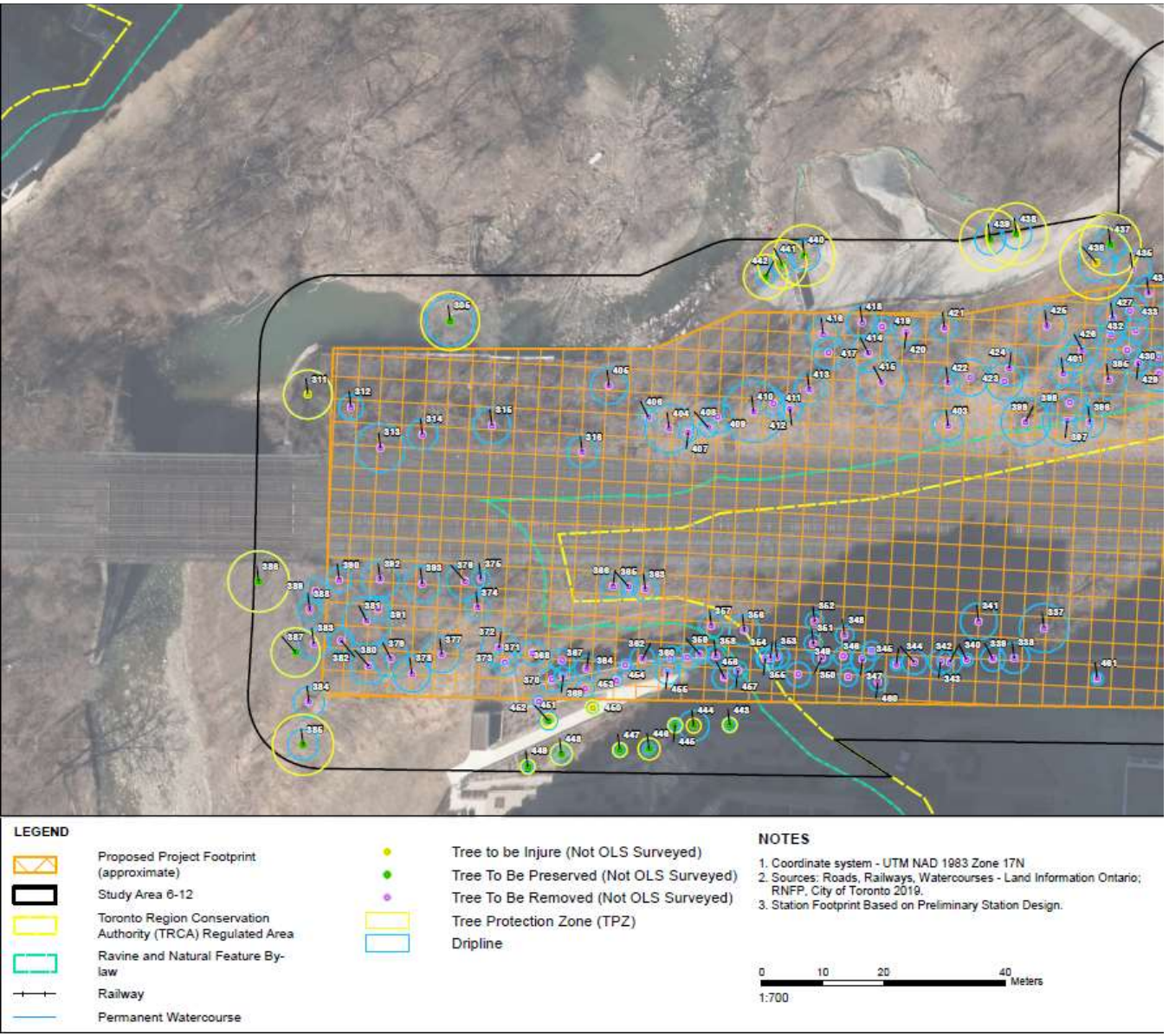
- 38 potential bat snags identified within the Study Area
  - 4 potential bat snags identified in Project Footprint
- Previous acoustic monitoring studies suggest that the area has low bat activity with no history of SAR Bats, however the four endangered bat species in Ontario have the potential to utilize the Study Area



NATURAL ENVIRONMENT

EFFECTS AND MITIGATION

Component	Potential Effect	Mitigation
Soils	Erosion, Compaction, Drainage Alterations	• A Soil Management Plan (SMP) will be prepared by a Qualified Professional • The ESC measures will be implemented prior to Project construction and maintained during the construction phase
Aquatic Environment and Watercourses	Loss of aquatic and riparian habitat, water quality degradation and flow alterations within Mimico Creek	• ESC measures in accordance with TRCA 2019 ESC Guide will reduce impacts to habitat and hydrological features • In water work will take place outside of the sensitive timing window for warmwater fish species • If in-water work will occur during construction, the area will be isolated using cofferdams and dewatered in accordance with a Dewatering Plan prepared during detailed design • Fish removals will be conducted by qualified biologists in isolated areas prior to dewatering • Restore creek bank following construction with native riparian species
Vegetation	Loss of vegetation communities Proliferation of Invasive Species	• Loss of Vegetation Communities: A Vegetation Management Plan shall be developed to identify site specific vegetation management including the delineation of vegetation removal zones, timing restrictions, revegetation protocols and other mitigation measures • Invasive Species: thorough cleaning of equipment, the use of approved seed mixes for revegetation and the proper stockpiling and removal of soils
Birds	Destruction of nests and habitat during tree clearing activities	• Vegetation will be removed outside of the breeding bird window between September 1 and March 31 of any given year. If vegetation must be removed during the breeding bird timing window, nesting activity searches will be conducted by a qualified Ecologist/Avian Biologist • If an active nest is observed a buffer will be applied and removal will be not permitted until the young have fledged from the nest
Herpetofauna and Mammals	Habitat loss	• The site shall be swept prior to each day to ensure no mammals or herpetofauna are found within the construction limits • Exclusionary fencing shall be installed to eliminate access to the project area in advance of construction
Species at Risk	Loss of Habitat Injury/Loss of Life	• During the detailed design phase, the Park Lawn GO Station construction (including pre-construction land clearing) will be designed to avoid the loss of any Confirmed Habitat of Endangered or Threatened Species to the extent possible. Timing windows for any necessary removal of any confirmed Endangered or Threatened Species habitat will be developed



Tree Inventory Plan Inventory Results

- Study Area: 6 m for City of Toronto, private and public lands and 12 m for TRCA and RNFP regulated lands
- A total of 207 individual trees were assessed
- Stem counts for vegetation under 10 cm DBH were completed in the TRCA Regulated Areas
- During the field investigation, a screening was undertaken for any woody vegetative SAR:
  - One planted Kentucky Coffee Tree was observed; no other woody vegetative SAR were observed

FIRST CAPITAL



Tree Inventory Plan
Assessment Results

- It is anticipated that:
  - 183 trees may be removed
  - 3 trees may be injured
  - 21 trees may be preserved
- Metrolinx Vegetation Guidelines and City RNFP requirements will be applied
- As design progresses, efforts will be made to reduce tree removal.
- Where permits are required on City of Toronto or private property lands, First Capital will work with stakeholders to obtain the necessary permits and approvals

Mitigation

- Construction timing, tree protection measures (Tree Protection Zone barriers), and preservation, proper pruning practices, construction monitoring and reporting, woody material removal and wildlife management
- Consultation with TRCA and the City of Toronto during detailed design to identify compensation based upon existing guidelines and By-laws
- Detailed restoration and compensation plans will be prepared prior to construction

FIRST CAPITAL

FLUVIAL GEOMORPHOLOGY

Effects Assessment – Key Features

- Upstream has been fully hardened using concrete beneath the Gardiner bridge
- Scour hole immediately downstream of concrete channel
- Meander bend further downstream with an armoured bank and concrete retaining wall
- Deep scour pool adjacent to the retaining wall

Assessment

- Rapid Geomorphic Assessment identified Mimico Creek as “Transitional” due to the erosion on the east bank and in the scour pool alongside the slumping armourstone
- Rapid Stream Assessment Technique investigation – Mimico Creek assessed as “Good” due to lack of sediment deposits, good riparian buffer and channel diversity
- Without mitigation (no armour) – bank to move 5.8 m/100 years
- Assuming the retaining wall is placed on solid foundation and maintained indefinitely, the creek should move 0 m/year

Recommendation

- Continue to monitor the existing concrete and armourstone retaining walls





SLOPE STABILITY
TRCA HAZARD LANDS

- Three boreholes advanced west of Park Lawn Road
- The existing retaining wall at the toe of the western extent of the railway embankment was repaired in 2017; per TRCA it cannot be relied upon to support the slope over the design life of the proposed passenger platform
- The slope stability assessment indicates additional support and mitigation are required to improve stability
- Construction of a new rigid retaining wall recommended; the loss of the existing retaining wall is expected to be negligible and would have no impact on the stability of the proposed passenger platform

Maintenance and Monitoring

- Site grading should be designed to divert all surface run-off away from the existing tracks and to reduce the saturation of the foundation materials
- Vegetation cover and tree roots on the existing slopes should be maintained to minimize soil erosion at the slope surface
- Positive surface drainage should be provided to collect surface run-off and divert water away from the Site
- Any standing water, ponding and saturated soil conditions should be avoided to minimize the risk of embankment settlement

FIRST CAPITAL

Discussion

Part 3

- Transportation Brief
- Socio-Economic and Land Use
- Air Quality
- Noise and Vibration

TRANSPORTATION EXISTING CONDITIONS

- Area road network currently operating within theoretical capacity; a number of intersections/movements are in high demand
- Bicycle infrastructure in the area includes a number of off-road trails; on-road facilities are limited
- Utilization of the TTC services vary - streetcar services in highest demand
- Pedestrian infrastructure: sidewalks along both sides of key roads in the area, with signalized intersections providing crossing opportunities
- Mid-block connections are limited – the 2150 Lakeshore property is currently a large impermeable block which prevents through connections



TRANSPORTATION

NEAR TERM HORIZON (2028) FACILITIES

- The Station is projected to generate a peak-hour ridership of 1050
- Travel to/from the Station is projected to include:
  - 315 local transit trips,
  - 630 walking trips,
  - 50 bicycle trips and
  - 55 PUDO trips (110 two-way vehicle trips).
- Future traffic can be adequately accommodated, with the realignment of the Gardiner Expressway ramps to Lake Shore Boulevard West to connect to the proposed Relief Road
- Transit and active transportation improvements being contemplated by other area studies which are assumed to be in place for the Near-Term Horizon (2028) are expected to provide adequate transit, pedestrian and bicycle access to the Station

TRANSPORTATION

NEAR TERM HORIZON (2028) FACILITIES

- PUDO activity will occur on the eastbound curbside lane of the Relief Road and along the partially constructed Loop Road
- Station Access is proposed to be located:
  - Station Square (upper level of station building)
  - Lower level of Station on north side of rail corridor
  - East side of Park Lawn Road, south of rail corridor
- 192 covered bicycle parking spaces (at-grade) are to be provided within the Station; and an additional minimum of 96 secured bicycle parking spaces will be integrated into the 2150 Lakeshore development

TRANSPORTATION

LONG TERM (2041) FACILITIES

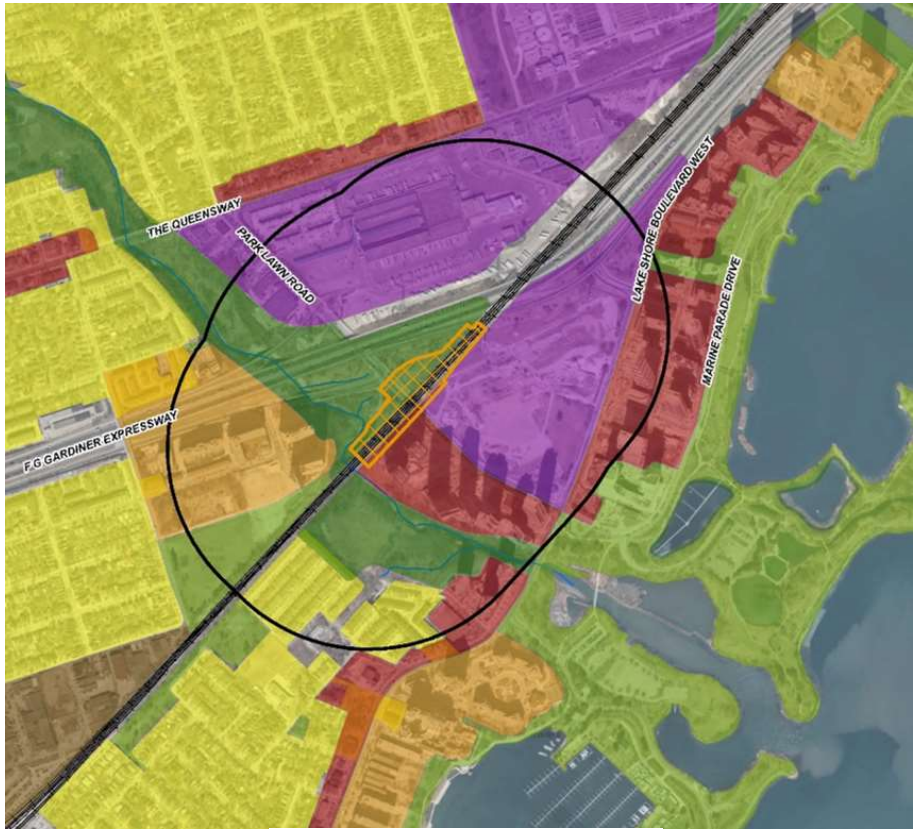
- The Station projected to generate peak hour ridership of 1600
- For travel to/from the Station:
  - 480 local transit trips
  - 960 walking trips
  - 80 bicycle trips
  - 80 PUDO trips (160 two-way vehicle trips)
- Vehicle trips associated with the Station not expected to have a significant impact on the operation of the surrounding road network
- The Station itself is expected to reduce vehicle trips generally in the area
- Transit infrastructure and active transportation improvements (by other area studies) expected to provide adequate transit, pedestrian and bicycle access to the Station in the Longer-Term Horizon (2041)
- 30 PUDO, including:
  - the eastbound curbside lane of the Relief Road
  - Laybys along the completed Loop Road
  - Within underground facility at 2150 (short term parking spaces)
- Pedestrian entrances and bicycle parking facilities consistent in 2028 and 2041

TRANSPORTATION

CONSTRUCTION MITIGATION

Mitigation:

- Throughout construction, commitment to reduce impacts on the pedestrian, cyclist, vehicular, and rail traffic, including:
  - implementing traffic control plans
  - utilizing traffic control devices
  - undertaking public information campaigns
  - developing worker safety plans
  - continuous monitoring and review of these elements



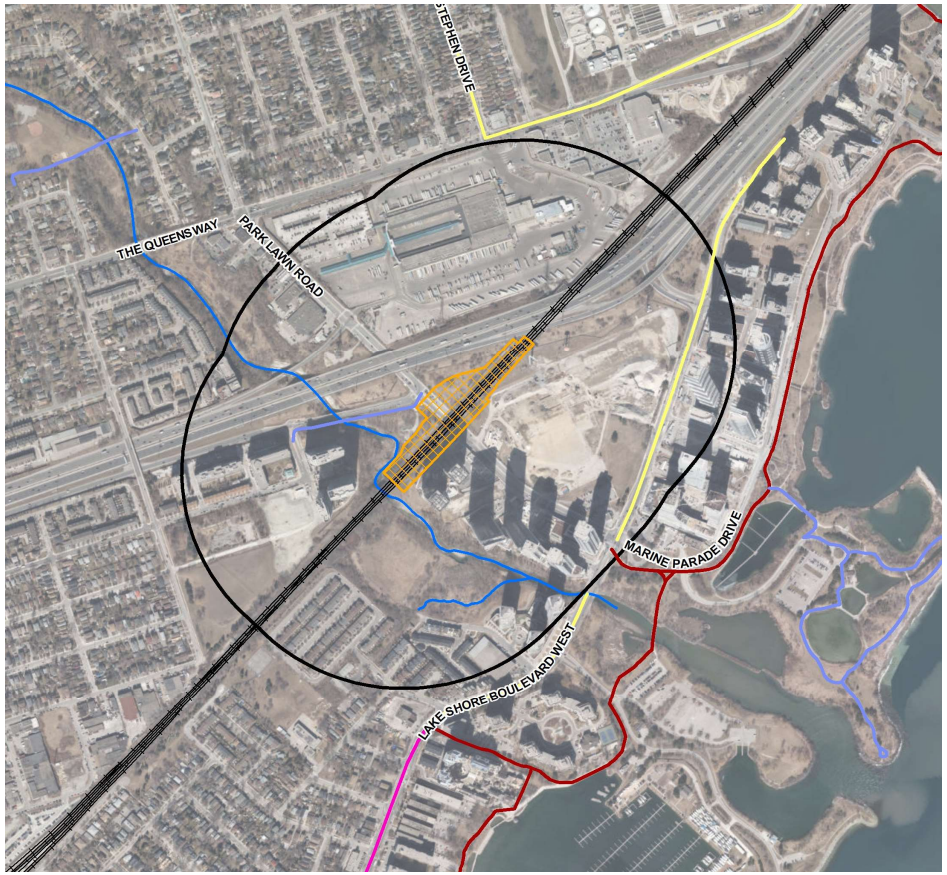
Land Use Designations

- Apartment Neighbourhood
- Mixed Use Areas
- Regeneration
- Natural Areas
- Parks
- Employment
- Neighbourhoods

SOCIO-ECONOMIC AND LAND USE

- Located in the Toronto neighbourhood of Mimico and directly borders the neighbourhood of Stonegate – Queensway
- Land uses include: residential, mixed-use areas, natural areas associated with Mimico Creek, and employment lands associated with the Ontario Food Terminal to the north and the former Mr. Christie lands at 2150 Lake Shore Boulevard West
- Cycling infrastructure is limited to on-road bike lanes on Lake Shore Boulevard West and the Queensway (connected to Humber Bay Park Trail)
- TTC Service: 501 and 508 streetcars; and the 66B, 176 and 145 (express) bus routes

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SOCIO-ECONOMIC AND LAND USE

Existing Conditions: Visual Characteristics

- **Proposed location:** Railway corridor
- **Pedestrian Crossing:** 1 crossing located under the rail corridor on Park Lawn Road
- **Multi-use:** minor multi-use pathway located along the Gardiner Expressway eastbound offramp (connects pedestrians from the Project footprint to residential uses on the west side of Mimico Creek)
- **Residential Developments:** high rise apartment buildings is the predominant use immediately to the south and southeast
- **Naturalized Area:** large amount of natural open space along Mimico Creek
- **Landscape Features:** largely limited to the parks and open spaces south of Lake Shore Boulevard
- **Public Realm Features:** very few existing public realm features within the Study Area. The broader area around the Study Area includes neighbourhood parks, waterfront parks, and waterfront promenades.



SOCIO-ECONOMIC AND LAND USE

Effects and Mitigation

- Estimated 1.5 hectares of land required based on Concept Plan (10%) - All property acquisitions will be partial acquisitions
- FCR will meet with property owners to discuss property impacts and compensation as appropriate
- Other impacts: construction-related nuisance effects (e.g., increased noise, vibration, and dust and associated diminished air quality conditions):
    - Mitigated through appropriate Project design and implementation of mitigation measures outlined in other technical studies

Benefits:

- Improve access to new job opportunities
- Reduce traffic congestion
- Reduce carbon emissions
- Improve community health by supporting walkable communities
- Allow citizens to save money on gas and other automobile related costs
- Improve quality of life by providing personal mobility and freedom

FIRST CAPITAL



LEGEND

Receptors

- Critical
- Sensitive
- Study Area - 300 Metres
- Proposed Project Footprint (approximate)
- Railway
- Permanent Watercourse

AIR QUALITY

EXISTING CONDITIONS AND SENSITIVE RECEPTORS

- Sensitive and Critical Receptors were selected to determine compliance:
  - Schools
  - Medical Clinics
  - Child Care Centers
  - Residential Developments
  - Senior Care Centers
- Based on the dispersion modelling results, the Existing Conditions (2020) indicate that the emissions in the vicinity of the Project are mostly negligible at the selected sensitive and critical receptors:
  - High background levels of B(a)P and benzene exceeded the applicable daily and annual limits

AIR QUALITY IMPACT ASSESSMENT

- Two Scenarios were considered:
  - Future, without Park Lawn GO Station (2028) (No-Build)
  - Future, with the Park Lawn GO Station (2028) (Build)
- Major source of emissions come from trains along the Lakeshore West Corridor
- Concentrations of B(a)P and benzene exceeded daily and annual limit values, however this is due to high background concentrations
- For both Future scenarios, effects on air quality associated with the station are not significant (except NO2) due to the contaminant levels decreasing or remaining the same as existing conditions due to constant introduction of new pollution control technologies



Mitigation and Recommendations

- Allow for future connections to multi-use paths to increase the number of passengers that are walking or cycling to access the new GO Station
- During construction best management practices will be put into place including road sweeping and covering of stockpiles and dump trunks

NOISE AND VIBRATION
EXISTING CONDITIONS AND SENSITIVE RECEPTORS

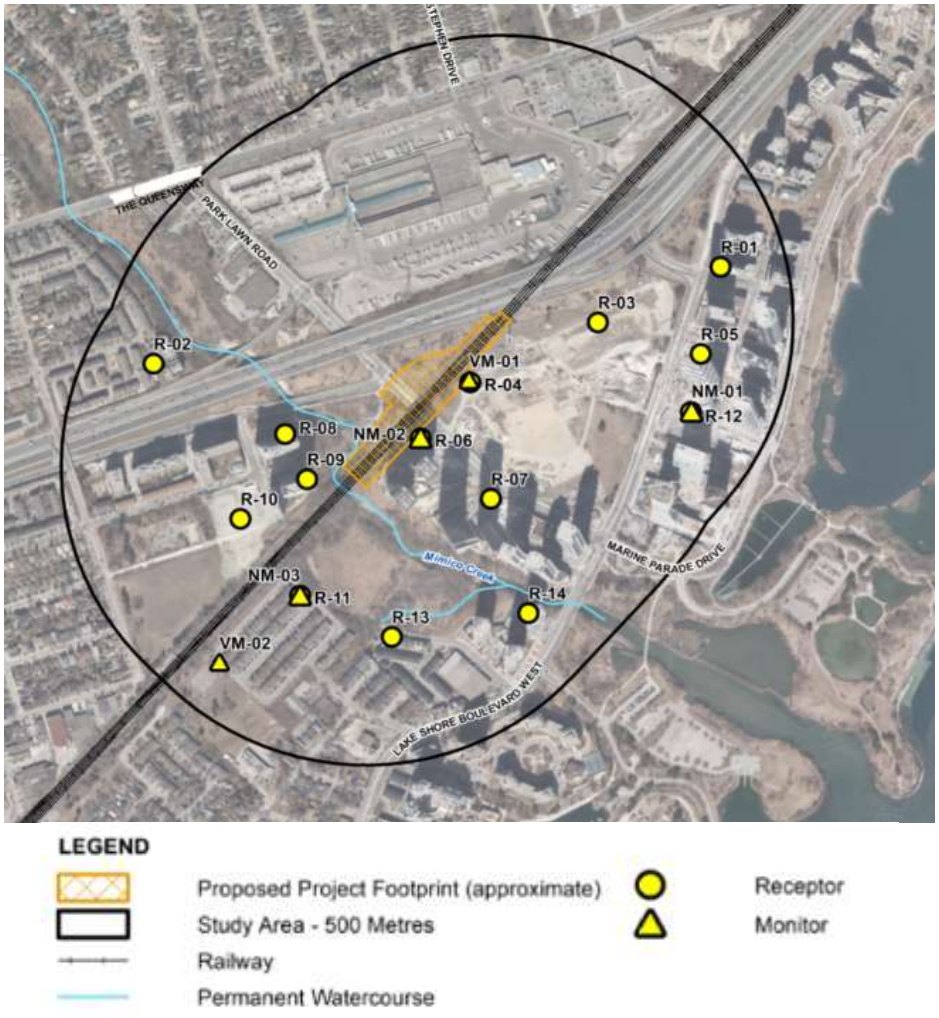
- Sensitive Receptors were selected to determine noise and vibration level compliance
- Represent a variety of conditions, including near-proximity to the proposed GO Station and tracks, full and partial exposure to the station and the tracks, low-density and high-density sensitive uses, and locations that would exhibit different background noise conditions

Noise Assessments considered:

- Construction Equipment
- Operational transportation sound levels
- Operational train sound levels
- Operational Stationary sound levels

Vibration Assessments considered:

- Construction Equipment and Activities
- Operational train vibration levels



NOISE AND VIBRATION
NOISE IMPACT ASSESSMENT

- Construction sound levels at sensitive receptors near construction sites will not exceed the applicable criteria during weekday daytime construction conditions
- Construction sound levels are expected to exceed sound level criteria during nighttime and weekend daytime construction conditions limited to the upper-level north-facing units in the two condominium buildings located at 88-90 Park Lawn Road.
- During operation, noise levels at all sensitive receptors will be within the applicable sound level criteria – no control measures are required

Mitigation

- Implement the Construction Noise Best Management Practices
- To the extent possible, locate all noisy construction equipment on the north side of the platforms, when working west of Park Lawn Road
- Keep construction to the weekday daytime only to the extent possible
- Type 1' (i.e., continuous) noise monitoring is required throughout construction on the north side of 88-90 Park Lawn Road
- A Construction Noise and Vibration Monitoring Plan should be prepared



NOISE AND VIBRATION
VIBRATION IMPACT ASSESSMENT

- The building damage construction vibration zone of influence will extend 8 metres from the construction zone limit
- The construction vibration zone of influence falls within the property at 88-90 Park Lawn Road and within the building located at 96 Park Lawn Road
- Vibration control measures are not required during the operations/maintenance phase of Park Lawn GO Station, as train speeds are expected to decrease due to the introduction of the GO Station

Mitigation

- Implement the Construction Vibration BMPs
- West of Park Lawn Road, it is recommended that construction equipment operate at a minimum of 8 metres away from the construction site perimeter to the extent possible
- Vibration monitoring during construction will be required at 96 Park Lawn Road
- Pre-condition surveys are recommended at 88-90 Park Lawn Road



Discussion

Item No.	Revision	Agency	Reviewer Name	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)
1	90%	City of Toronto	Josh Bassett	In regard to the general arrangement and site plan and the PPUDO areas shown on Street A (Relief Road), we have already communicated a few times that this contradicts our interpretation of the Official Plan policy and the Provincial Policy Statement – as we move forward, we would like to find a way to significantly reduce PUDO and look at other opportunities to deal with drop off / pick up demand, in terms of sheer amount and dedication. We worked closely with others in developing a policy for this in the Christie Secondary Plan where we have set aside some PUDO activities that would support the station, however, on internal roads within the 2150 site (i.e., Street B (Loop Road).	No response provided during session. Comment noted.
2	90%	TRCA	Alannah Slattery	From TRCA's perspective, we are hoping there are still some opportunities to look at narrowing the platform around the hazard lands at Mimico Creek. TRCA acknowledged issues with shoring in this area but wondering if this is still being looked at and if there are any possibilities to reduce those impacts on the west end.	Response: The previous comment from TRCA has been passed along to the design team. Metrolinx advised that there can be deviations to Metrolinx standards/DRM, however, there is a process that the FCR/Hatch design team has to undertake to have the proposed deviation reviewed by Metrolinx to verify if the proposed deviation is acceptable.
3	90%	City of Toronto	Marco	Will a functional servicing report be prepared?	Response: Not as part of the TPAP, but part of the site plan application that will follow with the design. Functional commitments are included in the design, the TPAP would indicate the need for the functional servicing, and these details will be reviewed as part of the SPA for the GO Station.
4	90%	City of Toronto	Nadeem	Is a utility relocation plan and utility conflicts being reviewed as part of the TPAP studies?	Response: The utilities are noted in the Draft EPR. A detailed utility relocation plan is not included as part of the TPAP. The design team is working through the utility conflicts and relocations

Item No.	Revision	Agency	Reviewer Name	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)
					as part of the design process and will confirm if utility relocations are contained within the project footprint for the TPAP.
5	90%	TRCA	Alannah Slattery	Is this TRCA's second review?	Response: Yes, this is part of the TRCA's second 6-week review period. Reports (as appropriate) were shared with both the TRCA and the City of Toronto on June 6th, to start the 30-day review period. The City has committed to a 30-calendar day review. The additional time in advance of the TAC is to meet the TRCA review times. Eric (from City of Toronto) has requested that TRCA/City of Toronto coordinate their reviews.
6	90%	TRCA	Jason Solnik	a. Noted that presentation mentioned both onsite restoration and off-site compensation. Restore onsite where possible, but any feature space lost due to permanent infrastructure placement would be compensated offsite in accordance with the Metrolinx Compensation Guidelines? b. It appears that the footprint is encroaching Mimico Creek. Will there be in-water works and bank works? c. Was the SAR Bird foraging habitat mostly found on in the valley and points south?	Response: a. Yes, would be looking for opportunities to where we could compensate. Compensation to be agreed upon during the design phase. b. The footprint includes a construction buffer to ensure we don't have to go back and assess areas that were missed. With the current station layout, the platforms would be constructed at the top of the slope with the retaining walls at the back edge of the platforms so we would not be extending down the slope. We don't anticipate affecting the existing retaining wall and there are no in-water works planned at this time. We will be avoiding and minimizing disturbance on that slope to the greatest extent practical. c. Yes, most of the foraging habitat was in the valley, and some movement over by the Gardiner Bridge was observed with respect to the barn swallows. The station platform will have minimal impact on SAR birds since its footprint is small compared to the rest of the available foraging habitat in the valley.

Item No.	Revision	Agency	Reviewer Name	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)
7	90%	TRCA	Sinthujan Navaratnavel	I have not fully reviewed your updated slope stability report, but I didn't see the position of long term stable top of the slope on the plan view and we need that line on a plan view for the entire slope and the entire working area for this project. We need to know which areas are within the hazard lands, so we need to see the lines of the in-tail working area. For cross section AA 0.034, we will want to know the stability of the upper slope above the retaining wall. Your updated report shows the stability of the slope below the retaining wall. That needs to be characterized. We will still be conducting a thorough review and providing our comments in writing.	Response: Hatch provided revised Slope Stability Report with correct Appendix D, showing the LTSTOS on June 17.
8	90%	City of Toronto	Jane Weninger	What about the zone of long term maintenance for the vegetation with respect to the electrification of the line. Is that shown in the report? Is 7 m being considered on slopes, etc.	Response: Please refer to the Metrolinx Vegetation Guideline APPENDIX E Illustrated Examples of IVM Zones https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. Electrification of the Lake Shore West corridor was part of the __GO Rail Network Electrification TPAP. For safety, there is no woody vegetation 7 m from the centreline of the outermost track. In the case of the station, it would be mostly captured by the platform in this area.
9	90%	City of Toronto	Jane Weninger	In terms of station facilities and the eventual ownership - can you give us any information on whether there will be any consideration for eventual exchange of land that is City owned in the green space system required for this facility?	No response provided during session. Follow-up response: The transfer strategy of the City-owned lands (north of the station and west and east of Park Lawn Road) required for the north station building and the northwest sloped walkway are subject to further discussion between City of Toronto, Metrolinx, and FCR.

Item No.	Revision	Agency	Reviewer Name	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)
10	90%	City of Toronto	Eric	How will policies from the Christie Secondary Plan be addressed, including zero emissions, addressing climate change, rain fall and snowmelt, stormwater retention. The City of Toronto is interested to learn how the Project Team plan to tailor development to address environmental sustainability policies to meet or exceed the Toronto Green Development Standard, development infrastructure and public realm improvements.	Response: These details will be addressed during the Site Plan Application stage, including Climate Change's effect on the GO Station, and vice versa. In addition, the Draft EPR does cover climate change and commitments follow TRCA related to stormwater runoff. These details will also need to be coordinated with the 2150 Development.
11	90%	City of Toronto	Josh Bassett	When were field studies completed? There has been an increase in foraging observations of some SARO species along Toronto's creeks and ravines.	Response: Bird surveys were completed in Spring 2020.
12	90%	City of Toronto	Luigi	What about pick-up and drop-off trips generated by the GO Station in the long-term? There is no commuter parking lot? A general principle is to limit automobile pick-ups and accommodate on site.Vehicular trips estimated may include assumptions which are too aggressive as they relate to modal splits.	Response: This is truly an urban station with no commuter parking lot. The only vehicle activity generated by the station is passenger pick-up and drop-offs. Modest volumes are anticipated compared to what is existing in the area. PUDO is currently proposed at 3 locations, including on the Relief Road, on Street B (Loop Road) to have on-street laybys within the 2150 Development, and below grade in a joint shared pick up drop off to support the residential and office space on the 2150 Development. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start, however will need to consider the real versus the modelled to determine what sort of facility is needed.

Minutes of Meeting

H360807

October 12, 2021

First Capital
Park Lawn GO Station

Distribution
Those present + FCR

TAC Meeting No. 2

Meeting Date: July 29, 2021

Location: Online

Present:	Hatch	Melissa Alexander	Luke Richardson
		Mark Armstrong	Nigel Fung
		Mera Kairatkyzy	
		Izabela Jasiak	
	Metrolinx (MX)	Gretel Green	Zakariya Khawaja
		Colin O'Meara	Ana Carillo
		Jennifer Smith	
	City of Toronto (CoT)	AJ Takarabe	John Lam
		Allison Meistrich	Josh Bassett
		Brano Satkunathasan	Lisa Carson
		Brian Anders	Monika Nasterska
		Dave Hunter	Michael Hain
		David Burns	Nadeem Paracha
		David Perschy	Tayo Apampa
		Eric Mann	Tina Fernandes
		Ivana Tasic	

Purpose: TAC No. 2

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview**	
1.1.1	Hatch provided an overview of the Project, and outlined the purpose, which is to review comments on the draft Environmental Project Report (EPR) and technical studies that were reviewed by the City of Toronto as part of the Park Lawn GO Station Environmental Assessment.	Info
2.	**Transportation Brief**	
2.1.1	Regarding TS-1 – Hatch advised that substantial growth is expected in this study area and as a result, we expect to see a large amount of walk-up traffic and very little car traffic because there is no on-site car parking provided. We expect vehicle trips to be limited to Pick-Up and Drop-Off (PUDO) trips. The additional studies ongoing in the area, including the TMP will look at the area in a lot more detail. CoT agreed with the response.	Info
2.1.2	Regarding TS-4 - Hatch confirmed that traffic generated by retail and office spaces as part of the Phase 1 development was included in the analysis as a background assumption. However, low levels of traffic are anticipated from this development especially given the density in this area and that no on-site parking has been planned.	Info

Item		Action By
2.1.3	Regarding TS-10 - Hatch noted that no threshold was used to determine traffic volumes, rather typical volumes based on a series of historical counts. The team noted that unusual traffic patterns were seen between the Gardiner ramps and the Park Lawn and Lakeshore ramps on the day of data collection where vehicles would merge off the Gardiner ramp, circle around the Lakeshore area, and go back onto the Gardiner. This is not typical in this area, especially when compared against the historical counts. Based on this, a reasonable assumption was made, and the data was adjusted to more accurately reflect conditions in this area. CoT requested clarification on whether an assumption was made based on an average of the historical counts, including removal of outliers from the data set. Typically, the CoT will set a threshold and consider values outside of that limit and remove outliers. Hatch - the average volume was considered, and best judgement applied to make an appropriate decision. Action: Hatch to revisit traffic volume assumptions using this approach and update the Transportation Brief. Post-meeting note: Text was added to Section 4.4.2 in the Transportation Brief to reflect this discussion.	Hatch
2.1.4	Regarding TS-11 - Hatch agreed that there may have been higher than typical eastbound splits recorded on that particular day and as a result the timings allocated more time to the eastbound movement. Hatch advised that these are the volumes being used in the analysis, and its best to use the timings that were observed on the day the data was collected. In a way, this was a calibration based on the observed timings, Hatch confirmed that movement counts were also collected during the same time period and on the same day. CoT recommend that SCOOT signal timings be used, as a more conservative approach, and noted that it would be interesting to see how different the off-ramp volumes were in comparison to the historical data. Hatch agreed to take another look at the data. However, noted that when counting existing conditions data, the expectation is usually that the analysis will show each section operating within capacity [because the volumes got through the intersection]. Hatch advised that when signal timings are assigned that weren't applicable on the day that the data was collected, the analysis starts to show that the intersection is not operating within its capacity and that is a problem. Post-meeting note: Rationale for the approach used was added to Section 4.4.3.2 in the Transportation Brief.	Info

Item		Action By
2.1.5	Regarding TS-14 – Analysis was undertaken with Synchro, which does not include corridor travel times as a metric, rather microsimulation. CoT agreed with the response.	Info
2.1.6	Regarding TS-17 - The TMP is assessing the configuration of Park Lawn Road in this vicinity and the ultimate configuration will be determined as part of the TMP process. The latest TMP material shows that the preferred alternative proposes to reduce Park Lawn Road to two lanes. Therefore, the third northbound lane will be removed from the analysis.	Info
2.1.7	Regarding TS-18 – The reasons the two-way cycle track between Street C and Lake Shore Boulevard is not being constructed in the Near-Term is Phase 1 and the construction of the station only coincide with development Blocks C and D which are adjacent to the rail corridor. The Block between Street C and Lakeshore would be implemented later. It is our understanding that upon the redevelopment of this Block, Park Lawn Road would eventually need to be reconstructed. Thus, the proposed connection is temporary. The whole area is being considered as part of the TMP. Hatch confirmed that there will be a connection of the cycle track in the Near-Term Horizon however it will be reconstructed at a later date.	Info
2.1.8	Regarding TS-19 – Hatch advised that a signal is being proposed as part of the 2150 Lakeshore Development. Its location is tied to what is an existing driveway on the west wide of the parking lot and our proposed entrance to the development. The location of the signal corresponds well to certain public realm portions of the development such as the main path for people to get to and from the station. The distance between the existing rail abutment and that signal doesn't allow for sufficient space for a bus stop to be on the near side. As a result, it's proposed to be on the far side which works well with the crossing through the proposed Park Lawn Gardens and the Station Square. Hatch confirmed that the distance from the intersection to the bus stop is about the length of the bus platform. CoT had previously recommended that the southbound bus stop be placed at the intersection of the Relief Road. The CoT recognizes that a southbound near side stop would be difficult – and asked about consideration for a southbound far side bus stop. CoT to follow-up with Hatch off-line to discuss this possibility further.	CoT

Item		Action By
2.1.9	Regarding TS-22 to TS-24: CoT inquired as to the process if there are changes required to the TB, based on the TMP. Hatch advised that the Environmental Assessment (EA) will be completed in advance of the TMP so if there are any changes that affect the components in the EA, we would need to review it and determine the need for an addendum to the EPR (O. Reg. 231/08 outlines a process to assess changes to Transit projects). If the signal timing change for example required a change in the configuration of the station as it was assessed, there may be a need for an Addendum/further review after the TMP was completed.	Info
2.1.10	Regarding TS-25 - a dual westbound left turning lane was not proposed at the intersection of Queensway and Park Lawn Road. CoT to follow-up with Hatch and confirm the location in the text that the comment references.	CoT
2.1.11	Regarding TS-26 - Hatch noted that Exhibition Station was primarily used for comparison as well as Danforth and Bloor Station as these stations do not have on-site parking and are similar to Park Lawn, which will be relying on primarily walk-up traffic, some transit, and some PUDO. Mimico and Long Branch were not considered because they have on-site parking and are located in more suburban areas compared to Park Lawn. CoT agreed with the response.	Info
2.1.12	Regarding TS-29 – Response related to how PUDO spaces calculated accepted by CoT. Discussions related to PUDO will continue between Project Team and CoT. Current proposal includes Accessible PUDO on Relief Road, with remainder to be located within 2150 Development. CoT (EMS) advised that PUDO spaces provide space for paramedic services to park when responding to emergencies. While 15 spaces may sound like a lot, if you consider the size of emergency vehicles - four spaces will already be used up. Its best to have the public use this space, rather than them take up an emergency parking spot that's restricted to emergency vehicles only.	Info
2.1.13	Regarding TS-30 - Hatch clarified that existing conditions assumes split phasing and combined northbound through left-turn, per conditions at time counts undertaken. Hatch was not aware that this information had since been updated. Hatch noted that the data was collected at the time that it had the old configuration, so the question becomes do we keep that configuration, or do we update it to what is on the ground today. CoT agreed with the response.	Info

Item		Action By
2.1.14	Regarding TS-32 – Further discussion required between CoT and TTC related to ownership and maintenance of the proposed streetcar loop tracks and platforms as part of the 2150 Lakeshore development.	CoT/TTC
2.1.15	Regarding TS-33 –Further discussions required related to construction methodology, sequencing and requirements informed by detail design before this can be confirmed. Any closures will be reviewed by the City of Toronto. Will be added as a commitment in the EPR. CoT agreed with the response. Post-meeting note: Text added to Section 5.5.2 and Section 5.12 of the EPR to reflect consultation with the CoT regarding lane and sidewalk closures.	Info

Item		Action By
2.1.16	Regarding CP-2 - Hatch confirmed that elevators are no longer a part of the proposed design for the secondary access points; sloped walkways on both sides of the rail corridor west of Park Lawn are envisioned to provide second independent access to the station in compliance with MX requirements. CoT advised of the preference for both elevators and AODA compliant walkways. CoT further questioned whether the location of the walkways is the best location. Hatch advised of the constraints due to third party property impacts for south access. Pavilion structures can no longer be proposed, where we had planned on accommodating the elevators. The sloped walkway locations have been shared with CoT. On the north side, the sloped walkway is located adjacent to Park Lawn Road which is within MX ROW and on CoT lands; ongoing discussion on how CoT lands transfer will unfold. On the south side, the walkway is near Mimico Creek on the west end of the south platform. CoT noted that it is mostly concerned about the location of the south walkway; would like to see it located on Park Lawn Road [connected to the sidewalk] where it would provide the best access for all users. TRCA is likely also concerned about environmental impacts in this area. CoT recognizes that this would require additional land from the condominium. CoT advised that the provision for AODA compliance cannot be solely based on property impacts. Hatch confirmed that this would be considered a secondary access to the platform but would be open to the public at all times. Hatch architecture team confirmed that both north and south accesses are AODA compliant. Action: Item not resolved. Stand-alone meeting set-up with CoT and MX to discuss access options. Post-meeting note: Meeting was held on August 18, 2021 and design of north access continues to be discussed.	CoT/MX/Hatch
2.1.17	Regarding CP-3 - CoT agreed on public bike share and advised that areas in proximity should be explored. Toronto Parking Authority to be consulted regarding appropriate location. Action: Hatch to add a bike share and bicycle parking as a future commitment in detailed design (Table 8-1 of EPR).	Hatch

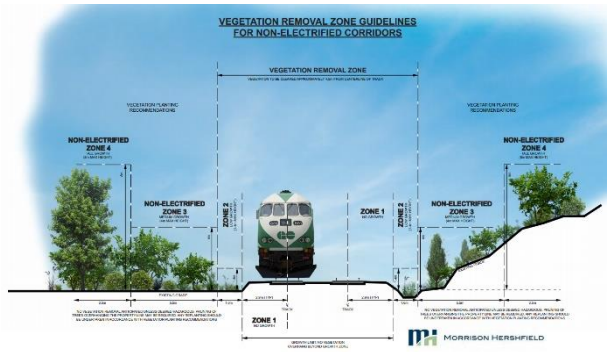
Item		Action By
2.1.18	Regarding CP-4 - Hatch confirmed that pedestrian flow modelling is underway, and a pedestrian passenger flow analysis report will be available as part of the 30% design submission. Hatch is reviewing the configuration of the platforms; discussions regarding narrowing the platforms at the west end are ongoing. Sidewalk widening and additional pedestrian connections will not be included as part of this analysis as they are outside of the station; will likely be included as part of the 2150 Lakeshore Development and TMP. Action: Hatch to note this work as a future commitment in the TB/EPR, noting that some work is outside of the station scope. Hatch to follow-up with pedestrian flow modelling team internally and confirm the limits for the analysis. Post-meeting note: Text was added to Table 8-1 of the EPR as a design commitment.	Hatch
2.1.19	Regarding CP-6 – Action: Hatch to add a few sentences regarding train service assumptions in EPR, rather than referencing the Initial Business Case (IBC). Post-meeting note: Text was added to Section 5.4.1, 6.4.1 of the Transportation Brief and Section 1.1.2 of the EPR.	Hatch
2.1.20	Regarding CP-14 –References to the Gardiner ramp realignment in the Transportation Brief and EPR have been removed (no longer being pursued in TMP).	Hatch
2.1.21	Regarding TTC–3 – Hatch noted that streetcar infrastructure is expected to be built by 2041. CoT expressed concerns about a lack of funding and feasibility for the infrastructure being built. Hatch advised that the long-term horizon assessment that was completed was high-level, knowing that the TMP was driving the future of this scenario, and included more detailed predictions. CoT recommended that Hatch include predictions as to what kind of mode shifts can be expected in the future as part of their assessment. Action: Hatch to review and consider the mode shifts that may result from doubling the walking distance in the future. Post-meeting note: Text was added to Section 6.4.4.2 of the Transportation Brief to reflect the discussion	Info
2.1.22	Regarding TTC-4 – Hatch confirmed that there are no plans for closing Mimico GO Station at this time. The current planned service level has trains running every 15 minutes.	Info

Item		Action By
3.	**Environmental Project Report**	
3.1.1	Regarding PFR-2 – Hatch advised that an initial plan on the north side included a sloped walkway-oriented east-west, however determined the need for a significant amount of retaining wall structure that would be necessary within the creek valley. Thus, the shift in the configuration that is shown now reduces the amount of impact to the creek. We are still within TRCA's regulation limit but there is less fill required and we are farther away from the creek. Configuration of the south ramp is being discussed with the design team currently. Post-meeting note: Additional text added to Section 3.1.3.3 of the EPR.	Hatch
3.1.2	Regarding TS-2 - Hatch advised that access from existing traffic signal could be further discussed, however further discussion will be needed once construction methodology and phasing has been finalized. Action: Hatch to include commitment in Section 8 of the EPR to review these details, to be further developed as part of approvals with CoT. Post-meeting note: Text added as a commitment to Table 8-1 of the EPR, related to construction access from traffic signal.	Hatch
3.1.3	Regarding CP-1 –The scope of the Park Lawn GO Station does not include the streetcar loop. CoT agreed with the response.	Info
3.1.4	Regarding CP-5 - Hatch will be adjusting text in the Socio-Economic and Land Use Study Report (SELUS) and in the draft EPR. CoT also advised that Parks, Forestry and Recreation would also be interested in the discussion. CoT in the process of looking at an Official Plan Amendment that may be in force by end of 2021 which may have some relevant policies. Action: Separate meeting to be set-up to discuss property impacts. City interested in understanding total amount of property being impacted. Post-meeting note: Additional meeting took place on August 18, 2021.	Hatch

Item		Action By
3.1.5	Regarding CP-12 – Hatch to remove existing trails identified in figures as "to be completed by others". Hatch is not assessing trails as part of the station access however were identified so as not to preclude the ability in the future to provide connections into the station. Hatch/MX will want to take advantage of the trail network if it does get implemented in the future. CoT: There is still some discussion between CoT and TRCA on future plans for this multi-use network along Mimico Creek. CoT to be included as part of Hatch/MX's conversations with the TRCA. Action: Separate meeting to be held to discuss status of future trails along/across Mimico Creek and outside of GO Station footprint. Post-meeting note: Additional meeting took place on August 9, 2021.	Hatch/CoT/MX/TRCA
3.1.6	**Geotechnical -** Regarding BSE-1 – Just east of the proposed station is the last piece of tangent (straight) track and crossover switches before the LSW line gets Exhibition GO Station. The crossover switches need to be on tangent track and the signals need to have enough sightline so that the trains operating at track speed can see the signals in time in order to slow or stop based on the signal. The crossover switches are located under the Gardiner and the existing signal bridge height is set so that the locomotives can see the lights when they're coming from the west. The lights can't be put underneath the Gardiner because they wouldn't be high enough to provide sightline down the tracks, and they can't be installed on the other side of the Gardiner because then the Gardiner would be in the way of the signal lights. Hatch is investigating potentially replacing the existing signal bridge with a ground signal for the north track and a cantilever signal bridge for the 3 south tracks, moving all as far east as possible. For the ground signal reducing the sight lines for trains stopped at the north platform is proposed to be shortened. One of the key considerations is that on the MX system, the locomotives on the LSW line are always on the east end of a train. The train configuration for design layout is two locomotives and twelve commuter rail cars. The end of the platform corresponds with the end of the second locomotive so enough sightline distance needs to be provided so that the engineer in the first locomotive can look up and see the top signal which is the one that tells them whether they're clear to enter the next track block. MX has gone through the process of looking at potentially changing the configuration of the platforms such as shortening the platforms and restricting the number of rail cars operating at the station. However, based on the demand, both 8 and 5 car configurations will not work because of the demand at this station. Hatch is pursuing an option to reduce the standard sight line distance There will be ongoing discussions with MX operations and signals to take this through a variation approval.	Hatch

Item		Action By
3.1.7	Regarding BSE-7 – The bedrock is shale, not limestone – therefore dissolution is not a possibility. There are no concerns about the structure of the embankment.	Info
3.1.8	**Stormwater Management -** Regarding TW-2 - Hatch clarified that a utilities conflict and relocation plan will be provided as part of the 30% design package. Hatch's utilities team has circulated the composite utility plan to the CoT via separate route. They are currently developing the conflict matrix and mitigation measures with respect to both utilities (gravity and pressure systems, third party utilities). Post-meeting note: High-level list of utilities that will potentially be affected by the project were added to Section 3.3.12 of the EPR.	Hatch
3.1.9	Regarding TW-3 - Hatch confirmed that the EPR provides the applicable guidance documents with respect to stormwater management (SWM) however noted that wet weather flow management guidelines and reference to the Christie Secondary Plan would need to be updated. Existing and proposed SWM plan will be prepared as part of the stations 30% design package; should match up with the details of the 2150 Development's SWM plan. Details will be determined as the design progresses. Hatch clarified that criteria and targets for both volumetric and quality flow control and the types of management techniques that will be considered for these areas will be included as part of the EPR. CoT advised that new standards are emerging in terms of policy framework and secondary plans. These will need to be incorporated in the development of the station. Post-meeting note: Text to reflect the updated Christie Secondary Plan and SWM targets has been added to Section 2.3.1.1, 3.3.14, and 5.11.1.3 of the EPR.	Hatch
3.1.10	Regarding TW-8: Hatch to provide GIS shapefile of the station footprint to the capital project team under separate cover.	Hatch
3.1.11	Regarding TTC-1 - CoT to follow-up with Hatch to provide clarification of comment related to Draft EPR. Post-meeting note: This has not yet occurred.	CoT

Item		Action By
4.	**Noise and Vibration Impact Assessment**	
4.1.1	Hatch/MX advised that generally TRCA does not review the NVIA, as it's not part of their scope. CoT noted that noise and vibration concerns should be addressed from a natural habitat perspective. Hatch noted that the species encountered are typically well-adapted to urban settings. MX to check internally to see if there is any interest in sharing NVIA results with the TRCA from a sustainability perspective. Post-meeting note: MX does not share the results of the NVIA with the TRCA, as they do not require review of this report	MX

Item		Action By
	5. Natural Environment Report (NER) **5.1 Vegetation Guidelines**	
5.1.1	Regarding CP-10 - MX advised that in MX Vegetation Guidelines, there is a seven-metre setback from the centreline of the outermost track. There is no vegetation beside herbaceous vegetation, after that it goes to shrubs and then to trees. The Guideline includes diagrams that illustrate the setback. Hatch advised that a standard platform width is five metres, which is fairly close to the seven-metre setback from centreline of the outermost track as the station stands right now. CoT: I recall that there were going to be changes to the MX Vegetation Design Guidelines to acknowledge an elevated guideway configuration. It may be helpful to refer to that section in the MX Vegetation Guideline in the comment response and identify that there have been or will be updates to that section to help protect vegetation. MX (Gretel) advised Appendix E of the Metrolinx Vegetation Guide shows scenarios for vegetation zones including locations with slopes and required setbacks. Action: Hatch to follow-up with MX regarding text to be added to NER to reflect updates to MX Guidelines to help protect vegetation. Post-meeting note: Text and figure added to NER showing vegetation zones and text stating removals required only if tree branches overhanging into Zone 2 or deemed hazardous. 	Hatch/MX

Item		Action By
5.2	**Climate Change Mitigation Targets**	
5.2.1	CoT requested clarification regarding Hatch/MX plans for mitigating climate change through stormwater in station design. Hatch confirmed that this information will be added to the EPR; some text can also be added to the NER. Hatch noted that the Christie Secondary Plan and Toronto Green Standard (TGS) Tier 3, identifies 25 mm retention of each rain event through infiltration. Considerations including green roofs, evapotranspiration and re-use options are considered. Hatch noted that these details will be revisited during station design in order to achieve these targets. CoT noted recent advancements and updates to the TGS. The assumption is that the Christie Secondary Plan will be implementing the highest level of standards. This updated report was approved by council (July 17, 2021). The latest will be referenced in the EPR. Post-meeting note: Text was added to Table 5-2 of the NER and Section 3.3.14, 5.5.3, 5.11.1.3, and Table 8-2 of the EPR.	Hatch
6.	**Tree Inventory Plan (TIP)**	
6.1.1	CoT noted that the arborist mentioned some trees as being covered by the Park Lawn GO Station and others by the 2150 Lakeshore Development. It will be important to make sure that no trees are missed during the assessment. CoT would like to review the other report to make sure that all trees were covered. Hatch clarified that the same arborist authored both reports and ensured CoT that all trees were delineated properly.	Info

Item		Action By
6.2	**Tree Categories**	
6.2.1	Hatch noted that Category 6 trees will be following MX compensation ratios. CoT questioned whether Category 6 applies to trees that are between 10 and 29 cm DBH on MX or non-MX privately owned lands. Hatch confirmed that this category includes privately owned lands that are intended to be acquired by MX; fall under MX Vegetation Guidelines. Under CoT by-law, for privately owned trees – those under 30cm DBH do not require a permit. CoT requested proof that MX has acquired the lands before issuing any permits. At the time of the application for the permit - the trees will need to be categorized. CoT noted that land transaction discussions are ongoing; for the matter of timing when MX actually takes title, at the moment it is assumed to follow the construction of the facilities. Hatch clarified that this is the Tree Inventory Plan. An Arborist report will be prepared later to support the permit applications for injury and removal of trees. The need to do an Arborist Report, and proof of acquiring lands to be added to future commitments. CoT agreed with the response. CoT to hold an internal meeting to discuss tree specifications as they relate to land ownership.	CoT
6.2.2	CoT asked what it means when Hatch/MX says, “MX has ROW where trees are Category 6 within the study area”? Hatch clarified that there are trees within the study area which are within the footprint plus 6 or 12 metres depending on the applicable By-law. These would be trees that are within the MX ROW and within the study area but are not identified for removal or injury based on the TPZ. Hatch to follow-up with the arborist and confirm. Post-meeting note: Hatch followed up with the arborist on this item; text was added to Section 4.4 of the TIP.	Hatch

Item		Action By
7.	**Other Comments**	
7.1.1	Final comments – CoT requested that future submissions try to reflect the emerging TMP street designs and property requirements for both Street A and Park Lawn. There have been several recent changes to the TMP that would not have been included in the existing TB and EPR and will need to be updated. CoT also requested that property limits are up-to-date and ultimate ROW width on Park Lawn and Street A are accurate to understand what the limits are.	Info
	Hatch advised that the TPAP is based on the 10% design package rather than the TMP.	
	Action: Separate meeting to be set-up to discuss the effects that the updated TMP may have on the TPAP. Comment added to CoT's comment log. Post-meeting note: Meeting was held on August 16, 2021	Hatch/CoT

Item		Action By
7.1.2	CoT expressed concerns about the poor condition and erosion of Mimico Creek and asked whether any further investigations have been planned to protect the erosion around the existing retaining wall? Hatch advised that Mimico Creek rail bridge has a toe wall at the base of the slope on the north side of the rail embankment that's protecting the east abutment from scour due to the oxbow in Mimico Creek. This toe wall was upgraded by MX in 2018 and is still monitored to this day; rail embankment and structures need to be monitored for state of good repair. Hatch recognizes that the toe wall was never meant to have a platform placed on top of it; a continuous caisson wall has been proposed as part of station design, which would provide a level of independence for the station from the rest of the embankment. The toe wall and erosion protection would still need to be maintained in perpetuity. Hatch recognizes that there is limited space available and would like to avoid creating additional fill within the floodplain. CoT inquired about the possibility of a thorough hydrogeological study and noted that a caisson wall could only be applied at the local area being protected. CoT expressed concerns about this solution. Hatch noted that long-term maintenance of the toe wall, monitoring, and mitigation measures are the responsibility of Metrolinx. TRCA requested an updated geomorphological study in the area of the station. The study estimated the rate of erosion as between 5 and 7 metres. The bedrock is fairly shallow in this area. If erosion was to occur to the toe wall, it would reach the bedrock fairly quickly. Metrolinx advised that the goal is to allow Mimico Creek to retain its natural function as much as possible. Action: Hatch to set-up meeting with CoT to discuss slope stability and mitigating erosion in the Mimico Creek valley. Post-meeting note: An additional meeting was held on August 9, 2021 to discuss this item. Details of the discussion are captured in subsequent meeting minutes.	Hatch/CoT

Item		Action By
8.	**Conclusion**	
8.1.1	Hatch to schedule a number of follow-up meetings with CoT to discuss items requiring further discussion. These meetings include: • CoT/TRCA related to proposed trails in the Study Area • AODA compliance / platform access in the west / Property impacts as they relate to parks and Green Space • Retaining wall discussion • Impacts of TMP changes on TPAP	Info
8.1.2	Additional comments may be provided to Hatch from CoT staff that were unable to attend this meeting.	
8.1.3	Hatch to finalize updates to EPR and technical studies for review by MX, with intent to release Reports which reflect discussion at TAC 2 as part of the Notice of Commencement. Submission package will also be issued to Agencies, as well as comment logs as part of subsequent review. Post-meeting note: Submission packages and comment logs were issued to CoT on August 26 at Notice of Commencement.	Hatch

Izabela Jasiak

ij:ij

Attachments: Comment / Response Tables – City of Toronto – TAC #2

Minutes of Meeting

H360807

October 14, 2021

First Capital
Park Lawn GO Station

Distribution
Those present + FCR

TAC Meeting No. 2 - TRCA

Meeting Date:	August 9, 2021		
Location:	Online		
Present:	Hatch	Melissa Alexander Mark Armstrong	Izabela Jasiak Omer Eissa
	Metrolinx (MX)	Gretel Green Michelle Louli Jennifer Smith	Zakariya Khawaja Colin O'Meara
	Toronto and Region Conservation Authority (TRCA)	Alannah Slattery Sharon Lingertat Zack Carlan	Jehan Zeb Madhi Esmaeili Sinthujan Navaratnavel
	City of Toronto (CoT)	Eric Mann Tina Fernandes David Burns	Garvin Tom Lisa Carson
Purpose:	TAC No. 2		

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview**	
1.1.1	Gretel Green (MX) presented a safety share. Mark Armstrong (Hatch) noted that clarification was provided by TRCA on Friday; the PDF version of the comments was the most up-to-date. Hatch will update the comment log and the responses, as well as the results of this TAC discussion.	Info
2.	**Discussion**	
2.1	**Additional Submissions**	
	In the comments TRCA requested that a third submission of the EPR and technical studies be provided to TRCA. Based on the review of comments and the proposed edits for the EPR and Technical Studies, Hatch and TRCA agreed that the third submission would be provided at the Notice of Commencement. Hatch will provide an updated comment log, Technical Studies, and the EPR at that time. Post-meeting note: Hatch provided the updated comment log, Technical Studies, and EPR to TRCA on August 26th at the start of the Notice of Commencement	Hatch
2.2	**Design Constraints**	
2.2.1	Hatch clarified that the Initial Business Case (IBC) provides the various alternatives and alignments for TRCA's review. Hatch noted that track alignments refer to physical track shifts and, in the area surrounding the Park Lawn GO Station, the four existing rail tracks are fixed. Mark: The IBC looked at sites further to the east and found that they did not work and looked at variations in the platform layout such as a shorter platform but eventually landed on the 12-car platform configuration that's shown in the EPR. TRCA noted that the Design and Location section in the report only discusses the alternatives explored as part of the IBC, not in response to stakeholder feedback (i.e., TRCA feedback). TRCA is hoping to see further discussion about the constraints from TRCA's perspective in this section. Proposed edits to the text to address this comment are provided in the attached revised draft comment responses for Comment 3, 9, 27, and 36.	Info

Item		Action By
2.2.2	Hatch confirmed that TRCA was not a part of the IBC review – as it was not provided to external partners. Colin O'Meara (MX): Our business cases are for determining whether the location for our proposed project 'makes sense'. The IBC is created to ensure new stations meet strategic, financial (affordability), economic, deliverability and operational objectives without compromising the regional service objectives of GO Transit and its base of users. While the IBC is not reviewed by external partners it is understood that once the station is proved to be viable that agency review will be sought through the TPAP and detail design review process. TRCA clarified that they are looking for any additional alternatives explored to be added to the EPR, specifically those that were proposed by the TRCA for the narrowing of the platform and sloped walkway configuration. Hatch to add a subsection to Section 3 of the EPR describing feedback and additional alternatives proposed by the TRCA as noted in the revised draft comment responses for Comment 3, 9, 27, and 36. Post-meeting note: Text was added to Section 3.3.3 of the EPR.	Hatch
2.2.3	Hatch noted that the Gardiner plant switches are as far east as they can be positioned in the rail system. Once they pass the Gardiner, the tracks start to follow the curvature of Lake Ontario's shoreline and the next tangent or straight set of tracks are at Exhibition GO Station. Efforts to reduce the size of the platform footprint are ongoing. This was also discussed at TAC #1. The process includes assessing the passenger flow at the platform and then producing a reduced platform width for MX review. Hatch noted that the design still needs to be developed and the supporting documentation prepared before it can be submitted to MX for approval of the variation from the Design Requirements Manual. This process is currently underway at Hatch, however pedestrian flow modelling has not yet been completed. Hatch to add text to Section 3 of the EPR explaining why the switches, the signals, and the crossover are located where they are and why the station can't be shifted any further to the east. Hatch to add text to Section 3 of the EPR explaining the process for modifying the platforms; this will also be added to Section 8 for future commitments. Post-meeting note: Text was added to Section 3.1.2 and 3.1.3 of the EPR.	Hatch

Item		Action By
2.2.4	Hatch clarified that the portions of the platforms east of Park Lawn Road are not within hazard lands. The location of the platforms is dependent upon the location of the signal bridges.	Info
2.2.5	In response to TRCA's question about full length platforms providing better connectivity, Hatch noted that the length of the platform was determined based on projected passenger demand and passenger flow. The station will provide access to all twelve cars along the entire length of the train.	Info
2.2.6	TRCA requested that Hatch provide acceptable justification through a sub watershed plan or environmental assessment for Living City Policy 7.4.3.1.d in the EPR. Hatch advised that the proposed mitigation measure for supporting the station is the continuous retaining wall socketed into the bedrock so the platform itself and the live load from the tracks is carried by the retaining wall independent of the existing toe wall. The toe wall would only have to support the remaining slope north of the continuous retaining wall and protect the east abutment of the existing Mimico Creek bridge. Hatch to add text describing these plans for remediation and risk prevention in Section 2.6 and Section 3.3.15 of the EPR. Post-meeting note: Text was added to Table 2-3 in the EPR.	Hatch
2.3	**Trail Closures**	
2.3.1	CoT: Parks Capital Group was consulting with the TRCA Trails group to determine the alignment of the trails. CoT will be having a subsequent meeting with the TRCA Trails group early next week. Feasibility of this trail is currently in question and whether or not there is a priority for an alternative trail. CoT is still discussing whether the trail north of the corridor is advancing and what connections are needed crossing the rail corridor. South of the rail corridor parallel to Park Lawn, the trails still need to be negotiated with future developers. CoT is not aware of proposed bridge crossing #4; this will likely be a part of future discussions with TRCA. Following discussions with TRCA, CoT will be providing comments as to whether these trails need to be protected.	TRCA/CoT
2.3.2	Hatch noted that the 156-metre trail running parallel to the rail corridor on the north side of the condo property already exists and is the path that the south sloped walkway is planned to be connected to.	Info

Item		Action By
2.3.3	MX requested clarification surrounding any planned protection for bridge crossing #2 – as there is a large grade difference between the top of rail and where the trail is proposed behind the condo. Details for bridge crossing #2 will be discussed further at the stand-alone trails meeting between the CoT and TRCA early next week. TRCA advised that the trail was explored internally related to feasibility of construction – there are some constraints identified by TRCA's water resources group. Details to be discussed further at CoT and TRCA meeting (week of August 16, 2021.)	CoT/TRCA
2.3.4	TRCA emphasized that if there are no plans for the trail at this time, it should not be included in the site plan. CoT noted that there is funding set-aside for this trail and staff would need to outline why its not feasible in order to remove it from their budget. Hatch to note as a future trail for the time being in the SELUS and EPR. Mark: The trail that runs to the south would connect into the existing trail which would then lead into the south platform. The trail going north and crossing Mimico Creek twice before reaching the intersection of Legion Rd North and Park Lawn would connect with the north sloped walkway. Post-meeting note: Figure referencing future trail connections removed from EPR and SELUS. Text to reference future trails in Section 3.3.7 of EPR.	Hatch
2.3.5	CoT questioned who would be responsible for the maintenance of the sloped walkways. Colin: These responsibilities will be dependent on who owns the land; north of the rail corridor are City-owned lands to my knowledge. If owned by MX; MX would operate and maintain – these details will need to be sorted in future ownership conversations.	MX/CoT
2.3.6	CoT noted that a portion of the area is also open space which will require compensation for loss of land. Hatch is in the process of producing figures that show property ownership in this area and open space – to be shared with CoT and TRCA. Post-meeting note: Figures showing property ownership were shared with the CoT and TRCA on August 26th as part of submittal packages (Figure 5-1 in the SELUS).	Hatch

Item		Action By
2.4	**Stormwater Management**	
2.4.1	Hatch noted that the proposed stormwater work is outside of the regulatory floodplain.	Info
2.4.2	The EPR currently states that there will be no fill in the floodplain. TRCA requested that as further information becomes available, including grading plans, or work within the floodplain, this topic is revisited. Hatch agreed and noted that there have been some initial discussions with the contractor, who is looking at the construction planning. This would be a part of the conversation with the TRCA as we get into the permitting.	Hatch
2.4.3	TRCA to provide their Manitoba St – Beaverdale Rd Erosion Control Project details to Hatch as soon as possible.	TRCA
2.5	**Hydrogeology**	
2.5.1	Hatch noted that a hydrogeology report is being prepared (currently in draft) for the areas around the station, outside of the TRCA regulation limit. TRCA to request hydrogeology report when ready; not part of TRCA's scope but can be provided upon request.	TRCA

Item		Action By
2.6	**Sloped Walkways**	
2.6.1	Hatch elaborated on the sloped walkways in the south and the alternative options that were explored in the past as part of the north sloped walkway. The team has gone through a few design iterations to arrive at what it is now, including placing the walkway further into the hazard lands, and pulled away from Park Lawn Road. Mark: After reviewing the topography and pulling as much of the station away from the hazard lands, we ended up with the sloped walkway configuration that's now shown in the EPR. TRCA clarified that they are more concerned with south walkway. TRCA asked that this be pushed further east outside of the hazard lands. Hatch noted that discussions with the design team are ongoing to consider possible alternatives. Hatch advised that there are several constraints, including a combination of TRCA land impacts, utilities, and concerns with impacting/obtaining additional lands from South Beach Condo Corporation. Mark: One option that is being considered right now is supporting the south sloped walkway on a retaining wall structure and on piers, Hatch design team revisiting earlier options to position it further to the east; this goes hand-in-hand with our pedestrian flow modelling for the platforms. TRCA asked for clarification whether a sloped walkway was necessary in the south. Hatch confirmed that each platform needs a second access point; both sloped walkways are required. MX emphasized that a second access point is necessary for customer experience and distribution of the pedestrian flow, in addition to emergency egress.	Hatch
3.	**Conclusion**	
3.1.1	Hatch/MX will issue the EPR to the public at the Notice of Commencement. Hatch will provide the updated documents and comment log to TRCA at the same time; review will occur concurrently.	Info

Izabela Jasiak

ij:ij

Attachments:
Comment / Response Tables – TRCA – TAC #2

Minutes of Meeting

360807

November 10, 2021

First Capital
Park Lawn GO Station

Distribution

Those present + FCR+
Pemberton/Saddlebrook

City of Toronto Post TAC #2 Meeting - Transportation Brief

Meeting Date: August 16, 2021

Location: Online

Present:	Hatch	Melissa Alexander	Luke Richardson
		Mark Armstrong	Nigel Fung
	Metrolinx (MX)	Gretel Green	Anna Carrillo
		Michelle Louli	Colin O'Meara
	City of Toronto (CoT)	Eric Mann	Tayo Apanpa
		Dave Hunter	Brano Satkunathasan
		Garvin Tom	Scott H

Purpose: Review of City of Toronto Comments on the Transportation Brief

Item		Action By
1.	**Lan Configuration**	
	The City noted that the TMP governs the lane configurations. Hatch focused on the station, and provided recommendations to be included in the TMP. Hatch to provide information for the service vehicles that will be accessing the station to assist with the design of Street A by the TMP team.	Hatch

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Item		Action By
2.	**Ongoing Coordination**	
2.1	Commitment for ongoing coordination between station design, 2150 Lake Shore development and the TMP (including ROW requirements and property) to be added to Section 8 of the EPR	Hatch
3.	**Signal Timing**	
3.1	The City requested that the assumptions on the signal timing be included in the text of the Transportation Brief. Post Meeting Note: Transportation Brief Section 4.4.3.2 updated with the signal timing assumptions.	Hatch
4.	**Study Area**	Info
4.1	The Station Study Area is reduced relative to the TMP study area. The City is willing to share the model with Hatch. Hatch to adjust the figure and text to provide additional text in Transportation Brief supporting the smaller study area, compared to the TMP. Post meeting note: Updated study area to be included in the final EPR and Transportation Brief.	Hatch
5.	**Conclusion**	
5.1	Updates to the final EPR and Transportation Brief to be completed.	Hatch

Mark Armstong

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Minutes of Meeting

360807

November 10, 2021

First Capital
Park Lawn GO Station

Distribution

Those present + FCR+
Pemberton/Saddlebrook

City of Toronto Post TAC #2 Meeting - West Accesses to the Station

Meeting Date: August 18, 2021

Location: Online

Present:	Hatch	Melissa Alexander	Roxanna Lilova
		Mark Armstrong	Sarah Sha
		Eric Fung	Paul Tewari
		Mera Kairatkyzy	
	Metrolinx (MX)	Gretel Green	Michelle Louli
		Zakariya Khawaja	Colin O'Meara
	City of Toronto (CoT)	Brian Anders	Eric Mann
		Tayo Apampa	Allison Meistrich
		David Burns	Brano Satkunathasan
		Lisa Carson	Joseph Sergnese
		Tina Fernandes	Greg Tokarz
		Sarah Henstock	Gavin Tom
		Jane Weninger	

Purpose: Review of City of Toronto Comments on the Station accesses West of Park Lawn

Item		Action By
1.	**Introductions / Purpose and Overview**	
1.1	Review of City of Toronto comments with respect to the sloped walkways on the west side of Park Lawn.	Info

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Item		Action By
2.	**Transfer of Property**	
2.1	The City reiterated that where city owned natural lands are needed for the project, their transfer would technically go through disposal of property policy. The City indicated their preference that the requirement for these lands be minimized to the greatest extent possible, and then consider offsetting compensation with other natural lands. Failing that, the transfer would need to go through the OPA process.	Info
2.2	The City noted that the project will need to satisfy the policies (i.e., policy 4.3.6 (Development Criteria in Parks and Open Space Areas), and 4.3.8 (Sale and disposal of publicly owned lands)) to avoid triggering an OPA. Hatch agreed and noted that the overlap needs to be determined, and options considered to minimize the footprint, followed by compensation discussion. The project team is working to minimize impacts to City-owned open space and park lands. The City noted that if there isn't appropriate compensation, it may trigger an OPA.	Info
2.3	Hatch noted that the final area in question will not be known until detail design. Post meeting note: Hatch committed in the EPR that the area to be impacted will be confirmed during detailed design. (Table 8-1).	Hatch
2.4	Hatch noted that the currently proposed northwest sloped walkway crosses an existing gas main which will need to be relocated. Reconfiguration of the sloped walkway to be considered. Post Meeting note: northwest sloped walkway has been replaced by a pavilion, including elevator and stairs, which has been reflected in the EPR.	Info
2.5	The City noted that there are lands that are indicated as infrastructure or utility under the OP. Hatch will need to clarify the proposed layout relative to the OP layers. Hatch noted that there are different layers for Parks and Open Space, as well as Green Space System, and the Open Data from the City is not sufficiently clear. Re: SELUS Comment PRF-2 and NER CP-3: Hatch to include in the EPR a commitment to avoid and minimize impact to these lands as much as possible, and note that compensation and mitigation will be required if City-owned Open Space zoned lands are required.	Info
2.6	Hatch to update Tree Inventory Plan to categorize trees in the RNFP limits as Category 4 trees.	Hatch
3.	**City Comment CP-12**	

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Item		Action By
3.1	With respect to the south sloped walkway, the City inquired how it provides a safe and comfortable experience and whether it will be lit across the Condo Corporation's lands. Post meeting note: Hatch added commitment to Table 8-1 to visit opportunities to provide lighting for the path across the Condo Corporation's land during detailed design.	Hatch
3.2	The City inquired whether there would be a maintenance obligation for the Condo Corporation property pathway through the easement alongside the elevated walkway. It is MX's understanding that the path is owned by the Condo Corporation. Further discussion at detail design between MX, the City and the Developer is required.	MX
3.3	The City noted the potential use of trails on TRCA lands. Hatch noted that the southern access does not rely on the trail connection to access the south platform. Hatch will remove the figure with the TRCA trails from the EPR, as there are ongoing discussions regarding the trail need and layout between the City and TRCA.	Hatch
4.	**AODA**	
	The City noted that in their opinion the sloped walkways are not AODA compliant. MX noted that the main station building and the platforms are AODA compliant. Post-Meeting note: Sloped walkways must be AODA compliant (i.e., to code).	MX
5.	**Conclusion**	
5.1	The City will reconvene with their teams regarding accesses.	City
5.2	Hatch will keep the station layout as presented and it will be issued for Public Review as part of Notice of Commencement of the TPAP.	Hatch
5.3	Further discussion regarding sloped walkways will be required between the City, Hatch and MX. If changes can be agreed upon by early October they could be incorporated into the final Environmental Project Report (EPR). Post Meeting note: access northwest of Park Lawn Road/rail corridor has been revised, and will be included in EPR. Discussions will continue post TPAP related to walkway in the southwest.	All

Mark Armstong

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FIRST CAPITAL

July 29, 2021

Technical Advisory Committee Meeting

No. 2

Park Lawn GO Station



Land Acknowledgement

Safety Share – Coping with Seasonal Allergies

- Take an antihistamine, use a decongestant spray, or nasal spray for quick relief of symptoms
- During high-pollen periods (5am to 10am):
  - Avoid going outside
  - Keep windows and doors closed
  - Use an air-conditioner and dehumidifier while indoors
  - Wear sunglasses when going outside
- After exposure to the outdoors, shower to remove pollen from your hair and skin
- Refrain from drying laundry outside on a clothesline as pollen can cling to clothing fibers



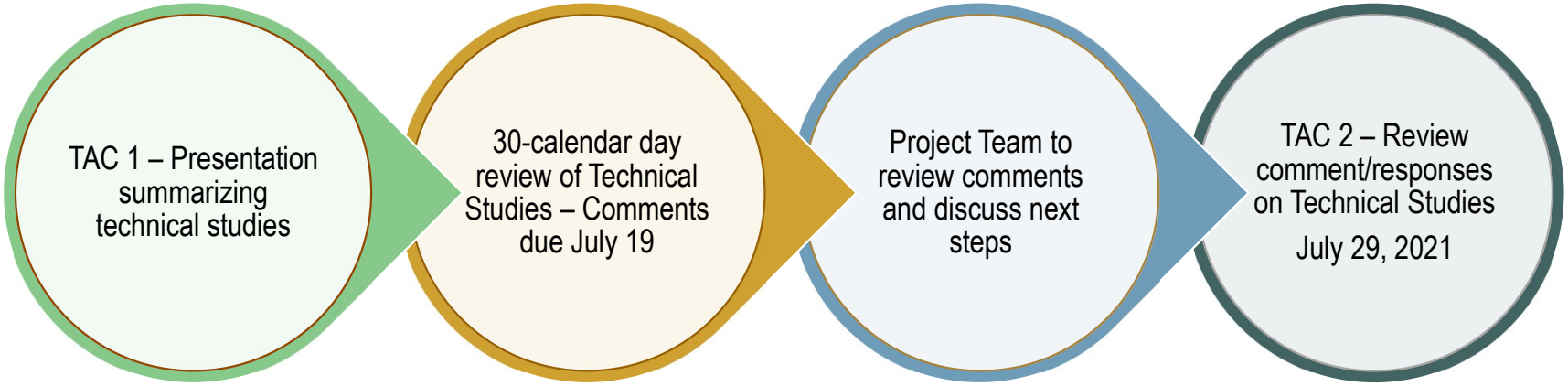
TECHNICAL ADVISORY COMMITTEE #2

- 1:00pm to 1:15pm
  - Welcome/Overview
- 1:15pm to 2:00pm
  - Transportation Brief (TB) & Environmental Project Report (EPR)
- 2:00pm to 2:30pm
  - Tree Inventory Plan (TIP)
- 2:30pm to 3:00pm
  - Natural Environment Report (NER)
- 3:00pm to 3:30pm
  - Slope Stability (SS)
- 3:30pm to 3:45pm
  - Socio-Economic Land Use Study (SELUS) & Noise and Vibration Impact Assessment (NVIA)
- 3:45pm to 4:00pm
  - Closing Remarks & Next Steps



FIRST CAPITAL

AGENCY REVIEW PROCESS



FIRST CAPITAL

KEY DATES


Notice of Study Commencement of the TPAP & Public Meeting #2 (Aug-Sep 2021)
Notice of Study Completion of the EPR
(November 2021)
30-Day Public Review of Environmental Project Report (December 2021)
35-Day Minister Review (January 2022)
Statement of Completion of the TPAP (January 2022)

Attendance Confirmation

Hatch	City of Toronto	
• Melissa Alexander – Project Manager • Mark Armstrong – Project Director • Sean Stuart – Ecologist • Izabela Jasiak – Coordinator • Omer Eissa – Geotechnical • Alun Lloyd (BA) – Transportation	Transit Expansion • Eric Mann • Anita Sparre • Marco Bertoia Transportation Planning • Greg Tokarz • Joshua Bassett • Brian Anders Community Planning / Heritage • Sabrina Salatino • Daniel de Moissac • Eric Beales Parks, Forestry & Red • Tina (PRK) Fernandes • Lisa Carson • Ramona Mirtorabi	Bridges, Structures and Expressways • John Lam • Jackson Lee • Ivana Tasic - Utility • Garvin Tom – Transit Infrastructure Strategic Initiatives • Corwin Cambray Other • Sean O'Connell • Jane Weninger – City Planning • Nadeem Paracha – Transit Review • Brano Satkunathasan • Tayo Apampa • Cherilyn Silvestri
Metrolinx	**TRCA**	
• Gretel Green • Colin O'Meara • Michelle Louli • Zakariya Khawaja • Ana Carrillo	• Alannah Slattery • Sinthujan Navaratnavel • Jason Solnik • Madhi Esmaeili	

FIRST CAPITAL

Minutes of Meeting

H360807

December 6, 2021

Lakeshore Development Inc.
Park Lawn GO Station

Distribution
Those present

City of Toronto - Review of 95% Comments on draft EPR and draft Appendices

Meeting Date:	October 7, 2021		
Location:	Online		
Present:	Hatch	Melissa Alexander	Izabela Jasiak
		Mark Armstrong	Luke Richardson
	Metrolinx	Gretel Green	Colin O'Meara
		Michelle Louli	Ana Carrillo
		Jennifer Smith	Zak Khawaja
		Jilesh Patel	
	Lakeshore Development Inc.	Paul Leonidis	Ann Lam
		Barry Stern	Jodi Shpigel
	City of Toronto	Eric Mann	Brian Anders
		Garvin Tom	Allison Meistrich
		Greg Tokarz	Ivana Tasic
		David Burns	Nadeem Paracha
		AJ Takarabe	Tayo Apampa
		Brian Anders	Brano Satkunathasan

Purpose: Preliminary discussion of Open Comments on 95% draft Environmental Project Report and Technical Reports

Item		Action By
1.	**Transportation Brief**	
1.1	City of Toronto confirmed that there will not be additional comments from the TTC. Comments to be left blank in tracking table.	Info

Item		Action By
1.2	Regarding Comment TS-1: Hatch described the intersections which were included as part of the Transportation Brief (TB) study area. Hatch clarified that developments with less than 100 projected vehicle trips are not required to complete a transportation or traffic impact study. City agreed that generally the volumes will be quite low, however there may be trips from the west that should be accounted for. Action: Hatch to provide additional detail describing the catchment area used for the analysis. The scope will not be expanded, just the detail summarizing the area included in the analysis. Post-meeting note: Additional detail was provided in subsequent traffic and transportation meeting; rationale was accepted by City.	Hatch
1.3	Regarding Comment TS-5: Hatch clarified that 2019 was used as the base year for the 2150 Lakeshore Analysis (Transportation), and is consistent with that Report. City acknowledged that 2019 is representative of the pre-pandemic period. Action: Hatch to provide additional detail to Report regarding the rationale behind the use of 2019 as a base year. Post-meeting note: Rationale was added to the EPR and TB and was further discussed at follow-up traffic and transportation meeting.	Hatch
1.4	Regarding Comment TS-27: In terms of modal split assumptions, Hatch advised that the station has not been designed to accommodate people who drive and park. No onsite parking is proposed. There are other parking lots in the area, however these will be private and not for the purpose of the GO Station. Appropriate measures will be put in place to discourage this use. City advised that there is parking demand along the corridor to the west, and insufficient parking to accommodate users. Hatch noted that modal split assumptions are based on other urban stations in the area such as Exhibition, Danforth, and Bloor which do not offer parking services. Action: Hatch to add text to the Report describing the modal split assumptions and rationale.	Hatch
1.5	Regarding Comment TS-29: Discussion related to Pick-Up and Drop-Off (PUDO) is ongoing and includes accessible PUDO on Street A, with general PUDO within the 2150 Site itself. City interested in how it will be monitored in the future. City is ok with the PUDO as currently planned; EPR to be updated to ensure these details are fully captured. Action: Hatch to add a commitment indicating that the size of PUDO will be revisited in the long-term.	Hatch

Item		Action By
1.6	Regarding CP-3: City confirmed that the comment regarding bike parking can be closed.	Info
1.7	Regarding CP-18: There are ongoing discussions about the west side of Park Lawn Road. Project Team advised that details will be flexible in the EPR, to avoid future addendums related to access west of Park Lawn Road. Hatch and Metrolinx advised that the EPR currently includes the worst-case scenario within the Project footprint (elevator and stairs) for the northwest access. Access alternatives are currently being discussed with the City and other parties for the southwest access. City requesting that access be fully accessible (AODA compliant). Hatch confirmed that they will be providing an updated comment response table to the City. Post-meeting note: Updated comment response table was provided to City.	Info
1.8	Regarding CP-19: Hatch confirmed that the City's request can be accommodated. Cycling conditions will be a part of the TMP recommendations; TB reflects what is shown in the preliminary preferred TMP.	Info
1.9	Regarding CP-22: Hatch noted that discussions regarding the interim cul-de-sac on Street B are ongoing. However, interim PUDO is still within a reasonable walking distance to the station and it would not be feasible to provide the facilities any closer. Regarding the concern for unofficial PUDO, mitigation could include on-street signage, and enforcement.	Info
1.10	Regarding PS-1: City to follow-up with emergency services group offline and confirm whether there are any concerns regarding the use of accessible PUDO.	CoT
2.	**Tree Inventory Plan (TIP)**	
2.1	Regarding PFR-28: Hatch has added a commitment to Table 8-1 in the EPR outlining that inspection of trees by Urban Forestry will be required prior to removal and issuance of permit. No City Urban Forestry staff on the call. Action: City to follow-up with Urban Forestry offline and confirm that they agree with the response.	CoT
3.	**Draft EPR**	
3.1	Regarding CP-12: Ongoing communication between the City of Toronto and Parks department. Current GO Station Concept Plan does not preclude future trail connections, however details removed from Figures and text.	Info

Item		Action By
3.2	Regarding TW-9: Details related to stormwater control are still being reviewed by Hatch. Additional details will be shared as part of the 30% detailed design. Hatch to provide detail on the conceptual treatment train and how the quality and quantity guidelines for wet weather flow will be met; details will be in the form of a high-level plan. City agreed that text is acceptable; Figure is not required.	Info
3.3	General comments: City advised that the highest level of the Toronto Green Standards related to stormwater retention and wet weather flow must be met; regulations are more stringent. City requested that Report detail the SWM measures, including standards, as commitments in the EPR, regarding what we plan on achieving. The TGS is more stringent than the Wet Weather flow Master Plan.	Info
4.	**Next Steps**	
4.1	Hatch will be updating comment response table. Comment response table will be shared with the City, outlining how comments will be addressed. Hatch/MX clarified that the reports will not be shared for another formal round of review. Comment responses will indicate where the edits have been made to the EPR and technical studies.	Info
4.2	Follow-up meeting will be scheduled with the City to close remaining comments and confirm that the proposed edits are sufficient. Post-meeting note: Follow-up meetings occurred on November 17 and 25, 2021 to resolve outstanding comments.	

Melissa Alexander

MA:ma

Minutes of Meeting

H360807

December 8, 2021

First Capital
Park Lawn GO Station

Distribution
Those present

City of Toronto – 95% Environmental Project Report and Technical Reports Page Flip

Meeting Date: November 17, 2021

Location: Online

Present:	Hatch	Melissa Alexander	Izabela Jasiak
		Mark Armstrong	Luke Richardson (BA Group)
	Metrolinx (MX)	Gretel Green	Jennifer Smith
		Michelle Louli	Colin O'Meara
	Lakeshore Development Inc.	Barry Stern	Paul Leonidis
		Ann Lam	Natasha Whyte
	City of Toronto (CoT)	Eric Mann	John Lam
		Lisa Carson	Paul Tewari
		Tayo Apampa	Brano Satkunathansan
		Allison Meistrich	David Burns
		Sarah Sha	Garvin Tom
		Josh Bassett	Ivana Tasic
		Brian Anders	Jane Weninger
		Nadeem Paracha	Greg Tokarz

Purpose: To close outstanding City of Toronto review comments on the Environmental Project Report (EPR) and Technical Reports.

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview**	Info
1.1.1	Purpose of the meeting is to provide an update on the TPAP, and close/resolve any outstanding comments.	
2.	**Transportation Brief**	
2.1.1	Regarding TS-1, Section 1.2 has been updated in addition to Figure 1-1. CoT agreed with the response; comment can be closed.	Info
2.1.2	Regarding TS-5, Hatch clarified that 2019 was used as a base year because it was considered to be representative of existing conditions due to 2020 and 2021 being pandemic-affected. CoT agreed with the response; comment can be closed.	Info
2.1.3	Regarding TS-7, Hatch noted that providing car share opportunities at the station is outside of the project scope but will be included as part of the 2150 Lakeshore Site Plan Application (SPA). Comment can be closed.	Info
2.1.4	Regarding TS-20, Hatch clarified that the changes to Lakeshore Boulevard and Silver Moon intersection have been updated in Section 5.2.1.5. CoT agreed with the response and noted that their concerns were with respect to the operation of the intersection. Comment can be closed.	Info
2.1.5	Regarding TS-27, Hatch clarified that other parking lots in the area surrounding the station are on private property and are not meant for commuter use. Other urban stations which were used as a reference (Danforth, Exhibition, Bloor) have 0% auto driver trips and it is expected that Park Lawn will have the same. CoT agreed with the response; comment can be closed.	Info
2.1.6	Regarding TS-29, TS-31, and CP-16, PUDO text in the Transportation Brief (TB) and EPR has been updated to reflect monitoring requirements and future plans. Enhancements to the boulevard are outside the scope of the project. CoT agreed with the response; comments can be closed.	Info
2.1.7	Regarding CP-17, additional text relating to accessible PUDO has been added to the TB. CoT agreed with the response; comment can be closed.	Info
2.1.8	Regarding TS-34, Hatch will be including the right-of-way (ROW) widths on graphics as part of the SPA. CoT agreed with the response; comment can be closed.	Info

Item		Action By
2.1.9	Regarding CP-4, details regarding the pedestrian flow modelling that will be undertaken have been added to the comment response table. CoT agreed with the response; comment can be closed.	Info
2.1.10	Regarding CP-18, Hatch noted that the NW access has been revised and alternatives are being considered for the SW access. Lakeshore Development Inc. inquired about the easements on the condo property; copy of easement to be provided to Lakeshore Development Inc. via email. CoT and Lakeshore Development Inc. to follow-up offline and have a separate meeting to discuss. Comment can be closed.	CoT / Lakeshore Development Inc.
2.1.11	Regarding CP-19, Hatch noted that two additional figures have been added to the report to illustrate the pedestrian network and cycling network. CoT agreed with the response; comment can be closed.	Info
2.1.12	Regrading CP-20, bike parking locations have been added to Figure 5-5 but are conceptual. CoT has requested a reduction in the encroachment on CoT lands. CoT noted that the bike share is operated by TPA; would be contemplated as part of the 2150 Lakeshore SPA. Comment can be closed.	Info
2.1.13	Regarding CP-21, Hatch noted that street names have since been fixed. Comment can be closed.	Info
2.1.14	Regarding CP-22, positioning of PUDO and cul-de-sac will be discussed during the Draft Plan of Subdivision for the 2150 Development: outside of TPAP scope. Comment can be closed.	Info
2.1.15	Regarding CP-23, Hatch noted that the graphic has been revised. CoT agreed with the response; comment can be closed.	Info
2.1.16	TTC did not provide comments on the 95% reports. CoT to follow-up to confirm there are no additional comments on the TB from TTC.	CoT
2.1.17	Regarding PS-1, CoT confirmed that there is sufficient room for emergency services in the currently planned PUDO arrangements. Comment can be closed.	Info
3.	**Natural Environment Report**	
3.1.1	Regarding PFR-1, Hatch noted that edits have been made to Section 5.8.1.1. CoT agreed with the response; comment can be closed.	Info
3.1.2	Regarding PFR-7, Hatch noted that the name for white spruce has been revised in Appendix C. Comment can be closed.	Info

Item		Action By
3.1.3	Regarding CP-1 and CP-5, Hatch noted that lighting and bird friendly feature commitments had been added to Sections 5.5.2, 5.5.3 in the NER and Table 5-12 and 8-2 in the EPR. Text has been revised to indicate that the measures “shall be” taken into consideration. Hatch to revise text that bird friendly markings on the first exterior surface “shall be” considered as per TGS V4 requirements.	Hatch
3.1.4	Regarding CP-3, Hatch noted that the references have since been corrected. Comment can be closed.	Info
4.	**Tree Inventory Plan**	
4.1.1	Regarding PFR-10, Hatch noted that the text has been revised to include dead tree stipulations. Comment can be closed.	Info
4.1.2	Regarding PFR-17, Hatch explained that text had been added to Section 6.4.2 for maintenance inspection requirements. Comment can be closed.	Info
4.1.3	Regarding PFR-22, PFR-24, and PFR-25, Hatch clarified that the wrong appendix was attached to the 95% report, and the correct version has the updated information being requested in the comment; will be included in final version. Comments can be closed.	Info
4.1.4	Regarding PFR-28, Hatch noted that a commitment was added to Table 8-1 in the EPR. Comment can be closed.	Info
5.	**Socio-Economic and Land Use Study**	
5.1.1	Regarding PFR-2, Hatch noted that the appropriate policies have been added to the EPR. CoT agreed with the response; comment can be closed.	Info
5.1.2	Regarding CP-1, Hatch noted that a response was previously provided. Comment can be closed. CoT and MX to follow-up offline regarding future level boarding. Post-Meeting Note: MX has followed up with CoT and provided them with the standard; CoT is currently reviewing.	CoT / MX
6.	**Environmental Project Report**	
6.1.1	Regarding PFR-3, Hatch noted that the name for white spruce has been revised. Comment can be closed.	Info
6.1.2	Regarding PFR-11, Hatch noted that tree compensation text has been revised. CoT agreed with the response; comment can be closed.	Info

Item		Action By
6.1.3	Regarding PFR-14, Hatch clarified that the reference to trails had been removed. Comment can be closed.	Info
6.1.4	Regarding TS-7 and TS-8, Hatch noted that a commitment has been added to Table 8-3 and text has been added to Section 3.3.9. CoT agreed with the response; comment can be closed.	Info
6.1.5	Regarding CP-2, Hatch noted that the NW access has been revised and alternatives are being reviewed for SW access. Comment can be closed.	Info
6.1.6	Regarding CP-3, Hatch noted that TGS for bird friendly windows shall be followed. Section 5.1.2.5 has been updated. CoT agreed with the response; comment can be closed.	Info
6.1.7	Regarding CP-8, CoT requested that “first surface” be added to the text in Section 5-12 for bird friendly window markers. Once this edit is made, the comment can be closed.	Hatch
6.1.8	Regarding CP-9, Hatch noted that the EPR has now been updated to include TGS Version 4. Comment can be closed.	Info
6.1.9	Regarding CP-13, Hatch noted that the text in Section 2.3.1.2 has been revised. Comment can be closed.	Info
6.1.10	Coordination regarding BSE-7 is ongoing internally at Hatch, Metrolinx, and Lakeshore Development Inc. Comment to stay open. Post-Meeting Note: Response to BSE-7 was circulated to CoT on Dec. 1, 2021 - and noted the following: “Gradual erosion of the toe slope and small amounts of sediment transport are part of the natural movement of a creek. It is anticipated that there will be a gradual release of sediment to the creek, which will not alter the watercourse. Metrolinx is committed to protecting infrastructure supporting rail operations. • Metrolinx observes the condition of the toe wall at Mimico Creek enroute to the annual bridge inspection of the rail carrying bridge and wingwalls. Any imminent failures would be reported, and repair options assessed. • An inspection report for the retaining wall structures at Mimico Creek is completed on a five-year cycle. If observations during the five-year inspection report points to maintenance or repairs, Metrolinx will assess best methods to stabilize the retaining wall and/or slope.”	Hatch / MX / Lakeshore Development Inc.
6.1.11	Regarding TW-2, CoT advised that Hatch provide a high-level summary of utilities, as well as figure showing utilities within footprint. Hatch to revise text and include figure in EPR.	Hatch

Item		Action By
6.1.12	Regarding TW-3 and TW-4, Hatch noted that the text has been revised to include relevant stormwater management guidelines. Comment can be closed.	Info
6.1.13	TW-5 was not discussed; coordination is ongoing internally at Hatch, Metrolinx, and Lakeshore Development Inc. Comment to stay open. Post-Meeting Note: Response to TW-5 was circulated to CoT on Dec. 1 and included the following: “Retaining wall construction added to Section 3.3.15 and the construction of the top-down construction where feasible added to Section 3.3.3.”	Hatch / MX / Lakeshore Development Inc.
6.1.14	Regarding TW-6, Hatch to add Sewer Use By-law and Sewer Discharge Agreement to Table 7-4. Post-Meeting Note: Comment discussed at stand-alone utilities meeting with CoT on Nov. 25.	Follow-up meeting required
6.1.15	Regarding TW-7, Hatch updated text in 5.5.1 related to effects, 5.5.2 related to mitigation measures and 5.5.3 related to monitoring. Post-Meeting Note: Comment discussed at stand-alone utilities meeting with CoT on Nov. 25.	Follow-up meeting required
6.1.16	Regarding TW-9, Hatch included text summarizing the conceptual plan. Post-Meeting Note: Comment discussed at stand-alone utilities meeting with CoT on Nov. 25.	Follow-up meeting required
6.1.17	Regarding ETR-1, Hatch noted that text relating to the Wet Weather Flow Management Guidelines was added. Comment can be closed.	Info
6.1.18	Regarding ETR-2, ETR-3, and ETR-4, Hatch noted that commitments were added to Section 7.4.1 and Table 8-1 in the EPR. Comments can be closed.	Info

Mark Armstrong

MA:ma

HATCH

Minutes of Meeting

H360807

December 8, 2021

Lakeshore Development Inc.
Park Lawn GO Station

Distribution

Those present + Gretel Green + Mark Armstrong + Hatch Design

City of Toronto – 95% Follow-Up - Utilities

Meeting Date:	November 25, 2021	
Location:	Online	
Present:		
Hatch	Melissa Alexander	Sahilah Chowdhury
Metrolinx (MX)	Michelle Louli Jennifer Smith	Colin O'Meara Zakariya Khawaja
Lakeshore Development Inc.	Barry Stern	Ann Lam
City of Toronto (CoT)	Eric Mann Tayo Apampa	Nadeem Paracha Ivana Tasic
Purpose:	To close outstanding City of Toronto utility comments on Draft Environmental Project Report (EPR).	

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview**	
1.1.1	Purpose of the meeting is to work through three outstanding comments related to utilities and stormwater management/drainage.	Info
2.	**Draft EPR - Utilities/Stormwater Management**	
2.1.1	Regarding comment TW-6 on the Environmental Project Report (EPR), Hatch advised that Table 7-4 was updated to confirm applicable wet utilities. City requested that Short-term and long-term discharge permits be added to the list, and then comment can be closed.	Info
2.1.2	Regarding comment TW-7, Hatch advised that Table 7-4 was revised to include Municipal Consent Requirements (MCR), and that the Executive Summary only provides a high-level summary of permits. Edits made to Sections 5.5.1 – 5.5.3. City agreed with changes; comment can be closed.	Info

2.1.3	Regarding comment TW-9, Hatch advised that text summarizing the conceptual stormwater plan was added to EPR Section 3.3.14 to address Wet Weather Flow Management Guidelines (WWFMG) and Version 4 of the Toronto Green Standards (TGS).	Info
2.1.4	City inquired about timing of 30% detailed design. Hatch to confirm with design team.	Hatch

Melissa Alexander
MA:ma

Review Comments Spreadsheet

Park Lawn GO Station

Draft Environmental Project Report & Related Technical Studies

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(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name: 360807-H-EV-PLG-RPT-EP-0002.pdf, Version E			**Revised By:**				
Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
Item No.	**Drawing No./ Specif cation Section/ Page No.**	**Review Comment (C ty of Toronto Reviewers)**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	**Review Comment (C ty of Toronto Reviewers) September 29, 2021**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (TRCA)**
PF&R							
PFR-1	General	All PF&R comments outlined in this log shall be incorporated into the EPR where appropriate.	Noted, comments were reviewed, edits noted or rationale for no edits provided in the Proponent Responses	Comments in these logs have been addressed through the individual technical reports forming part of the EPR. This comment can be closed.		1	C
PFR-2	General	Station Access: Have any alternative west access points or concepts connecting to the west platform been considered or evaluated to reduce the amount of impacts on TRCA/RNFP regulated lands? i.e. west access point for GO users from Legion Road area? This was also a request noted in the Public Meeting #1 summary report.	Access was initially explored from Park Lawn Road but this was not possible. Metrolinx requires a secondary access and it was determined that this location was the best due to grade challenges. The impacts to the TRCA RNFP regulated area have been reduced with the latest design. Text has been added to EPR that station access will be reviewed at detail design to reduce impacts to regulated areas. Legion Road access would be along the existing sidewalks and up the sloped walkway. There are no plans at this time to provide another crossing over Mimico Creek. Additional text added related to the former version of the north sloped walkway in Section 3.1.3.3.	Revisions to text have been noted. This comment has been closed.		1	C
PFR-3	Draft EPR, Table 4-1: Locally and Regionally Significant Plant Species	The botanical name for white spruce is incorrect. Please revise to *Picea glauca* .	The botanical name for white spruce has been revised.	Botanical name has not been updated (page 69). Please revise.	Update made to Table 4-1.	1	C
PFR-4	Draft EPR, Table 5-3: Tree Removal Chart Summary	As mentioned in the comment log for the Tree Inventory Report, more discussion is required regarding the labelling of trees as Category 4 vs Category 6. As such, this table may need to be revised. Please refer to Comments 19, 20, 21, 23 and 26 of the TIP comment log.	Metrolinx does have a ROW where trees are Category 6 within the Study Area. Trees within the Study Area have been reviewed to confirm the Category and this table has been updated. We provided text in Section 4.3 of the EPR and 1.3 and 4.4 of the Tree Inventory Plan to clarify tree ownership further, along with adding the ROW line on the drawings.	Comment can be considered closed.		1	C
PFR-5	Draft EPR, Table 5-4: Tree Injury Chart Summary	Please see Comment 2 above.	See response to PRF-4	Comment can be considered closed.		1	C
PFR-6	Draft EPR, Table 5-5: Tree Preservation Chart Summary	Please see Comment 2 above.	See response to PRF-4	Comment can be considered closed.		1	C
PFR-7	Draft EPR, Section 5.2.2.4 Tree Preservation Measures	Any trees to be removed or pruned post permit issuance must only be done so with the approval of Urban Forestry.	Text was added to Paragraph 2 in Section 5.2.2.4.	Comment can be considered closed.		1	C
PFR-8	Draft EPR, Section 5.2.3.2 Operations and Maintenance	Please see Comment 5 above.	See response to PRF-7.	Comment can be considered closed.		1	C
PFR-9	Draft EPR, Table 5-6: Tree Removal, Injury and Preservation Summary	Please see Comment 2 above.	See response to PRF-2	Comment can be considered closed.		1	C
PFR-10	Draft EPR, Section 5.2.4.3 Permitting and Compensation	Please note that compensation payments must be submitted prior to permit issuance.	Compensation will be determined during the detail design phase. The following text has been added "Restoration plans and compensation payments must be submitted prior to permit issuance." to the end of Paragraph 4.	Comment can be considered closed.		1	C
PFR-11	Draft EPR, Section 5.2.2.2 Construction and Compensation	Required compensation ratios: Any City tree: 3:1 Any Park tree: 3:1 Private tree >30cm: 3:1 RNFP trees >10cm: 3:1 RNFP trees<10cm: 1:1 RNFP tree injuries: 1:1 RNFP hedges: 1:5m hedge removed	Updated Section 5.2.2.2 to reflect list provided.	Section 5.2.2.2 reads: "Compensation will also follow guideline ratios of City of Toronto for tree replacement of private 30cm DBH and greater, any park and City trees, 3:11:3, 1:1 and 1:1 respectively.". This is unclear. Please revise to ensure that the required compensation ratios are accurately reflected: Any City tree: 3:1 Any Park tree: 3:1 Private tree >30cm: 3:1 RNFP trees >10cm: 3:1 RNFP trees<10cm: 1:1 RNFP tree injuries: 1:1 RNFP hedges: 1:5m hedge removed	Will revise to: "Compensation will also follow guideline ratios of City of Toronto for tree replacement of private 30cm DBH and greater, any park and City trees, 3:1, 1:1 and 1:1 respectively."	1	C
PFR-12	Draft EPR, Section 5.2.4.3 Permitting and Compensation	Please note that restoration plans and compensation payments must be submitted and approved prior to permit issuance.	Compensation will be agreed upon during the design phase. Added "Restoration plans and compensation payments must be submitted prior to permit issuance." to the end of Paragraph 4.	Comment can be considered closed.		1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Environmental Project Report & Related Technical Studies

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METROLINX

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Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
Item No.	**Drawing No./ Specif cation Section/ Page No.**	**Review Comment (C ty of Toronto Reviewers)**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	**Review Comment (C ty of Toronto Reviewers) September 29, 2021**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (TRCA)**
PFR-13	Draft EPR, Section 7.4.2 Municipal Tree Legislation	Please see Comment 10 above.	Added "Restoration plans and compensation payments must be submitted prior to permit issuance." to the end of Paragraph 3.	Comment can be considered closed.		1	C
PFR-14	Draft EPR, Section 3.3.3 Station Circulation			Revise final paragraph text in Section 3.3.3 to note: City of Toronto and TRCA are discussing the potential for future paths and connections across Mimico Creek.	Removed reference in coordination with comments from TRCA.	1	C
Transpor							
TS-1	360807-H-EV-PLG-RPT-EP-0002.pdf 3.3.8 Vehicular Access	*"PUDO for 30 vehicles. The south PUDO facilities will be split between an underground PUDO facility and surface PUDO layby spaces along the loop road (in 2150 Lake Shore). The north PUDO facility will be located along the south edge of the new Relief Road."* There are on-going discussions between the City, Metrolinx and the Transportation Consultants for the Park Lawn GO Station / 2150 Development regarding the appropriateness of the proposed on-street PUDO spaces. As such, this may necessitate a change to PUDO and how they are described and addressed in the TPAP documents.	We recognize that there are ongoing discussions on the PUDO. Details related to PUDO in the EPR and supporting documents updated, to reflect the current design concept, which includes accessible PUDO on Street A, and general PUDO to be provided within the 2150 Lake Shore development. Details related to size and location to be finalized as the design progresses.	Comment closed.		1	C
TS-2	3.3.9 Construction Staging / Laydown Areas	This section mentions that construction vehicles will be accessing the laydown site through Park Lawn Rd for the north station construction. Will this access/leg need to be signalized? The assumption is the access will be tied into the existing eastbound Gardiner Off-ramp/Park Lawn Road intersection. If so, the westbound signal heads will need to activated given the high conflicting volumes.	Access opportunities could be provided from the existing signal, however further discussions will be required in relation to construction methodology, sequencing and requirements before access arrangements and requirements can be fully resolved. Commitment added to Table 8-1.	Comment closed.		1	C
TS-3	4.5.2.12 Cycling Infrastructure	The majority of the cycling infrastructure and network is situated on the south side along Lake Shore. What was the rationale behind putting bicycle parking on the north side? Will cyclists be inclined to ride north on Park Lawn to get to the parking spots?	Section (4.5.2.12) refers to existing cycling infrastructure, however cycling infrastructure is proposed on both sides of the rail corridor. The TMP recommends bicycle infrastructure along Street A on the north side and its design subsequently proposes to include bike lanes as per the TMP recommendation. Therefore, bike parking on the north side is appropriate. Bike parking has been distributed evenly to capture both the north and south sides of the rail corridor. These details will further developed with detailed design.	Comment closed.		3	C
TS-4	4.8.1 Methodology	*"The Study Area for the Transportation Brief extends from The Queensway in the north / west, Lake Shore Boulevard West to the south / east, Park Lawn Road to the south / west and the Humber River to the north / east."* As indicated in comments for the Transportation Brief, further justification should be provide in how the Study Area for the Transportation Study and why no intersections west of Park Lawn Road were analyzed even though more than 50% of all trips to and from the Park Lawn GO Station are forecasted to and from the west.	There are a number of studies that have been undertaken in the area, including the TMP which will look at the broader area. As the GO Station generates very limited levels of traffic activity, the study was focused on the immediate site environment. The study projects no more than 20 vehicle trips in each direction on any one road west of Park Lawn Road, which will thereafter be further distributed down various side roads. This is therefore expected to have minimal impact on intersections west of Park Lawn. In addition, the Transportation Team is in ongoing discussions with the work being completed for the City of Toronto on the TMP, and authored the Transportation study completed for the 2150 Development Draft Plan of Subdivision. All transportation reports within and adjacent to the study area have consistent information. Added additional emphasis on the TMP and 2150 studies to the noted sections.	Comment closed.		1	C
TS-5	5.8.1.1 Near Term Horizon	The section labelled "Transportation Facilities" indicates that para-transit and wheel-trans PUDO will be provided within the new loop road. Section 3.3.9 indicates this access will be provided along the south side of new Relief Road. Please review.	Wheel-trans and para-trans PUDO is currently proposed to occur on Street A. Section 3 in EPR updated for consistency.	Comment closed.		1	C
TS-6	5.8.1.1 Near Term Horizon	Section talks about a pedestrian access on the east side of Park Lawn Rd just south of the rail corridor. Has there been any discussions about putting a pedestrian crossing near this specific entrance? I suspect there would be a lot of jaywalking across Park Lawn to get this to entrance if there is no pedestrian crossing.	There is a signal proposed in this location that is being delivered as part of the 2150 Lake Shore Phase 1 development.	Comment closed.		1	C
TS-7	5.8.1.1 Near Term Horizon	There are no mitigation measures mentioned in this section. To reduce the amount of violations in the PUDO area, should increased enforcement not be part of the recommendations? Same review item for summary provided on page 201.	Language added to Section 5.8.2 for increased enforcement. Enforcement will be dependent on PUDO discussion and subsequent ownership.	Further discussions required on PUDO, ownership and enforcement.	Future commitment added to Table 8-3 operations requiring decision related to PUDO ownership and enforcement between Developer and Metrolinx.	2	C

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METROLINX

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Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
Item No.	**Drawing No./ Specif cation Section/ Page No.**	**Review Comment (C ty of Toronto Reviewers)**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	**Review Comment (C ty of Toronto Reviewers) September 29, 2021**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (TRCA)**
TS-8	5.8.1.2 Longer Term Horizon	PUDO capacity is being increased in the long term horizon. Increased PUDO capacity will influence the number of vehicle trips and activity in and around the station. Is this the right approach given the peak hour vehicle trips is not that significant? Increased PUDO capacity will lead to more violations as well.	There is no increase in the number of PUDO spaces. Modest volumes are anticipated compared to what is existing in the area. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed. PUDO has been updated in the report to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces will be provided within a curbside layby on Public Street 'A'. In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.	Based on the response, it seems there will be a review done to examine the actual PUDO demand once the 2150 Lake Shore development has been implemented. There is a chance the PUDO capacity could be increased based on the future review. Is this correct?	Discussions in relation to the PUDO remain ongoing. Accessible PUDO is currently planned on Street A, and general PUDO will be included within the 2150 Development. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development. Monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. At this time, it is unlikely that PUDO size will increase as usage is based on 2041 ridership. Text updated in Section 3.3.9 with respect to the accessible PUDO. Monitoring added to Table 8-3 for monitoring of usage.	2	C
City							
CP-1	General	**Scope of the Park Lawn TPAP** The Council approved Christie's Secondary Plan identifies the Park Lawn GO station as part of a Transit Hub that integrates the new Park Lawn GO Station, existing and planned TTC routes for buses and streetcars, and active modes of transportation. • It also states that The Park Lawn Lake Shore Transportation Master Plan (TMP) will identify the transportation infrastructure improvements required to support the growth anticipated in the Plan Area and broader area. • Additional or alternative improvements may also be identified over time by the City and/or landowners. • The Park Lawn Lake Shore TMP should be read in conjunction with the policies of this Secondary Plan. The TPAP draft Environmental Protection Report (EPR) identifies that the Park Lawn Lakeshore TMP and streetcar loop portion of the Secondary Plan are not within the scope of the TPAP. Given the above policy----The TPAP work must consider a level of design that is flexible to incorporate Council directed recommendations from the TMP as once final direction is provided later this year. It should also consider future streetcar loop service to the station as planning and design work for that service advances as directed by City Council, City Planning and the TTC.	The Station TPAP does not include the streetcar loop. The design of the Park Lawn GO Station and 2150 Development layout are relatively fixed. Coordination of the streetcar loop is being considered as part of the TMP, and the Christie Secondary Plan. Coordination of the streetcar loop as part of the 2150 Lake Shore Development with the design of the Station amenities will occur in detailed design. As additional or alternative improvements are identified over time, they may be addressed through the detailed design process.	**Comment closed.** It is acknowledged the streetcar loop is not in scope for the purposes of this TPAP; additional comments with regards to the loop will be included through the appropriate reviews.		3	C
CP-2	3.3.2 Station Entrances/3.3.3 Station Circulation	**West side secondary station entrances** Secondary station entrances on the west side of Park Lawn do not appear to be expressly referenced here, though they do appear in Figure 3-3 on page 29 . City Planning remains strongly supportive of the inclusion of accessible entrances to both the north and south platforms on the west side of Park Lawn, recognizing final designs are subject to change.	Updated Section 3.3.2 and 3.3.3 to include west sloped walkways.	New references to the walkways are acknowledged, and it is acknowledged that discussion on west side accesses will continue through the design phase, as noted in Table 8-1 of the EPR. City Planning remains highly supportive of including fully AODA-compliant accessible entrances on the west side of Park Lawn, including consideration of options that include enclosed elevators/stairs/ramps. We also note that the Park Lawn Secondary Plan, Section 6.13, also requires "Entrances, barrier-free access points and pavilions for the new Park Lawn GO Station [that] will serve both the new and existing communities. Barrier-free access points will be provided on the west side of Park Lawn Road and the north side of the new Station (Block 8) to serve pedestrians and transit riders connecting by bus."	NW access revised to include a pavilion with elevator and stairs, AODA compliant. SW access alternatives being reviewed, while minimizing impacts to property, utilities, and TRCA regulated areas. Currently the layout presents access with the worst case scenario. Note any scenario currently being reviewed is within the existing footprint and is taking into consideration existing constraints. Any impacts have been captured in the TPAP and the EPR will be revised to include options considered for the west side. Text updated to reflect revised access details west of Park Lawn (Section 3.3.3 of EPR).	2	C

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CP-3	5.11.1 Policy Context	Policy context for climate change should also include Toronto Green Standards. These are applicable to for station design through site plan process and should be evaluated and considered through TPAP.	Added new Section 5.11.1.3 to address applicable municipal policies including the Toronto Green Standard and its applicability to the station. Sections 3.3.14, 5.1.2.2 already include Toronto Green Standards in their design considerations.	1 - Noted additional section in 5.11. Are there additional mitigations to consider besides construction monitoring? 2 - Section Please clearly indicate that the Project will incorporate bird friendly window treatment and dark sky lighting as per the Toronto Green Standard as follows: Use a combination of the following strategies to treat a minimum of 85% of all exterior glazing within the greater of first 16 m of the building above grade or the height of the mature tree canopy (including clear glass corners, parallel glass and glazing surrounding interior courtyards and other glass surfaces) Low reflectance, opaque materials Visual markers applied to glass with a maximum spacing of 50 mm x 50 mm4 Fly-through conditions: Treat glazing at all heights resulting in a fly-through condition with visual markers at a spacing of no greater than 50 mm x 50 mm. Fly through conditions that require treatment include: Glass corners, Parallel glass, Building integrated or free-standing vertical glass, At-grade glass guardrails, Glass Parapets. - Bridge lighting should be dark sky compliant to minimizes glare, reduce light trespass and not pollute the night sky - All exterior light fixtures should be efficient while providing minimum illumination levels sufficient for personal safety and security. - Architectural lighting should not be directed into the valley and should be turned off year-round between 11 p.m. and 6 a.m. by an automatic device. - Excessive lighting that contributes to light pollution including floodlighting, searchlights or sky canons should be avoided.	Section 5.11.1.3 moved to become Section 2.3.1.1. Text updated in Section 5.1.2.5 regarding visual window markings and lighting as appropriate.	1	C
CP-4	3.3.14 Stormwater Management	More details on how TGS and LID will be implemented. EPR notes that SWM and drainage will be coordinated with 2150 Lake Shore development. Please advise what requirements or TPAP commitments are needed to address this coordination?	See response to Comment TW-3 and TW-4. In compliance with the Metrolinx Asset Protection Package (MAPP), Developer will submit the Sustainability Plan to Metrolinx for review. This plan will demonstrate how the design achieves LEED and TGS standards in accordance with City of Toronto requirements as applicable. This will be developed with storm water management at detail design.	City Planning comment closed. Please refer to Toronto Water comments.		3	C
CP-5	7.4 Municipal	An Official Plan Amendment may be required and should be identified and discussed in this section and in the other relevant sections (mitigation, SE/LI Report). Station facilities on west side of Park Lawn fall with lands part of the Green Space System - depending on eventual ownership and station configuration, OP Policy 2.3.2.4 will apply, discouraging the sale or disposal of publicly owned lands in the Green Space System and not permitting City owned land in the Green Space System to be sold or disposed of. However, City owned land in the Green Space System may be exchanged for other nearby land. We recommend the applicant explore options for eventual exchange of nearby land of equivalent or larger area and comparable or superior green space utility.	New Section 2.3 - City of Toronto added, as well as text added in Section 7.4 and adjusted corresponding text in SELU. There is ongoing discussion between FCR Project Team and City of Toronto with regards to the north City-owned Station lands and the strategy and mechanisms of the land transfer to Metrolinx. Pending feedback from the City of Toronto on this. Discussions will continue as property requirements are defined.	Comment closed regarding text references. Noted that is included in TPAP commitments and mitigations regarding property discussions, size of green space lands impacted and potential compensation.		1	C
CP-6	4.4.2 Agency Data Collection	The city recognizes one identified built heritage resource in the vicinity of the study area, being the Christie Water Tower (identified in ERA Architects Heritage Impact Assessment, 2019)	Noted. At the time of preparation of the Cultural Heritage Report, no response from HPS was received. Please note that Christie Water tower is not within study area.	Comment closed.		3	C
CP-7	Section 4.4.3 and Page 173	There are no direct impacts anticipated to the one BHR identified, Christie Water Tower. Heritage Planning agrees with the recommended mitigation measures contained in the report.	Noted, these recommendations will be upheld.			3	C
CP-8	3.3 Design Elements	Please see comments provided on the Natural Environment Report that relate to design elements.	Noted, updated EPR sections to suit updates in NER.	We recommend making updates to both the EPR and the NER consistent with the comments provided on bird friendly glazing and dark sky lighting. We note that bird collisions and light spill are separate impacts that require separate mitigation and they should not be blended together.	Text in EPR Section 5.12 updated to reflect that visual window markings for birds and dark sky lighting shall be followed to meet TGS Version 3.	1	C

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Park Lawn GO Station

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(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
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METROLINX

Document Name: 360807-H-EV-PLG-RPT-EP-0002.pdf, Version E			**Revised By:**				
Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
Item No.	**Drawing No./ Specif cation Section/ Page No.**	**Review Comment (C ty of Toronto Reviewers)**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	**Review Comment (C ty of Toronto Reviewers) September 29, 2021**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (TRCA)**
CP-9	2.0 Study Process	Please include a section on applicable City of Toronto Official Plan policies and including the Toronto Green Standard. See also comments on 5.11.1	A new section has been added after 2.2 (2.3) for Municipal Plans and Policies. Additional text has been added to section (2.3.1) for the City of Toronto Official Plan Policies with a focus on the Toronto Green Standard. Section text to be added to SELUS.	We recommend that section 2.3 be revised to include reference to the Toronto Green Standard (TGS). We recommend including a description of the TGS and that the project aims to meet the highest level of the applicable TGS. We recommend revising section 5.1.1 Potential Effects to identify impacts to migratory and breeding birds and light spill as potential impacts of the project. We recommend revising section 5.1.2 Mitigation Measures to identify bird friendly glazing and dark sky lighting following the Toronto Green Standard as preferred mitigation. We recommend bird friendly window markers on the first surface because they are widely recognized as being the most effective way to prevent bird collisions. TGS V3 Tier 2 indicates that patterns on the first (exterior) surface are the most effective and in combination with low reflectance glass are the most visible and effective. TGS V4 requires first surface effective Jan 2022. The DS-05 Sustainable Design Standard does not require bird friendly visual markers to be applied to the first surface. A higher level of bird friendly window treatment should be provided because the Park Lawn GO will be located in a valley corridor, within the natural heritage system and adjacent to Lake Ontario. A higher level of bird friendly window treatment supports improving customer experience and decreasing reputational risk from public sightings of injured or dead birds on Metrolinx property and to reduce Operations and Maintenance costs associated with removal of injured or dead birds.	The EPR updated to reflect TGS Version 3. See Section 2.3.11.	1	C
CP-10	8.0 Future Commitments	Please see comments on herbicide application provided in Natural Environment Report comments	Noted, updated EPR sections to suit updates in NER.	No further comment		1	C
CP-11	8.0 Future Commitments	Please document the compensation to be provided in an addendum to this report and include as part of the public record.	Require clarification on this comment.	Defer to Urban Forestry comments		3	C
CP-12	General - West Station Access	Station access should not depend on a path of travel across existing or planned trails. Maintenance nor AODA compliance is not confirmed for these trails.	Noted, the intent of considering future trails is to not preclude their connection to the station. West Station access via AODA compliant ramps to existing sidewalks	Pending -- further design development and info needed for further discussion	Item sitting with City/TRCA to determine future trails.	3	C
CP-13	General - Christies Secondary Plan	Confirmation is required that this draft EPR and Technical Studies have complied with applicable policies and directions of this in-force Secondary Plan. No specific references in the draft materials have been identified by any City reviewers to confirm such compliance.	References to the Secondary Plan have been added to the EPR (Section 2.3.1.2) and the Technical Studies where appropriate.	Please note Council approval of OPA - City Council adopted this item on May 5, 2021 with amendments. Text in 2.3.1.1 Christie Secondary Plan states: An Official Plan Amendment was proposed on April 21, 2021. The OPA went to Planning and Housing Committee on April 22. http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH22.1	Text in 2.3.1.2 revised as noted in the comment.	1	C
ECS-BSE							
BSE-1	page 22 (p.47 of pdf)	For IBC Options 1, 2A and 2B, can the signal lights be moved to a location further to the east say underneath the Gardiner Expressway in order to move the western end of the north and south platforms further away from the Mimico Creek which experienced flooding, slope instability and stream erosion?	It is not possible to move the signal under or east of the Gardiner. The Business Case reviewed options for shortening the platform. The GO Transit trains operate with the locomotives on the east end of a 12- commuter car consist, with cars numbered 1 through 12 from east to west. The doors on the commuter cars can either be all opened, or cars 1-5 (first 5 cars) or 5-12 (last 8 cars). In addition, operating only 5 or 8 cars is not sufficient for the station demand. Moving the platforms further to the east is limited by the location of the signals for the crossover tracks located under the Gardiner Expressway. Moving the signals closer to the Gardiner bridge is being reviewed, however the signals must be visible at the locomotives while they are stopped at the station which dictates the location of the eastern end of the platforms. Additional text provided in Section 3.1.2 and 3.1.3.			1	C
BSE-2	page 23 (p.48 of pdf)	According to Section 3.3.1, the existing Park Lawn rail bridge will be widened to support the north station platform. What is the dimension of the proposed widening?	The dimension of the proposed widening is 4.55 metres to the north side of the existing bridge.			1	C
BSE-3	page 25 & Fig. 3-2 (p.51 of pdf)	The property impact plan shows "Corporation of the of Etobicoke", "The Metropolitan Toronto & Region Conservation Authority" and "Ministry of Transportation." Please verify if these descriptions are current. Please differentiate and label temporary property impacts from the permanent footprint.	Figures have since been updated and labels for properties shown adjusted for spelling and grammar. Temporary versus permanent property impacts will be confirmed as detailed design progresses. Property ownership information is be based upon the latest Geo-warehouse data (Properties, City of Toronto, 2019).			1	C
BSE-4	page 28 (p.53 of pdf)	3.3.15 - A retaining wall is proposed to support the station platforms west of Park Lawn Road as the station extends westward into the Mimico Creek valley system. Please draw on a plan where the proposed retaining wall will be constructed. Is it to the north or to the south of the existing retaining wall?	Proposed retaining wall added to Figure 3-2, adjacent to the rail corridor.			1	C

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METROLINX

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Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
Item No.	**Drawing No./ Specif cation Section/ Page No.**	**Review Comment (C ty of Toronto Reviewers)**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	**Review Comment (C ty of Toronto Reviewers) September 29, 2021**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (TRCA)**
BSE-5	Fig. 3-3 (p.54 of pdf)	Fig. 3-3 shows a proposed relief road (by others). Will there be a new grade separation at the relief? Please confirm if the new grade separation will be included within the scope of this project. What is the anticipated timeline for the grade separation work?	Figure 3-2 - The grade separation would be part of Street A. The Grade Separation is not part of the scope of the station, however the design and construction of the Grade Separation would need to be coordinated with the design and construction of the station. The tentative timing for the Street A and Grade Separation work is Q1 2025 - Q4 2027.			3	C
BSE-6	page 97 (p.122 of pdf)	According to Section 4.9.2.1.4 on Existing Slope Condition: "Evidence of existing slope instabilities, such as exposed roots, leaning vegetation, and slope repair works, were noted during the field investigation site visits (Water's Edge, 2021). The existing retaining wall at the toe of the western extent of the railway embankment was repaired in 2017; however, it cannot be relied upon to support the slope over the design life of the proposed construction of the passenger platform. The retaining wall, as discussed below, is susceptible to scour and erosion due to the water flowing in Mimico Creek." Please explain how the proposed retaining wall is an improvement in terms of geomorphology and geotechnical engineering. Please also explain how scouring, erosion and slope instability can be overcome.	As noted in Section 5.9.2 and 5.10.2 - the proposed retaining wall will be keyed into the bedrock underlying the rail embankment. The 100 year erosion rate is only applicable to soil; therefore the proposed retaining wall is not susceptible to soil erosion-induced instability, unlike the existing retaining at the toe of the rail embankment slope. By keying the proposed retaining wall into bedrock, the stability of the existing rail and proposed passenger platform, and the proposed retaining wall, will not be at risk of failure due to the geomorphological processes that have been estimated to affect the adjacent bank of Mimico Creek.			1	C
BSE-7	page 98 (p.123 of pdf), page 18 (p.25 of pdf)	According to Section 4.9.3, "Bedrock was encountered at depths ranging from 4.9 to 6.1 mbgs consisting of primarily shale with siltstone and limestone, characteristic of the Georgian bay Formation." Please confirm if dissolution of limestone leading to cavities is a possibility. Can the water in Mimico Creek lead to accelerated dissolution and scouring? If so, what are the mitigation strategies. Monitoring of scouring and adjacent slope is not an ideal solution. [See page 100 (125) of the report, "While the wall appears to be in good condition with little to no outflanking from fluvial processes, a deep scour pool has formed directly adjacent to the wall. While this does not appear to have undercut the wall, it is imperative that it is monitored as the existing slope stability is dependent on that wall."] [See also page 151 (176): "However, it is critical that the existing retaining wall is inspected regularly. If the wall is left to weaken, it could result in significant erosion and damage to the rail line during a high discharge event."	Added text to 4.10.3 related to bedrock is not exposed to the creek bank. The Erosion allowance identified in the reports considers the 100-year erosion rate which exceeds the design life of the existing erosion protection measures. TRCA is reviewing the Slope Stability Report, and geomorphology Reports, and providing their comments.	In Section 5.9.1 *Impact of Loss of Existing Wall on Proposed GO Station Platforms* , there is sentence that reads "The loss of the existing mass entering the waterway of Mimico Creek, but there would be no impact on the stability of the proposed rigid wall and the proposed passenger platform." Please explain the impact of the loss of the existing retaining wall and soil mass into Mimico Creek on the creek itself and nearby infrastructure including Gardiner Expressway structures. Please identify all potential impacts. - Could the loss of existing mass cause an obstruction to creek flow and dam up streams? - Could the slope failures alter the watercourse? - Would Metrolinx repair the damaged existing retaining wall and protect the existing embankment? - Will there be any failure materials clean-up plan to remove failed mass and to permanently stabilize and restore the current geomorphic condition?	Gradual erosion of the toe slope and small amounts of sediment transport are part of the natural movement of a creek. It is anticipated that there will be a gradual release of sediment to the creek, which will not alter the watercourse. Metrolinx is committed to protecting infrastructure supporting rail operations. •Metrolinx observes the condition of the toe wall at Mimico Creek enroute to the annual bridge inspection of the rail carrying bridge and wingwalls. Any imminent failures would be reported and repair options assessed. •An inspection report for the retaining wall structures at Mimico Creek is completed on a five year cycle. If observations during the five year inspection report points to maintenance or repairs, Metrolinx will assess best methods to stabilize the retaining wall and/or slope.	3	O
Toronto							
TW-1	General	It is our understanding, this is a preliminary document and more details will follow. Therefore, we are providing basic comments. Detail review and feedback will be provided once we receive complete/ detailed document.	Correct as stated, this is the Environmental Project Report under the TPAP. As the project progresses into detailed design there will be an opportunity to review design submissions.	No further comments		3	C
TW-2	Wet utilities conflict and relocation plan	In this document we want to see high level list and drawings of potential wet utility conflicts, relocation plan and corresponding easements.	High-level list of potential dry and wet utility conflicts and corresponding treatments were added to the EPR in Section 3.3.12. A CUP has been circulated to Toronto Water.	Thanks for providing a high level list of wet utilities. Please include high level utilities conflict and relocation plan in the EPR	A high level list of utility conflicts added to Section 3.3.12. Details related to relocations outlined in Section 5.5.1 and 5.5.2. Figure prepared to be included to outline existing utilities.	1	C

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METROLINX

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Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
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TW-3	Stormwater Management	The document should provide general stormwater management plan, existing and proposed as per City's stormwater criteria and technical guidance.	The EPR outlines the applicable guidance documents which currently provide the technical guidance for stormwater management. The approach for the stormwater quality and quantity control is expected to include collection and retention. The existing and proposed stormwater management plan will be prepared as part of the 30% design package. An additional package which meets the regulations and criteria will include the quality, quantity, and low impact design. We expect the stormwater collection and management system to include collection of runoff of the platform and paved surfaces; retention to meet the various guidance documents including City of Toronto wet weather flow management guidelines; and treatment to meet City of Toronto wet weather flow guidelines for suspended solids, oil, and grease. Green roofs will also be considered as part of the design. Additional details will be determined as the design progresses.	We are not able to confirm City's Stormwater Management technical guidance, standards and criteria documents in the report. Please outline all the City's technical guidance documents in the EPR and provide a reference in this log.	Section 3.3.14 has been updated to include this list: Stormwater design will comply with CoT stormwater guidance and other regulators guidelines, which are: •The Ministry of Environment (MOE) Stormwater Management Planning and Design Manual (2003); •Ministry of Transportation Ontario (MTO) Drainage Management Manual (1997); •City of Toronto's Wet Weather Flow Management (WWFM) guidelines (2006); •City of Toronto's Design Criteria for Sewer and Watermains (DCSW, 2019); •Toronto Green Standard (TGS, Version 3)2018)); •Toronto and Region Conservation Authority (TRCA) Stormwater Management Criteria (2012); •GO Transit Design Requirements Manual, GO-DRM-STD-2017-Rev1, January 2017; •Toronto and Region Conservation Authority (TRCA) Erosion and Sedimentation Control Guideline for Urban Construction (2019); and •Metrolinx Asset Protection Package (MAPP)	2	C
TW-4	Stormwater Management	Stormwater management (SWM) impacts and mitigation strategies are discussed with reference to TRCA and MOECC technical guidance. Please also refer to CoT SWM technical guidance and policy i.e. Wet Weather flow Guide and policy documents, and demonstrate how the specific criteria and standards would be satisfied.	The noted City of Toronto guidance and standards are added to Section 3.3.14. Noting that the Christie Secondary Plan has committed to Toronto Green Standard Tier 3, which includes retention of 25 mm of each rain event through infiltration, evapotranspiration and reuse. For the station this could include infiltration trenches, permeable pavement and green roofs. Runoff control to match post development flows to predevelopment flows for the 2 through 100-year events could be addressed through underground storage. Quality control by removing 80% TSS through the use of oil-grit separators or filtration devices.	Thanks for providing reference to CoT technical guidance. We also want to see specific reference to Wet Weather Flow Guidelines, demonstrate how the specific criteria and standards would be satisfied. We can understand that further details can be expected at detail design stage, however, we require a high level statements in this documents for future reference.	Bullet 3 of Section 3.3.14 provided high level statements with respect to retention, quality and quantity control as noted in the response to the original comment. Reference to wet weather management flow guidelines added to bullet point 1.	1	C
TW-5	Groundwater	Please clarify if any of the proposed structures i.e. foundation and footings, tunnels and shafts intercepts seasonally high groundwater. What are the impacts, mitigation measures and commitments for temporary and permanent discharge. Please note CoT does not allow private water discharge to sewer system because of quality and capacity constraints. We need firm commitment in the report to explore water tight options for the proposed structures.	The proposed retaining wall structure will be utilizing a top-down construction methodology (i.e., caisson wall or similar) which is independent of the groundwater elevation. Tunnels and below ground structures will be watertight.	Please make the statement part of the EPR report.	Retaining wall construction added and the construction of the top-down construction where feasible added to Section 3.3.15. Tunnels and below ground structures to be watertight added to Section 3.3.3.	1	C
TW-6	CoT permits and approvals	For clarity please provide a complete list/table of potential permits/approvals required for various project activities, segments/sites, reference to legislation/regulation and regulatory authority in relation to CoT wet utilities, groundwater discharge, and Stormwater Management.	Text added to Section 7.4 to include the following permits/approvals: Cut Permits, Road Cut and Right of Way Permits, and sign-off from the Municipal Consent Requirements. However, additional permits may be needed as the design progresses. These details will be provided as they become known. Table 7-2 included provincial approvals and permits. Added list to Table 7-4 for municipal level permits and approvals. PTTW, ECA and Drinking water Works Permit included in Section 7.2.1. Added new section 7.2.1.3 to EPR.	We require a preliminary **list/table of** potential permits/approvals required for various project activities, segments/sites, reference to legislation/regulation and regulatory authority in relation to CoT wet utilities, groundwater discharge, and Stormwater Management.	Table 7-4 revisited to confirm applicable wet utilities, discharge and SWM permits/approvals covered; added Sewer Use By-law and Sewer Discharge Agreement.	3	C
TW-7	ES Section 5	Toronto water notes that wet utilities and associated services are not mentioned in the ES Section 5. We require comprehensive list of impacts to the wet utilities (and associated services) during each phase of the project and corresponding mitigation measures/monitoring strategies/commitments.	Text to be added to the applicable section in the EPR on Municipal Consent Requirements (MCR) and high-level plans for utility services at the Park Lawn GO Station. Details regarding wet utilities and associated services will be available in Section 7.4. Utilities work will follow guidelines set out in the City of Toronto MCR for permitting requirements.	Original comment not addressed	Table 7-4 revised to include MCR, as well as other municipal level permits and approvals per comment TW-6. Will be permitting all utility connections. Executive Summary references requirement for federal, provincial and municipal permits. Effect, mitigation measures and monitoring related to utilities summarized in sections Section 5.5.1, 5.5.2 and 5.5.3 respectively.	1	C
TW-8	Capital Works	At this preliminary stage, Toronto water would require a shapefile of the project footprint and an estimated timeline, to better plan and coordinate any future capital projects activities in the area.	Will provide under separate cover.	Comment pending till the shape file received.	GIS provided Nov 2, 2021.	1	C
TW-9	General	There is no information about the servicing of this property included in TPAP. We need to see the general plan for stormwater control of the area	Stormwater management control efforts are planned as part of the 30% design package. Design guides updated in Section 3.3.14 and approach added to same section. Approach noted in comment TW-4 response.	We require a high level plan(s) to be included in this EPR.	Conceptual stormwater text included in the EPR Section 3.3.14 to describe the plan to meet the WWFMG and Version 3 of TGS. SWM drainage drawings will be included in stormwater report at the 30% detailed design.	3	C
TTC							

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Contract Name: Park Lawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 100% EPR							
Item No.	**Drawing No./ Specif cation Section/ Page No.**	**Review Comment (C ty of Toronto Reviewers)**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	**Review Comment (C ty of Toronto Reviewers) September 29, 2021**	**Proponent Response and Deta ls (Hatch/FCR/Metrolinx)**	***Act on 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (TRCA)**
TTC-1	21	Appears that the sentence was cut-off after "Park Lawn GO Station in their updated 2018"…	Need clarification on the location of the comment.		Metrolinx reassessed the proposed Park Lawn GO Station in their 2018 updated IBC (Metrolinx, 2018d). Missing reference?	2	C
TTC-2	Figure 3-3	Our previous understanding of the design was that entrances were being contemplated from Park Lawn Road to the platforms. Please confirm that these entrances will be provided in order to provide a seamless bus-to-train connection. It appears that a long multiple switch-back ramp will be provide which is not ideal for persons with limited mobility who may be transferring from southbound buses. Please provide an alternative where elevators are provided on the west side entrance	AODA compliant entrance will be provided in the main station building. AODA compliant walkways will be provided on the west side to provide the second independent connection for each side platform (in addition to the station buildings on the east side). Walkways on the west side will provide connectivity to buses travelling along Park Lawn Road. The walkway on the southwest is subject to Condo Corporation's agreement to extend the easement of the existing trail south of the rail corridor to provide public access to the southwest sloped walkway. Alternative walkway layouts were considered, the version shown in the EPR was selected as it minimizes the footprint impacts to the Mimico Creek valley. Private land ownership limits feasibility of elevator on west side platform entrance. Elevators (including redundancy) and accessible routes are accounted for at the entrances at the east side of the Station (i.e., at the main Station building to the south, and the Station building to the north).		Section 3.3.3 text revised with NW access to include a pavilion with elevator and stairs. SW access alternatives being reviewed, while minimizing impacts to property, utilities, and TRCA regulated areas. Currently the layout presents access with the worst case scenario. Note any scenario currently being reviewed is within the existing footprint and is taking into consideration existing constraints. Any impacts have been captured in the TPAP and the EPR will be revised to include options considered for the west side.	2	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Air Quality Impact Assessment

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Contract Name: Park Lawn GO Statior	**Designer: Hatch**		**Revision Date: August 27, 2021**				
% Completion: 95							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
PF&R							
PFR-1		No comments at this time		Comment closed.			C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Noise and Vibration Impact Assessment

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Document Name: 360807-H-EV-PLG-RPT-NV-0001.pdf, Version D			**Revised By:**			
Contract Name: Park Lawn GO Statio	**Designer: Hatch**		**Revision Date: December 17, 2021**			
% Completion: 95						
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
PF&R						
PFR-1	General	It is recommended that all TRCA/RNFP lands within the study area are considered noise and vibration receptors due to the sensitive land use. The report and images should be revised to clearly identify all of those properties.	The MECP document NPC-300 defines the land uses to be assessed. The NPC 300 is the most relevant guidance on noise assessment and control. Natural areas are not part of this list. Noise sensitive receptors are mainly buildings where people usually sleep, spend most of the day, and/or perform critical functions that require undivided attention (e.g., learning).	This was discussed at a recent meeting with Mx and their consultant. Mx consultant outlined the MECP document and PF&R acknowledges no additional changes will be made to the NVIA.	3	C

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Park Lawn GO Station

Draft Natural Environment Report

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Document Name: 360807-H-EV-PLG-RPT-NE-0001.pdf, Version D			**Revised By:**				
Contract Name: ParkLawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 95%							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
PF&R							
PFR-1	Section 5.8, pg. 56 - Significant Natural Heritage Features	This report should include potential impacts on the existing maintenance access to the Creek for ongoing TRCA/RNFP operations and maintenance needs. What are the mitigation measures both during construction and operations that might include any erosion control measures and potential upgrades to the access post construction?	This access is required for maintenance of the toe wall, by Metrolinx. The access will have to be maintained, but opportunities to enhance the area and minimize the access route will be assessed during detail design. Any restoration will be identified and be included in the compensation discussions. Added text to 5.8.1.1. Only relates to NER.	Revisions to text have been noted. Additional revisions to the last sentence text are required. Note: opportunities to maintain the **existing** access route to the Creek should also be examined, as well as potential restoration measures. Revise final paragraph text to: 'Opportunities to maintain the access route to the Creek **both during and post-construction** should also be examined, as well as potential restoration measures.'	Text revised in NER Section 5.8.1.1.	1	C
PFR-2	Draft Natural Environment Report, Section 4.6.1 Flora	The botanical name for white spruce is incorrect. Please revise to *Picea glauca* .	Revised in Section 4.6.1, Table 4-2.	Comment can be considered closed.		1	C
PFR-3	Draft Natural Environment Report, Section 5.4.3.2 Vegetation Removal	Trees removal and pruning must be conducted by an arborist to limit tree damage. The By-law defines the term Arborist as follows: **An expert in the care and maintenance of trees including an arborist qualified by the Ontario Training and Adjustment Board Apprenticeship and Client Services Branch, a certified arborist qualified by the International Society of Arboriculture, a consulting arborist registered with the American Society of Consulting Arborists, a registered professional forester or a person with other similar qualifications as approved by the General Manager.** This definition should be included in the Glossary of Terms, to ensure that any reference to an arborist throughout the report meets these standards.	Added to Glossary of Terms.	Comment can be considered closed.		1	C
PFR-4	Draft Natural Environment Report, Section 6.1.3 Municipal	This should read: Municipal tree permits will be required for the removal **and/or injury** of vegetation within portions of the Study Area. Please revise.	Revised as noted in Section 6.1.3.	Comment can be considered closed.		1	C
PFR-5	Draft Natural Environment Report, Section 6.1.3.1	The Ravine and Natural Feature Protection portion of the Municipal Code is Chapter 658. Please revise.	Revised as noted in Section 6.1.3.1.	Comment can be considered closed.		1	C
PFR-6	Draft Natural Environment Report, Section 6.1.3.1	In addition to Toronto Municipal Code: Chapter 658, Ravine and Natural Feature Protection, the requirement to obtain permits as per the following sections should also be listed here: Chapter 813, Article II: Trees on City Streets; Chapter 813, Article II: Private Tree Protection; and Chapter 608: Parks.	Additional permits added as noted to Section 6.1.3.1.	Comment can be considered closed.		1	C
PFR-7	Draft Natural Environment Report, Appendix C Vascular Plant List	White spruce is listed in Table 4.6.1, but not in the Vascular Plant List in Appendix C. Please clarify and/or revise.	White spruce has been added to the table in Appendix C.	It has been confirmed that white spruce has been added to the table in Appendix C, but none of the columns to the right were filled out for this species (Coefficient of Conservatism, Coefficient of Wetness, etc.). Please revise.	Appendix C entry updated with completed columns.	1	C
City							

Review Comments Spreadsheet

Park Lawn GO Station

Draft Natural Environment Report

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METR

Document Name: 360807-H-EV-PLG-RPT-NE-0001.pdf, Version D			**Revised By:**				
Contract Name: ParkLawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 95%							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
CP-1	General	The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. As a component of the EA, the Natural Environment Report has been prepared to document the existing conditions, and assess the potential effects of the new GO Station on the Natural Environment. As such, the report should identify how the design of the GO Station will help to mitigate adverse environmental and climate change impacts association with the presence of the building, including provision of bird-safe window treatment, dark sky lighting and a biodiverse green roof.	Our design will comply with the highest applicable Toronto Green Standards as applicable and Metrolinx DS-05 which addresses both light pollution and bird friendly window treatments. Table 5-10 updated to recommend compliance with DS-05 related to bird-safe windows. Text on green roof consideration included in Section 5.4.3.2, as well as Table 5-10. Dark sky lighting included in EPR, Section 5.5.3.	We recommend that the description of the TGS in both the NER and the EPR indicate that the TGS is a requirement for new development in the City. TGS V3 is currently in place; TGS V4 was recently been approved by City Council and will be in effect beginning May 2022. The Christie's Secondary Plan encourages the highest level of the applicable TGS. Bird friendly window markers on the first surface is widely recognized as being the most effective way to prevent bird collisions. TGS V3 Tier 2 indicates that patterns on the first (exterior) surface are the most effective and in combination with low reflectance glass are the most visible and effective. TGS V4 requires first surface effective Jan 2022. The DS-05 Sustainable Design Standard does not require bird friendly visual markers to be applied to the first surface. Because the Park Lawn GO will be located in a valley corridor, within the natural heritage system and adjacent to Lake Ontario, we recommend that the NER specify that bird friendly visual markers will be applied to the first surface. This comment aims to support improving customer experience and decreasing reputational risk from public sightings of injured or dead birds on Metrolinx property and to reduce Operations and Maintenance costs associated with removal of injured or dead birds. There is no Table 5-10 in the NER and Table 5-10 in the EPR is Climate Change Projections for the Great Lake Basin. Table 5.12 should clarify that bird friendly visual markers will be applied to the first surface. We recommend that the NER identify impacts to local and migratory birds and light spill as potential ecology impacts of the constructed project.	Section 5.1.1.1, 5.1.2.5, Table 5-12 and Section 5.5.3 in the EPR text revised to indicate that measures 'shall be' taken into consideration related to Dark Sky lighting, and bird friendly window markers (consistent with TGS). Section 5.5.2 and 5.5.3 of the NER updated to reflect impacts to local and migratory birds and light spills. Text also revised that bird friendly markings on first exterior surface 'shall be' considered as per TGS Version 4 requirements.	1	C
CP-2	Executive Summary	The following statement is included in the Executive Summary: "Compensation will be initiated through the TRCA and/or City of Toronto approval process, adhering to the Metrolinx Vegetation Guide (Metrolinx, 2020) and the City of Toronto Ravine By-law." The compensation that is to be provided should be document in an addendum to this report and included as part of the public record. Note the proper name is: City of Toronto Ravine and Natural Feature Project bylaw	Comments from the City of Toronto will be incorporated, as applicable, to the final EPR that will be posted for public comment. Compensation discussed in TIP. Revised title of bylaw.	no further comments		1	C
CP-3	2.6	Please add reference to Green Space System (Official Plan Map 2) and applicable policies. The lands on the west side of Park Lawn are designated Green Space System in the Official Plan. OP Policy 2.3.2.4 applies, discouraging the sale or disposal of publicly owned lands in the Green Space System and not permitting City owned land in the Green Space System to be sold or disposed of. However, City owned land in the Green Space System may be exchanged for other nearby land. We recommend the applicant explore options for eventual exchange of nearby land of equivalent or larger area and comparable or superior green space utility. (This comment has been communicated to FCR).	There is ongoing discussion between FCR Project Team and City of Toronto with regards to the City-owned Station lands and the strategy and mechanisms of the land transfer to Metrolinx. Pending feedback from the City of Toronto on this. Discussed in EPR, within Section 4.6.2.9 and Section 5.5.2 - as this relates to the existing land use.	Reference to section 4.6.2.9 is not clear. There is no section 4.6.2.9 in the EPR and section 4.6.2.9 of the NER addresses Fresh Oak Vegetation Communities	References to OP Policies 2.3.2.4 and 4.3.8 added to EPR - Sections 2.3.1, 4.5.2.9 and 5.5.2 (based on SELU comments). No changes to NER required, as already covered in EPR and SELUS.	2	C
CP-4	2.6	Please add reference to Natural Areas and applicable policies The lands on the west side of Park Lawn are designated Natural Areas in the Official Plan. OP policies 4.3.2, 4.3.3 and 4.3.6 and 4.3.8 apply, which permit infrastructure provided it is designed to have only minimal impacts and to restore and enhance natural features, and providing development criteria to protect features and minimize impacts and discouraging disposal of city-owned parkland while allowing exchange of nearby land of equivalent or larger area and comparable or superior green space utility.	Revised for Policy 3.4.15d in Section 2.6. Discussed in EPR, within Section 4.6.2.9 and Section 5.5.2 - as this relates to the existing land use.	no comment		1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Natural Environment Report

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METR

Document Name: 360807-H-EV-PLG-RPT-NE-0001.pdf, Version D			**Revised By:**				
Contract Name: ParkLawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 95%							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
CP-5	2.6 and 5.5.2	Please refer to the Christies Secondary Plan policies in section 13 that apply to this project. https://www.toronto.ca/legdocs/mmis/2021/ph/bgrd/backgroundfile-165673.pdf Light spill from the station is a potential impact that can be addressed through effective lighting that prevents light spill. The lighting plan to be provided should comply with the highest applicable the TGS and minimizes light spill into the valley consistent with policy 13.3.3 of the Christie's Secondary Plan regarding designing buildings and minimizing light pollution.	Impact, mitigation, monitoring and commitment for preparation of a Lighting Plan as part of detailed design has been included in EPR Section 5.5.2, 5.5.3, 5.12, and Section 8 - Commitments.	In order to provide for certainty in the contract documents we recommend that section 5.5.2 and Table 5.12 of the EPR be revised by removing reference to the City of Toronto's Best Practices for Effective Lighting (2017) and replacing with reference to the highest applicable standard of the Toronto Green Standard. We recommend that the report clarify that Dark Sky fixtures and bird-friendly building design (including applying markers to the first surface) "shall be" taken into consideration rather than "may be" taken into consideration.	EPR - Section 5.5.3 and Section 5.12 revised to reference TGS; removing reference to Best Practices. Wording has been updated to "shall be" taken into consideration.	1	C
CP-6	Section 2.6 and 4.7.2 and 5.5.2	Please add reference to OP policy 3.4.1b)vi regarding seasonal movement of migrating species. Toronto's valleys and ravines, including Mimico Creek valley, are migratory and habitat corridors and windows in development adjacent to these areas present a hazard to local and migratory birds. This hazard can be addressed by providing visual markers. Consistent with the highest applicable level of the Toronto Green Standard TGS) as indicated in policy 13.1 and 13.3.3 of the Christie's Secondary Plan please note: EC4.1 Bird Collision Deterrence and EC4.4 (Tier 2) Bird Friendly Glazing Performance Measures: a. Commencing January 1, 2020: the application of performance measures to all exterior glazing within the first 16 metres of the building above grade; and, where visual markers are utilized the maximum spacing will be 50 mm X 50 mm for all building types, and, b. Commencing January 1, 2022: where visual markers are utilized, all building types apply visual markers to the first surface of glass.	Design of the station glazing will be coordinated with the Metrolinx DS-05, TGS (highest applicable level) and Christie's Secondary Plan, where applicable and consistent with Metrolinx Design Reference Manual standards to minimize impacts to local and migratory birds. Text included in Section 5.5.3 of the EPR.	We recommend that section 5.5.3 of the EPR be revised to clarify that bird friendly window treatment be identified as part of building design rather than as part of monitoring. Because the Park Lawn GO will be located in a valley corridor, natural heritage system and adjacent to Lake Ontario, we recommend that the NER and the EPR specify that bird friendly visual markers will be applied to the first surface. This comment aims to support improving customer experience and decreasing reputational risk from public sightings of injured or dead birds on Metrolinx property and to reduce Operations and Maintenance costs associated with removal of injured or dead birds.	EPR Section 5.12 (previously Section 5.5.3) updated to reflect bird friendly window treatments 'shall be' taken into consideration.	1	C
CP-7	2.6	Please add reference to policy 3.4.15c)iii) regarding provincially significant valley lands and 3.4.15d) regarding avoiding new or expanding infrastructure unless there is no reasonable alternative and negative impacts are minimized and features and function are restored or enhanced where feasible.	Reference to Policy 3.4.15c)iii) relates to development or site alteration, as this is infrastructure - it does not apply to this Project. However Policy 3.4.15d, applies and has been added to NER Section 2.	No further comment.		1	C
CP-8	2.6	Please include reference to Christies Secondary Plan policy 13.2. Development, infrastructure and public realm improvements will integrate absorption and retention of stormwater through approaches such as green roofs, rain gardens, bio-swales, soak a-ways, open planters which capture stormwater, underground retention, and permeable paving.	Reference to Christie's Secondary Plan Policy added to Section 2.3.1.1 and details on Policy 13.2 added to Section 3.3.14 of the EPR.	No further comment.		1	C
CP-9	5.4.3 and/or 5.4.4 and/or 5.9	Please identify a biodiverse green roof on the station building as partial mitigation for the loss of 1.03 ha of terrestrial vegetation communities and to help address the impact of local heat island associated with the station.	The south station building is proposed to be embedded in the planned development for this area. The air rights above the south station building (excluding the rail corridor lands) will likely be owned by Lakeshore Development Inc. and they will be working to meet the Toronto Green Standard (TGS) requirements as the design progresses. The north station building is currently being proposed within the City of Toronto lands and negotiations have yet to occur. The station buildings should meet TGS requirements where feasible. If a green roof is to be installed on either station building, we would ask that Metrolinx be consulted at all times and that the owner of the air rights shall be expected to maintain this green roof. The incorporation of green roofs is under consideration as part of design. Text included in EPR, Section 3.3.14.	No further comment.		1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Natural Environment Report

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METR

Document Name: 360807-H-EV-PLG-RPT-NE-0001.pdf, Version D			**Revised By:**				
Contract Name: ParkLawn GO Station Designer: Hatch			**Revision Date: December 17, 2021**				
% Completion: 95%							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
CP-10	5.4.2	Please identify vegetation clearing areas associated with future electrification so these can be understood in relation to proposed restoration.	Vegetation removal within the ROW is occurring in 2021/ 2022 in preparation for GO Expansion. Native tree removals have already been compensated for in compliance with the Metrolinx Vegetation Guideline (2020). These removals were discussed with both the City of Toronto and TRCA back in 2018. For all electrified corridors, vegetation will be cleared approximately 7m from the centerline of the outer track. Once OnCorr expansion is awarded to a successful proponent and design progresses, the appropriate review process will take place with both the City of Toronto and TRCA regarding any impacts identified outside of ROW. Compensation/restoration requirements will also be determined through the OnCorr program once the design is progressed for the area outside the station footprint.	No further comment.		3	C
CP-11	5.9	Please indicate how operations and mitigation measures can help mitigate impacts of climate change associated with stormwater by integrating absorption and retention of stormwater into the station design. Possible approaches include green roofs, rain gardens, bio-swales, soak-aways, open planters which capture stormwater, underground retention, and permeable paving.	Additional details have been provided EPR noting that the Christie Secondary Plan has committed to Toronto Green Standard Tier 3 (Section 3.3.14), which includes the retention of 25 mm of each rain event through infiltration, evapotranspiration and reuse. For the station, this could include infiltration trenches, permeable pavement and green roofs. Runoff control to match post development flows to pre-development flows for the 2 through 100 year events could be addressed through underground storage. Water quality control can occur by removing 80% Total Suspended Solids through the use of oil-grit separators or filtration devices.	No further comment.		3	C
CP-12	Table 5-2 Terrestrial Environment Ravine and Natural Feature Plan Climate Change Terrestrial Environment	The use of herbicide to clear vegetation within the corridor ROW should be avoided.	New text - Herbicides may be applied in combination with other methods or selectively, using advanced application technologies and appropriate timing in accordance with the Metrolinx Vegetation Guideline (2020) for areas where mechanical removal is not possible or to prevent regrowth of invasive species. Choosing which herbicide to apply in response to IVM needs is dependent on: time of year; stage of plant growth; site-specific considerations and sensitives; soil moisture before, during, and after application; precipitation (rain or snow); and temperatures of soil and air before treatment. It may also consider the use of the product with the least adverse non-target impacts available that will achieve the necessary control. Only chemicals approved (at the time of application) by the appropriate federal and provincial government shall be used. Personnel involved in the handling and application of herbicides must do so in accordance with Metrolinx protocols and policies. Herbicides must be applied in accordance with the federal Pest Control Products Act, the Ontario Pesticides Act, and Ontario Regulation 63/09 and in accordance will all label directions. All personnel applying chemicals shall have valid applicator's licenses. Added text to Table 5.12 and Table 8.1	No further comment.		1	C
CP-13	5.9 Climate Change	Christie's Secondary Plan has specific climate resiliency and mitigation policies (excerpts below) How will these be addressed and evaluated through TPAP and station design? Climate Change section in Natural Environment report does not address these policies. 13.1. Development will focus on environmental sustainability through all Site Plan Control applications and is encouraged to meet or exceed the highest performance level of the Toronto Green Standard (TGS) and achieve zero emissions and retention of 100 per cent of rainfall and snowmelt. 13.2. Development, infrastructure and public realm improvements will integrate absorption and retention of stormwater through approaches such as green roofs, rain gardens, bio-swales, soak-aways, open planters which capture stormwater, underground retention, and permeable paving.	Text has been added to EPR (Section 3.3.14) with respect to Christie's Secondary Plan and applicable guidance documents also with overall approaches for stormwater quantity, quality and flow controls. Detailed development of the stormwater management plan at the 30% design will be completed in coordination with the Christie Secondary Plan and applicable policies.	Please refer to TW comments and coordinated with mitigations/ commitments	Noted.	3	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Tree Inventory Plan

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Document Name: 360807-H-EV-PLG-RPT-TI-0002.pdf, Version D — **Revised By:**
Contract Name: Park Lawn GO Station **Designer: Hatch** — **Revision Date: August 27, 2021**
% Completion: 95%

Item No.	Drawing No./ Specification Section/ Page No.	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)	Review Comment (City of Toronto Reviewers) September 29, 2021	Proponent Response and Details (Hatch/FCR/Metrolinx)	*Action 1 / 2 / 3 (Hatch/FCR/MX)	*** Status O / P / C (City)
PF&R							
PFR-1	Tree Inventory Plan Report, Glossary of Terms and Acronyms	The By-law defines the term Arborist as follows: **An expert in the care and maintenance of trees including an arborist qualified by the Ontario Training and Adjustment Board Apprenticeship and Client Services Branch, a certified arborist qualified by the International Society of Arboriculture, a consulting arborist registered with the American Society of Consulting Arborists, a registered professional forester or a person with other similar qualifications as approved by the General Manager.** This definition should be included in the Glossary of Terms, to ensure that any reference to an arborist throughout the report meets these standards.	Definition added to glossary of terms.	Comment can be considered closed.		1	C
PFR-2	Tree Inventory Plan Report, Section 1,2 2150 Lake Shore Application	Please submit a copy of the permit application, arborist report, and tree inventory plan for 2150 Lake Shore Blvd W. Urban Forestry will need to confirm that all affected trees are accounted for between the different applications.	Arborist Report and TIP for 2150 Lakeshore was submitted as part of the combined OPA, Zoning By-law Amendment, and Draft Plan of Subdivision application resubmission (Feb 2021). No permit application has been submitted to date. A permit application will be submitted at the detailed design phase. Same author for both Projects; the tree data has been coordinated, and overlapping areas identified.	This comment can be considered closed. Urban Forestry's Transit Planner and District Planner will be coordinating to review these two applications in tandem, or the station review and TOC review will both be undertaking by the Transit Planner.		3	C
PFR-3	Tree Inventory Plan Report, Section 3.7 City of Toronto Parks By-Law	Approval is required from the City of Toronto Parks Department **and Urban Forestry** prior to the removal of any tree. Please revise.	Revised text in report updated to Parks, Forestry, & Recreation Division and Urban Forestry branch as noted on the City's website in Section 3.7.	Comment can be considered closed.		1	C
PFR-4	Tree Inventory Plan Report, Section 3.7 City of Toronto Parks By-Law	More information from the Parks By-law should be included here, such as language found in § 608-40. Prohibited activities; § 608-41. Protection of trees; § 608-42. Injury and removal of trees.	Revised text in report to include additional language as noted in Section 3.7.	Comment can be considered closed.		1	C
PFR-5	Tree Inventory Plan Report, Section 4.2 Fieldwork	This section doesn't mention that RNFP trees over 10cm were assigned a number. Please revise.	Revised text in report in Section 4.2.	Comment can be considered closed.		1	C
PFR-6	Tree Inventory Plan Report, Section 4.2.1 Future Field Work Commitments	An updated arborist report to support the permitting process should be submitted at the detailed design phase, as is suggested in this section.	Noted. No further action at this time.	Comment can be considered closed.		3	C
PFR-7	Tree Inventory Plan Report, Section 4.3 Definitions and Assessment Criteria	The definition of dead given in this section would be considered a tree in poor condition by Urban Forestry. Dead trees are to not have any live leaves, regardless of the condition of the stem. As 100% dead trees can be considered for exemption from permit requirements, this distinction is important. Please revise this definition and tree condition labelling throughout the report.	Report was revised based on comment in Section 4.3.	Comment can be considered closed.		1	C
PFR-8	Tree Inventory Plan Report, Section 4.4 Tree Categories	Category 4 must include trees on RNFP lands within 12m of the project footprint. Please revise.	Revised text in report as noted in Section 4.4.	Comment can be considered closed.		1	C
PFR-9	Tree Inventory Plan Report, Section 5.1 Description of Trees	Minor typo: "The photographic inventory of trees identified is provide in Appendix C." Please revise to **provided**.	Revised text in report as noted in Section 5.1.	Comment can be considered closed.		1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Tree Inventory Plan

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Document Name: 360807-H-EV-PLG-RPT-TI-0002.pdf, Version D — **Revised By:**

Contract Name: Park Lawn GO Station **Designer: Hatch** — **Revision Date: August 27, 2021**

% Completion: 95%

Item No.	Drawing No./ Specification Section/ Page No.	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)	Review Comment (City of Toronto Reviewers) September 29, 2021	Proponent Response and Details (Hatch/FCR/Metrolinx)	*Action 1 / 2 / 3 (Hatch/FCR/MX)	*** Status O / P / C (City)
PFR-10	Tree Inventory Plan Report, Section 5.1 Description of Trees	Please note that trees that are 100% dead, terminally diseased or imminently hazardous qualify for an exemption from permit requirements. Please submit a separate list of applicable trees (including ash trees with EAB infestation) for exemption assessment. If qualified, application fees and compensation requirements do not apply.	Revised text in report as noted in Section 5.1, 6.2.1 and 6.3.1, and EPR Section 5.2.1.1.	Please note that while dead trees are exempt from permitting requirements, they must be included in the arborist report to be assessed for exemption qualification prior to removal. Please revise to include this stipulation.	Stipulation included in report. See Section 5.1 of the TIP and 4.2.5 of the EPR.	1	C
PFR-11	Tree Inventory Plan Report, Table 6-2: Tree Removal Chart Summary	As the Metrolinx Vegetation Guideline stipulates that trees on the Project Site that are >10cm in diameter will be replaced, should these trees be listed separately from trees between 10-29cm located in the rest of the Study Area?	Category 6 trees identified in the report are the trees that will be compensated according to Metrolinx's compensation ratio in the Vegetation Guideline. Metrolinx compensates for trees that are outside of Metrolinx-owned land. Commitment section to include proof that Metrolinx acquiring lands at application time. Text on Category 6 is provided in Section 4.4.	Comment can be considered closed.		1	C
PFR-12	Tree Inventory Plan Report, Section 6.3.2 Construction and Compensation	Required compensation ratios: Any City tree: 3:1 Any Park tree: 3:1 Private tree >30cm: 3:1 RNFP trees >10cm: 3:1 RNFP trees<10cm: 1:1 RNFP tree injuries: 1:1 RNFP hedges: 1:5m hedge removed	Revised text and summary table provided in Section 6.3.2 of the report to include the compensation approach. Summary provided in EPR Section 5.2.2.2.	Section 5.2.2.2 of the EPR reads: "Compensation will also follow guideline ratios of City of Toronto for tree replacement of private 30cm DBH and greater, any park and City trees, 3:11:3, 1:1 and 1:1 respectively.". This is unclear. Please revise to ensure that the required compensation ratios are accurately reflected.	Revised to: "Compensation will also follow guideline ratios of City of Toronto for tree replacement of private 30cm DBH and greater, any park and City trees, replaced at ratios 3:1, 1:1 and 1:1 respectively." Similar comment as Line 22 (Draft EPR). See Section 5.2.2.2 of the EPR.	1	C
PFR-13	Tree Inventory Plan Report, Section 6.3.2 Construction and Compensation	Please note that compensation payments must be submitted prior to permit issuance.	Noted. Have added "Restoration plans and tree compensation payments must be submitted prior to permit issuance." to Section 6.3.2 and EPR Section 5.2.2.2.	Comment can be considered closed.		1	C
PFR-14	Tree Inventory Plan Report, Section 6.3.4 Tree Preservation Measures	If it determined that pruning is required on any By-law protected trees, a pruning plan must be submitted for approval.	Revised text in report as noted in Section 6.3.4 and EPR Section 5.2.2.4.	Comment can be considered closed.		1	C
PFR-15	Tree Inventory Plan Report, Section 6.3.5 Construction Implementation	Please note that proof of installed hoarding must be submitted to Urban Forestry prior to permit issuance.	Revised text in report as noted in Section 6.3.5 and EPR Section 5.2.2.5.	Comment can be considered closed.		1	C
PFR-16	Tree Inventory Plan Report, Section 6.4.2 Operations and Maintenance	Any trees to be removed or pruned post permit issuance must only be done so with the approval of Urban Forestry.	Revised text in report as noted in Section 6.4.2 and EPR Section 5.2.3.2.	Comment can be considered closed.		1	C
PFR-17	Tree Inventory Plan Report, Section 6.4.3 Restoration, Compensation and Post Construction Monitoring	Post planting monitoring of restoration areas is required for **two years** after installation. Please revise.	Revised text in report as noted in Section 6.4.3 and EPR Section 5.2.3.3.	These sections should note that the two year guarantee period will restart for any trees or vegetation that need to be replaced at any point during this monitoring period. After the 2 year maintenance warranty, PCo must contact Urban Forestry to complete an inspection in order to confirm if the City will accept the asset and take over maintenance. Please note that RNFP will accept an 80% survival rate for ground cover.	Section updated to include maintenance warranty and inspection. See Section 6.4.3 in the TIP and Section 5.2.3.3 in the EPR.	1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Tree Inventory Plan

*** Actions:**

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2 = Discuss, clarification required
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Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROL

Document Name: 360807-H-EV-PLG-RPT-TI-0002.pdf, Version D — **Revised By:**
Contract Name: Park Lawn GO Station **Designer: Hatch** — **Revision Date: August 27, 2021**
% Completion: 95%

Item No.	Drawing No./ Specification Section/ Page No.	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)	Review Comment (City of Toronto Reviewers) September 29, 2021	Proponent Response and Details (Hatch/FCR/Metrolinx)	*Action 1 / 2 / 3 (Hatch/FCR/MX)	*** Status O / P / C (City)
PFR-18	Tree Inventory Plan Report, Section 7.2 Recommended Future Steps	Please note that Tree Protection Plans showing the location of hoarding to be installed must be submitted for approval prior to permit issuance.	Revised text in report as noted in Section 7.2 and EPR Section 5.2.4.2.	Comment can be considered closed.		1	C
PFR-19	General	Has the Project Site property been acquired by Metrolinx? If so, please provide documentation, such as a Schedule 20 – lands. If the property has not been acquired at the time of the permit application, trees involved in this application cannot be categorized as Category 1 or 6.	There is ongoing discussion between FCR Project Team and the City of Toronto with regards to the City-owned Station lands and the strategy and mechanisms of the land transfer to Metrolinx. Pending feedback from the City of Toronto on this. Commitment Section 7.2 and EPR Section 5.2.4.2 includes commitment to confirm property ownership prior to permit application.	Comment can be considered closed, with the understanding that tree categories may need to be updated in the future as property acquisition evolves.		1	C
PFR-20	General	Is the Study Area included in the land Metrolinx has acquired or is planning on acquiring? It's confusing that trees that are between 10-29cm are classified as Category 6 within both the Project Site and the Study Area.	The Study Area includes Metrolinx owned lands and lands owned by the City of Toronto, TRCA and third parties. Discussion on acquisition of properties is ongoing.	Comment can be considered closed, with the understanding that tree categories may need to be updated in the future as property acquisition evolves.		3	C
PFR-21	Tree Inventory Plan Report, Appendix B: Tree Preservation Plan - Existing Condition Figures	In addition to the issue described in Comment 20, there doesn't seem to be consistency with the labelling of trees as Category 4 vs 6. For example, Trees 383, 388 and 389 are labelled as Category 6, but Trees 440, 441 and 442 are labelled as Category 4. All of these are trees between 10-29cm located on RFNP land but within the Study Area. Please provide clarity and ensure continuity.	Metrolinx ROW includes trees that are Category 6 within the Study Area. Trees within the Study Area were reviewed to confirm the Category. Text has been provided in the report introduction/study area section to clarify this further along with the ROW line on the drawings.	Comment can be considered closed.		1	C
PFR-22	Tree Inventory Plan Report, Appendix B: Tree Preservation Plan - Existing Condition Figures	The TPZ of Tree 305 appears to overlap with the proposed Project Footprint. Should this tree be listed as being injured of being protected?	This tree has been revised to "injury"	Appendix B Tree Preservation Plan still shows Tree 305 as being preserved without injury. Please revise.	Tree Preservation Plan updated in final TIP to reflect updated impact to Tree 305 (wrong Appendix included in previous submission).	1	C
PFR-23	Tree Inventory Plan Report, Appendix B: Tree Preservation Plan - Existing Condition Figures	(Related to Comment 20) Trees 383, 388 and 389 are labelled as Category 6, but are outside of the Project Footprint. Please revise to Category 4.	Metrolinx does have ROW where trees are Category 6 within the Study Area - however trees within the Study Area were reviewed to confirm the Category. Text has been provided in the report introduction/study area section to clarify this further along with the ROW line on the drawings. Table A-1 has been updated to reflect changes to categories for trees 383, 384, 388, 389.	Comment can be considered closed.		1	C
PFR-24	Tree Inventory Plan Report, Appendix B: Tree Preservation Plan - Existing Condition Figures	Trees 232, 383, 384, 388, 389, 435 are proposed for removal, but are outside of the Project Footprint and are listed as being in fair condition. Please consider these trees for injury or preservation instead of removal.	Tree 232 has more than 25% of dripline/rootzone impacted and was identified for removal; Trees 383, 384, 388, 389, and 435 have been revised to be retained/injured where applicable.	Appendix B Tree Preservation Plan still shows Trees 383, 384, 388, 389 and 435 as being removed. Please revise.	Tree Preservation Plan updated in final TIP to reflect updated impact to Trees 383, 384, 389 and 435 (wrong Appendix included in previous submission).	1	C
PFR-25	Tree Inventory Plan Report, Appendix A - Tree Inventory Chart	Trees 10, 180, 181, 233 and 234 are shown as being in the Study Area but are not listed in the Tree Inventory Chart. Please revise to ensure they are included.	Tree's 10, 180, 181, 212, 234, and 233 will be removed as part of the 2150 Lake Shore development and were excluded from the inventory table. The drawing is being revised to match.	This comment will be left as open until the Tree Inventory Chart and the drawings match.	Trees have been removed from the drawings to match the tree inventory table.	1	C
PFR-26	Tree Inventory Plan Report, Appendix A - Tree Inventory Chart	Another example of inconsistency in categorization: Tree 450 is 6cm and labelled as Category 6 but is listed as being injured. This is confusing because it appears that some Category 6 trees qualify for injury and some don't. Please provide clarity and ensure continuity.	Tree category for 450 has been reviewed and revised to category 4.	Comment can be considered closed.		1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Tree Inventory Plan

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METROL

Document Name: 360807-H-EV-PLG-RPT-TI-0002.pdf, Version D			**Revised By:**				
Contract Name: Park Lawn GO Station	**Designer: Hatch**		**Revision Date: August 27, 2021**				
% Completion: 95%							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
PFR-27	Tree Inventory Plan Report, Appendix A - Tree Inventory Chart	Trees 1-7 are large black willows listed in poor-fair condition and are proposed for removal. They are listed at Category 1 and on FCR land. Some are shown as being within the Project Footprint, but some are shown as being within the Study Area. By definition, Category 1 trees do not require a permit and are located on Metrolinx land, but the Tree Inventory Chart states that a permit is required for the removal of these 7 trees. Please provide clarity and ensure continuity.	Based upon Figure 1-2 the table has been reviewed based upon current property ownership. Trees 5 and 7 are remaining as Category 1 trees and trees 1, 2, 3, 4, and 6 are Category 2 trees as they are over 30cm DBH.	Comment can be considered closed.		1	C
PFR-28	Tree Inventory Plan Report, Appendix A - Tree Inventory Chart	Further to Comment 27, if a permit is required for the removal of Trees 1-4, more detail on the condition in order to justify the removal of these trees must be provided. As these are large trees and are outside of the Project Footprint, efforts must be made to preserve these trees if their condition allows.	The canopy of these trees would require pruning to facilitate development of the GO Station; since the trees are in poor condition, removal under this application is desired; or they would be removed under the 2150 Lakeshore application. This information will be provided in the report-table for clarity.	Due to the size of these trees, an inspection will need to be conducted by Urban Forestry to confirm their poor condition. If their condition will withstand the required pruning, these trees should be retained and protected, with a pruning plan submitted. This comment will be left open in the meantime.	Commitment added to Table 8-1 in EPR requiring inspection by Urban Forestry prior to issuance of permit/approval.	1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Transportation Brief

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METROLINX

Document Name: 360807-H-EV-PLG-RPT-TT-0001.pdf, Version D			**Revised By:**				
Contract Name: Park Lawn GO Station	**Designer: Hatch**		**Revision Date: December 17, 2021**				
	% Completion: 95%						
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
PF&R							
PFR-1		No comments at this time		Comment closed.			C
Transportation Services							
TS-1	360807-H-EV-PLG-RPT-TT-0001.pdf 1.2 Study Area Page 2 4.4.1 Scope Page 35	The defined Study Area is essentially the same one used for the Park Lawn Lake Shore Transportation Master Plan and is not entirely appropriate for the Park Lawn GO Station TPAP – Traffic Study. Whereas the TMP is looking at improving connections and mobility in the Park Lawn Lake Shore Area, the TPAP is looking at the environmental impacts of the GO Station. As such, impacts to the areas west of Park Lawn Road should also be considered and analyzed. What are the rationale for the Transportation Study Area to not extended further west past the Mimico Creek? The way the Study Area is defined seems to indicate that no traffic is coming and going to west other than from the Gardiner Expressway. But that is not what the site traffic trip distribution is indicating. As such, intersections such as The Queensway and Grand Avenue and Lake Shore Boulevard west and Legion Road be included in the Transportation Study.	As the GO Station generates very limited levels of traffic activity, the study was focused on the immediate site environment. The study projects no more than 20 vehicle trips in each direction on any one road west of Park Lawn Road, which will thereafter be further distributed down various side roads. This is therefore expected to have minimal impact on intersections west of Park Lawn. In addition, the Transportation Team is in ongoing discussions with the work being completed for the City of Toronto on the TMP, and authored the Transportation study completed for the 2150 Development Draft Plan of Subdivision. All transportation reports within and adjacent to the study area have consistent information. Added additional emphasis on the TMP to Section 1.2 and EPR Section 4.9.1.	Pending provision of a stronger explanation of the Study Area in the EPR. The Study Area used for the Park Lawn Lake Shore TMP is not necessarily appropriate for the Park Lawn GO Station EPR Traffic Assessment. It is still our opinion that the Study Area is too skewed to the east and not representative of the trip from the west, southwest and northwest. In fact Table 5-10: Site Traffic Distribution from the Transportation Brief indicates that 60% of all trips will come from the west. So if the Study Area is not going to be expanded / shifted to include intersections west of Park Lawn Road, then a more detailed explanation should be included as to why the analysis focuses mainly on area east of Park Lawn Road. 	As previously noted, the GO Station is projected to generate very limited levels of traffic and as such, the study was focused on the immediate site environment. The Park Lawn / Queensway and Park Lawn / Lake Shore intersections are the key outlets for access into and out of the area to/from the west (along with the Gardiner ramps) and are therefore seen as logical boundary points for the study area. We also reiterate that while 60% of trips are to/from the west, the resulting level of site traffic is low along these routes (no more than 20 vehicle trips in each direction on each road). This represents in the order of 1-2% of total east-west volumes on these roads and is within typical daily volume fluctuations which would be observed on roads such as these. In this respect, it is reasonable to conclude that the impact of the Site traffic west of Park Lawn Road will be negligible. For further context, the City of Toronto's TIS Guidelines (2013) notes that in most cases, a development that is projected to generate less than 100 peak hour vehicle trips would not be required to prepare a TIS. The amount of traffic projected on these sections of roads is well below the above mentioned threshold. Further clarification provided in Section 1.2 New Figure 1-1 prepared - Study Area.	1	C
TS-2	1.4.2 Potential Infrastructure Improvements Page 5	Is the east-west Relief Road proposed to be a public street that is owned and maintained by the City of Toronto? What guidelines and standards were used to determine its overall width, lane widths, configuration and other design elements?	The Relief Road is not a part of the Station TPAP, but will be developed as part of the 2150 Lake Shore Development. The Relief Road will be a public street owned and maintained by the City of Toronto. The ultimate design of the Relief Road is still subject to the findings of the City of Toronto's TMP and will be reviewed by the City of Toronto as part of the larger development plan.	For the purposes of this review, the comment can be closed.		3	C
TS-3	1.5 Station Contact Overview	This section mentions that TTC buses will be stopping curbside on Park Lawn Rd to provide access to the station. Will SB buses stop near a pedestrian crossing? Bus stops that are located on the west side of Park Lawn Rd and away from a signalized pedestrian crossing will lead to jaywalking infractions and safety concerns.	The southbound bus stop will be located on the far side of the proposed Park Lawn Road / 2150 Lake Shore Driveway intersection. The intersection will be signalized as part of the Phase 1 works and is intended to be active for the Near Term Horizon (2028). The signal leads directly to Park Lawn Road Gardens and Station Square pedestrian areas which serves as the main entrance for Station facilities and TTC connections.	Comment closed.		3	C
TS-4	2.1 Approach	The assumption that the trip generation of car-borne travel for the Park Lawn GO Station seems like an underestimation. Phase 1 of the 2150 Lake Shore Development includes large retail and office space. Would this new mixed use development not contribute to the overall trip generation in the study area in the near term with Phase 1 and the future completed state?	Given there is no parking proposed and the future urban context and planned population growth in the immediate Site vicinity, vehicle trip generation associated with the Station is expected to be minimal. Accordingly, vehicle trip generation for the Park Lawn GO Station was based on Metrolinx ridership forecasts, with a small component of pick up/drop off trips generally consistent with Exhibition Station (non-auto centric, and non-suburban area). This is considered appropriate, given the aforementioned future context of the Site and its parallels with the Exhibition Station area. Allowances were made for Phase 1 of the 2150 Lake Shore Road Development as part of the Future Background Assessment	Comment closed.		3	C
TS-5	2.3 Assumptions Existing Conditions Page 9	*"Existing traffic, pedestrian, cycling and transit conditions were assumed based on the collected data."* What is the base year for existing conditions – 2019, 2020 or 2021? Most turning movement count data was collected in 2019, so is that the base year or was a growth rate applied to change the based year to 2020 or 2021? Did the COVID-19 pandemic have any impact on the determination of the existing base condition?	The base year is 2019, as per the date of the counts. The pandemic did not have any impact on the base condition, since the data was collected prior to the pandemic. Added base year as 2019 to this section.	Pending further clarification of the base year. The base year (2019) for the traffic analysis should be clearly indicated in the Transportation Brief. Also, a rationale / explanation should be included as to why 2019 and not 2021 is the base year (existing conditions) for the Study.	The adopted base year of 2019 is consistent with the date of the traffic counts and with the 2150 Lake Shore study, while it is noted that 2021 has been pandemic-affected. In our view, the 2019 counts are appropriately representative of existing conditions (non-pandemic affected). Further clarification provided in Section 2.2.1 and Section 4.4.2. EPR Section 4.8.1.1 also updated.	1	C
TS-6	3.2.1 Overview Pages 13-14	*"The Secondary Plan and TMP are anticipated to be completed over the course of 2020 with approvals being provided by Toronto City Council towards the end of the year."* The year should be changed to 2021 or even 2022.	Noted, the year has been updated to 2021/22.	Comment closed.		1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Transportation Brief

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METROLINX

Document Name: 360807-H-EV-PLG-RPT-TT-0001.pdf, Version D			**Revised By:**				
Contract Name: Park Lawn GO Station	**Designer: Hatch**		**Revision Date: December 17, 2021**				
	% Completion: 95%						
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
TS-7	3.3 Development Context and Transit Oriented Development Opportunity	This section mentions the 2150 Lake Shore development will include car share facilities. Will this be implemented in the near term (2028) and/or phase 1 of the development? If so, would this facility affect the trip generation figures?	Car share is being considered as part of Phase 1 of the proposed 2150 Lake Shore development. The proposed amount would be explored as part of the Phase 1 Site Plan application. Provision of car share is not expected to affect trip generation figures. Text added to reflect that it is being considered as part of Phase 1.	Pending further clarification of the amount of car share that will be implemented.	Car share will be addressed as part of the Phase 1 2150 Lake Shore development. Details on the amount of car share to be provided will be addressed through the SPA process for that Site (Outside of Scope).	3	C
TS-8	4.1.2 Existing Area Car Sharing Services	As a follow-up to the above comment, this section mentions that Enterprise CarShare currently has two car share sites in the vicinity of the site. Where are they currently situated? These locations should be shown in a figure similar to how it is done for the bike share service in Figure 4-3.	One of the Enterprise CarShares is located adjacent to Park Lawn Road (to the west) between Lake Shore Boulevard and the Gardiner ramps. The other is located adjacent to Lake Shore Boulevard (to the south) between Park Lawn Road and the Gardiner ramps (2175 Lake Shore Road West). New Figure added (Figure 4-3) showing location of Enterprise CarShares. The CarShare is part of the surrounding FCR development, which is being reviewed by the City of Toronto.	Comment closed.		1	C
TS-9	4.2.6.2 Evaluation Results	Did the pedestrian accessibility assessment consider Accessible Pedestrian Signals (APS) at intersections and whether the signals were equipped with them?	Accessible Pedestrian Signals (APS) were not specifically identified in the assessment; however, it is noted that future signals would be designed in accordance with City of Toronto guidelines and would adhere to current accessibility design requirements.	Comment closed.		3	C
TS-10	4.4.2 Existing Traffic Volumes	What was the methodology that was used to balance the volumes? There could have been new sinks and trip generators that were created in-between the time the historical counts and the 2019 counts. Was this considered when balancing the volumes? Was volume balancing only applied when the difference in volumes passed a certain threshold?	Adjustments were applied where a volume was notably different (in percentage terms) than the average and other data points from the historical count review. Such adjustments are conservative and considered to be appropriate in the context of the Site area and the historical review. Clarified methodology in text.	Comment closed.		1	C
TS-11	4.4.3.2 Network Wide Parameters	The signals on Park Lawn Road north of Lake Shore Boulevard West are on SCOOT control. The SCOOT signals are adaptive and the timings change cycle to cycle. Depending on the traffic flow the splits would differ on that specific day and time period. This might be the reason behind the difference that was noticed for the eastbound split during the field study. The signal timing plans provided by the City are developed based on average typical timings provided by SCOOT. The timing plans are developed on weeks worth of data, not just one day. As such, the timings provided in the timing plans are more reliable than the timings that were observed during the study period mentioned in the brief. The timings from the plans should be used in the model.	Noted, however given these were the timings observed on the day the data was collected, it is considered most appropriate to use the timings that match the collected data. As noted in the comments, these signals are adaptive and respond to demand and it makes sense to base the adopted timings on those these were observed on the day of the data collection, which could be considered a calibration. Additional detail provided in Report to reflect the discussion.	Comment closed.		3	C
TS-12	Table 4-3: Review of Historical Traffic Counts and Resultant Adopted Volumes – AM Peak Page 37	On the table, label the year and month of each historical count.	Noted, the table has been updated with labels of the year and month of each historical count. Additional text provided below table to reference the month.	Comment closed.		1	C
TS-13	4.4.3.2 Network Wide Parameters Signal Timings Page 39 Appendix E Existing Signal Timings	The traffic signal timing plans are outdated and the latest plans should be obtained from the City of Toronto for this Transportation Study.	Noted, however given these were the timings in effect at the time data was collected, it is considered most appropriate to use the timings that match the collected data.	Comment closed.		3	C
TS-14	4.4.3.3 Model Calibration	The brief mentions that v/c ratios were adjusted to calibrate the model. Did the model calibration consider travel times along the routes? Were travel time studies completed along the routes? If so, did the timings from the field studies match the model? Travel times (similar to v/c ratios) are a good measure to calibrate models.	Analysis was undertaken using Synchro, which does not include corridor travel times as a metric. This would typically refer to microsimulation analysis which is a separate exercise to what was done. Synchro largely looks at intersections in isolation and does not include travel time along corridors as a metric	Comment closed.		3	C
TS-15	5.3.1.2 Gardiner Expressway Lake Shore Boulevard West Ramp Relocation Page 48	Relocating the Gardiner ramps to connect with the Relief Road is an expensive proposition. What is rationale for this and what benefits does it offer?	Relocation of the Gardiner ramps to connect to the Relief Road was included as per the proposed 2150 Lake Shore development and was included as a sensitivity analysis only. It is understood that the Park Lawn Lake Shore Transportation Master Plan (TMP) has since recommended that this improvement not be pursued. Reference to the relocation removed from the report.	Comment closed.		1	C

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Park Lawn GO Station

Draft Transportation Brief

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METROLINX

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TS-16	5.3.1.3 2150 Lake Shore Boulevard West Internal Network Page 48	For the near-term and ultimate build out, which internal streets are proposed to be public and private?	In the Near Term Horizon (2028), Street A (Relief Road) and Street C would be public. In the Longer Term Horizon (2041), Street A (Relief Road), Street B (Loop Road) and Street C would be public. Report updated to reflect this - in Section 5.3.1 and 5.2, as well as the EPR- Section 4.9.1.1, 5.8.1.1 and 5.8.1.2.	Comment closed.		1	C
TS-17	5.3.1.6 General Intersection Improvements Page 49	*Park Lawn Road / Gardiner Expressway Eastbound Off Ramp / Legion Road / Relief Road* *"In addition to the modifications necessary at this intersection to incorporate the addition of the Relief Road, the 2150 Lake Shore Boulevard West development proposes an additional northbound through lane to increase the capacity of this movement, as well as the removal of the eastbound right turn slip lane."* Can a third northbound through traffic lane fit under the Gardiner Expressway Overpass Bridge and how wide will the Park Lawn Road right-of-way be at the location? How will three northbound through lanes transition to two left-turn and two through lanes at the Gardiner Westbound On-Ramp / Ontario Food Terminal upstream intersection?	The TMP is assessing the configuration of Park Lawn Road in this vicinity and the ultimate configuration will be determined as part of the TMP process. The latest TMP material shows that the preferred alternative proposes to reduce Park Lawn Road to two lanes. Therefore, the third northbound lane has been removed from the analysis (5.2.1.5).	Comment closed.		1	C
TS-18	5.3.4.2 Bicycle Infrastructure	Why is the two-way cycle track between Street C and Lake Shore Blvd temporary? Can this segment of Park Lawn not be reconstructed in the Near Term Horizon (2028)? What are the limitations for this?	This section of Park Lawn Road will need to be reconstructed as part of the development of Block B of the proposed 2150 Lake Shore Boulevard site, which does not form part of the Phase 1 development. This will be part of the TMP process. Clarification to the text that this is fully connected in the 2028 near term horizon (Section 5.2.4.2)	Comment closed.		1	C
TS-19	Figure 5-1	The figure shows a new signalized intersection north of the new west side TTC stop that is across from the pedestrian greenspace. Pedestrians will need to walk to this intersection to get across to the station entrance. Would a near-side stop for the SB bus be more efficient here?	A near side southbound TTC stop was explored at this location, however minimum design criteria (i.e. taper length and stop length) were not able to be met between the signalized intersection and the rail underpass abutment.	Comment closed.		3	C
TS-20	Figure 5-2	The figure shows that the intersection of Lake Shore Blvd and Silver Moon will remain stop controlled. Given that Lake Shore will be undergoing major changes, including the addition of cycle tracks, was a new signalized intersection considered at this location?	Lake Shore Boulevard and Silver Moon is assumed to be signalized in the Near Term (2028) Horizon, as proposed to the Humber Bay Shores development. Upgrades are proposed along Lake Shore as part of the proposed 2150 Lake Shore development and are currently expected to occur after the Near Term (2028) timeframe.	The text should be updated to indicate the information that is presented in the response (H33).	Addressed in Section 5.2.1.5.	3	C
TS-21	5.4.1 Area Traffic Changes due to New Roads (Diversion)	Traffic diversion will result from the Gardiner off-ramp to Lake Shore via Legion once this N-S corridor is completed. However, the study area does not consider how the corridor and key intersections will be affected. Another reason why the study area should be expanded to include this new Legion Road connection.	There are a number of studies that have been undertaken in the area, including the Transportation Master Plan which will look at the broader area, including the Legion Road extension. As the GO Station generates very limited levels of traffic activity, the study was focused on the immediate site environments. Added additional emphasis on the TMP to the study area Section 1.2	Comment closed.		1	C
TS-22	5.4.5.2 Signal Timing Changes	The cycle lengths on Queensway are set higher given that the Queensway signals need to maintain E-W coordination. As such, larger intersections create higher cycle lengths along the entire route. These cycle lengths should not be used at the Park Lawn signals. This area is considered urban and higher cycle lengths will result in longer pedestrian wait times and goes against the active transportation strategies in this area. A cycle length of 144s (from 104s) is too significant a jump.	Noted. It is expected that these details will ultimately be addressed through the TMP process.	Comment closed.		3	C
TS-23	5.4.5.2 Signal Timing Changes	A cycle length of 140s is proposed for all the new signals in the area. Again, cycle lengths of 140s are not used in urban environments as they create long pedestrian wait times. Cycle lengths should be reduced where possible. Please reference the below City of Toronto Traffic Signal Operations Policies and Strategies for more information: https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf	Noted. It is expected that these details will ultimately be addressed through the TMP process.	Comment closed.		3	C

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Park Lawn GO Station

Draft Transportation Brief

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TS-24	5.4.5.2 Signal Timing Changes	As per the City's Traffic Signal Operations Policies and Strategies, signal timings are not designed to provide Green and Solid Don't Walk timings. The following is the sequence for all fixed timing locations in the City. Green/Walk > Green/Flashing Don't Walk > Amber > All Red Please refer to the City's policy for more information: https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf	Noted. It is expected that these details will ultimately be addressed through the TMP process.	Comment closed.		3	C
TS-25	Table 5-4	The brief mentioned a dual WB left turn to be implemented at the Queensway/Park Lawn. It seems that was not considered as part of the synchro analysis for the near term horizon. Was this only to be included in the long term horizon?	There is no dual westbound left turn lane proposed at Queensway/Park Lawn in either scenario.	Comment closed.		3	C
TS-26	5.5.2 Mode Split Page 79 Table 5-7: Mode Splits to/from Station	Were the mode splits from other GO Stations along the Lakeshore West Corridor such as Mimico and Long Branch also examined?	Given there is no parking proposed and the future urban context and planned population growth in the immediate Site vicinity, Mimico and Long Branch are not considered appropriate for comparison, as they are more suburban areas with parking provided and do not align with the future context of the area. Additional clarification added to Section 5.4.2 Mode Split.	Comment closed.		1	C
TS-27	5.5.2 Mode Split Page 79 5.5.3 Site Trip Generation Page 80	How can it be certain that the auto mode trip generation would be 0%? With the availability of near-by public parking such as at Westlake Village (2212 Lake Shore Boulevard West) and Humber Bay Shores and future public parking at 2150 Lake Shore Boulevard West, the Park Lawn GO Station might be an attractive option for drivers who cannot use Mimico and Long Branch GO Station due to limited station parking supply.	There is some auto trip generation projected through PUDO. While the analysis represents projections only, the Station has been designed to discourage private vehicle usage through the non-provision of parking and is supported by a robust network of transit services and bicycle and walking infrastructure. Mode split data outlined in the 2015 GO Rail Passenger survey indicate that other stations without parking, such as Exhibition, do not generate auto driver trips and are limited to auto trips related to PUDO only.	Pending further consideration of the auto mode. The only auto trips indicated in the analysis are pick-up and drop-off trips. However, with the availability of public parking on the west side of Park Lawn Road (West Lake Development) and at Humber Bay Shores and future public parking at 2150 Lake Shore Boulevard West. Would single auto mode trips not constitute a small percentage of the overall trip generation? With the Long Branch GO Station and Mimico GO Station commuter parking lots operating at capacity, the parking lots within walking distance to Park Lawn GO Station could be an attractive option for drivers.	The proposed station is located in a future urban area comprising substantial population and potential ridership within the immediate proximity of the Site. Non-auto trips will be strongly supported through the provision of transit service and active transportation infrastructure. No on-site parking is proposed for the Station and auto vehicle use (aside from PUDO) is not intended to occur. Other parking lots in the area (e.g.: West Lake Development, Humber Bay Shores, 2150 Lake Shore) are private and are not for the purpose of commuter parking and utilization of these parking lots by commuters is assumed not to be available. For further context, mode split data at other urban stations without on-site parking (Exhibition, Danforth, Bloor) all indicate 0% auto driver trips, and it is reasonable to expect that this would also occur at the future Park Lawn Station. Further clarification provided in Section 2.2.1 and Section 5.4.2.	3	C
TS-28	5.5.5 Site Traffic Page 81 Table 5-10: Site Traffic Distribution	The assumption is that all site generated auto trips are PUDO trips only and that 55% are distributed to and from west of Park Lawn GO Station via The Queensway or Lakes Shore Boulevard West. How was it determined that these PUDO trips would not be attracted to use Mimico GO Station instead? Mimico GO Station is only 1.5 km southwest of the proposed Park Lawn GO Station.	5.4.5 - PUDO trip distribution was assumed based on an approximate 5-minute drive catchment. The area between Royal York Road and Park Lawn Road is likely to be split between Mimico GO and Park Lawn GO Station, where those further to the west will be drawn to Mimico Station and those further east will be drawn to Park Lawn Station. Additional text added.	Comment closed.		1	C
TS-29	5.7.1.1 General Passenger / Vehicular Drop-Off Page 100	What is the rationale and supporting data for providing so many PUDO spaces? For a new GO Station located in an urban environment, 15 spaces north and 15 spaces south of the Park Lawn GO Station seems overly excessive. As the new Park Lawn GO Station is primarily intended to serve walk-up riders from Humber Bay Shores and the future 2150 Lake Shore Development, what is driving all this forecasted PUDO activity? Wouldn't the majority of PUDO trips from the west gravitate to Mimico and Long Branch GO Stations? New GO and SmartTrack Stations being proposed in other parts of Toronto such as the Caledonia GO Station, Bloor-Lansdowne SmartTrack Station and St. Clair-Old Weston SmartTrack Station are not proposing anywhere near 30 PUDO spaces. Was there any thought given to the fact that a significant amount of PUDO motorists, after dropping/picking up passengers, might need to access the WB Gardiner using the ramp locked at the Park Lawn/WB Gardiner On-ramp intersection? If this is the case, the motorists would be looking to make U-turns at the PUDO site on the Relief Road. This would increase potential collision points.	Noted. Ongoing discussions are being held in relation to PUDO provisions. Modest volumes are anticipated compared to what is existing in the area. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed. PUDO has been updated in the report to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces which will be provided within a curbside layby on Public Street 'A' (Relief Road). In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.	Pending further clarification of the plans for the PUDO spaces. Recent discussions have centered on the removal of the PUDO spaces from the Relief Road (Street A) and place them on an at-grade dedicated PUDO parking lot within the 2150 Lake Shore Boulevard West Site. Please confirm if this is indeed the case and whether the PUDO parking lot would be temporary or permanent.	Discussions in relation to the PUDO remain ongoing. Accessible PUDO is currently planned on Street A, and general PUDO will be included within the 2150 Development. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development. Monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. At this time it is unlikely that PUDO size will increase as usage is based on 2041 ridership. Text updated in final Transportation Brief and EPR.	1	C
TS-30	6.2.1.4 General Intersection Improvements	The split phasing at Lake Shore/Park Lawn/Marine Parade was removed already. The NB through left turn has also been converted to a left turn lane. Was this reflected in the models?	Noted. Existing conditions assumes the split phasing and combined northbound through left turn as per conditions at the time the counts were undertaken. Text removed from section 6.2.1.4.	Comment closed.		1	C

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TS-31	6.4.3.1 General Passenger / Vehicular Drop-Off Page 120	If below grade PUDO spaces are provided in the Longer Term Horizon, can the at-grade PUDO spaces on the Relief Road (Street A) be repurposed for enhanced boulevard areas or for use as bike lanes?	Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed. PUDO has been updated in the report to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces which will be provided within a curbside layby on Public Street 'A' (Relief Road). In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.	Pending further clarification of the plans for the PUDO spaces. Please see the latest comment for TS-29. If a dedicated PUDO parking lot is provided, then other than the provision of paratransit loading spaces, the design of Public Street A could include an enhanced boulevard area from outset as on-street PUDO spaces would no longer be required.	An enhanced boulevard area for Street A will be part of the 2150 Development, outside of the scope of the GO Station Project. Discussions in relation to the PUDO remain ongoing. Accessible PUDO is currently planned on Street A, and general PUDO will be included within the 2150 Development. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development. Monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. At this time it is unlikely that PUDO size will increase as usage is based on 2041 ridership.	1	C
TS-32	6.4.4.2 TTC Streetcar Pages 120-121	Will the future streetcar loop tracks and platforms be owned and maintained by the TTC and City of Toronto?	The sections within the Public Street B (Loop Road) ROW is to be discussed between the City of Toronto and TTC. Future discussion is required for the sections on private land north of Street B regarding the legal arrangements/strata ownership of the infrastructure.	Comment closed.		3	C
TS-33	7.1 Construction Conditions Review	Please confirm if any full closures are required on Park Lawn Road to widen the Lakeshore West rail corridor bridge or to construction the Park Lawn GO Station.	Further discussions will be required in relation to construction methodology, sequencing and requirements informed by detail design before this can be confirmed. Any closures will be reviewed by the City of Toronto. Added as a commitment in EPR.	Comment closed.		3	C
TS-34		Future submissions should try to reflect emerging TMP street designs and property requirements for both Street A and Park Lawn - there have been several changes to the TMP that would not have been included in the existing Transportation Brief.	The team previously made adjustments to reflect the most recent consultation material related to TMP, including removal of reference of Gardiner ramps, as well as lane configuration changes. Ultimately the TPAP will be completed in advance of the TMP. Hatch included commitments in Section 8 of the EPR for coordination with other developments in the area.	Hatch needs to show the ultimate ROW widths for Park Lawn (36m+) and Street A (29m+) on their drawings. Hatch should show the ROW limits and dimensions on subsequent plans so we ensure it reflects the street ROW widths currently being advanced in the TMP, understanding that they will evolve over time as those processes advance.	Noted. Hatch is including the ROW on SPA drawings, and the commitment for coordination between Station design and TMP remains in Section 8 of the EPR.	1	C
City Planning							
CP-1	General	**Pickup and drop-off (PUDO)** The Park Lawn GO station is identified as a Transit Hub with in the Christie's Secondary Plan Area. The policy regarding parking, pickup and drop-off for the Secondary Plan Area is as follows: 6.16. No dedicated surface commuter parking will be provided to serve the new Park Lawn GO Station. 6.17. Any necessary station infrastructure including service areas for maintenance vehicles and pick-up and drop-off areas for the new Park Lawn GO Station will be primarily located below-grade. 15 Loop Street Temporary PUDO spaces and 15 Access Road PUDO spaces as proposed in the TPAP draft EPR: • The proposed is counter to key Provincial policy and City policy objectives to reduce vehicle trips. We do recognize that this actively currently exist at other GO stations in suburban areas of the region. However, given the context of this station is a much more urban condition -- we expect that there will be minimal PUDO demand along the Access Road (Street A) and loop street (Street B) and it will be strictly enforced. • Minimal provision of PUDO spaces is consistent with planning and design of other transit infrastructure across Toronto, such as new SmartTrack stations and the ECLRT and FWLRT. • The majority of necessary infrastructure including service areas for maintenance vehicles and pick-up and drop-off areas for the proposed Park Lawn GO Station shall be located below-grade. The full buildout proposal is suggesting that more than 50 percent of PUDO activity will happen above grade in future public streets. Furthermore, the design of the Access Road is subject to direction from the Park Lawn - Lakeshore TMP. We are not in a position to authorize the dedication of PUDO spaces as proposed on this street in the interim and full buildout. It is expected that this level of detail will be authorized at the Site Plan Control stage of the Park Lawn GO station and is subject to an updated Transportation Impact Study for the station and Phase One development of the Christie's site. Moreover, full buildout for the Christie's site is anticipated to be 20 years from now so there is tremendous uncertainty of travel behaviour from now to buildout. The City will have the authority to remove whatever PUDO it authorizes to take place in its streets in any phase of development due to changes in travel behaviour.	Noted. Ongoing discussions are being held in relation to PUDO provisions. Modest volumes are anticipated compared to what is existing in the area. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed. PUDO has been updated in the report to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces which will be provided within a curbside layby on Public Street 'A' (Relief Road). In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.	**Please see Comment CP-16, below.**		1	C

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CP-2	General	**West Side Pedestrian/Active Transportation Access** The policy for the Secondary Plan Area is a follows: • Entrances, access points and pavilions for the proposed Park Lawn GO Station shall serve both the new and existing communities. An access point must be provided on the west side of Park Lawn Road and the north side of the proposed station to serve the pedestrians and transit riders connecting by bus. The City's previous concerns about the lack of provision for the west side of Park Lawn Rd. station access has been addressed in the current draft of the TPAP EPR. However, it's not clear where this west side stair and elevator access is located and how it connects to bus access (Figure 5-22: Bus Stop Pedestrian Access Routes – Transportation Brief). The proposed location/design of this entrance and access also have property impacts (City and/or TRCA lands) and potentially natural heritage/RFNP impacts. It is recommended that this access be located closer to Park Lawn Rd. to provide a more direct connection for a wider range of transit users and would better support the City's Official Plan policies related to minimizing impacts to natural areas. Moving this access to a location closer to Park Lawn Rd. may require the acquisition of property from the adjacent condominium.	An AODA compliant entrance will be provided in the main station building. Non-AODA compliant walkways will be provided on the west side to provide the second independent connection for each side platform (in addition to the station buildings on the east side). Walkways on the west side will provide connectivity to buses travelling along Park Lawn Road. The walkway on the southwest is subject to Condo Corporation's agreement to extend the easement of the existing trail south of the rail corridor to provide public access to the southwest sloped walkway. Alternative walkway layouts were considered, the version shown in the EPR was selected as it minimizes the footprint impacts to the Mimico Creek valley. Private land ownership limits feasibility of elevator on west side platform entrance. Elevators (including redundancy) and accessible routes are accounted for at the entrances at the east side of the Station (i.e., at the main Station building to the south, and the Station building to the north). Commitment added to Section 8 - regarding discussions with the City.	**Please see Comment CP-18, below.**		3	C
CP-3	General	**Bicycle parking considerations:** • The majority of long term and short term bike parking should be provided at grade. • While the EPR identifies that there will be secure long-term and short term bike parking on site --- It is also critical to secure public bike share facilities either on site or in proximity to the station within the public or private space in the Secondary Plan Area. This supports equity and affordability in active transit infrastructure. The City will work with FCR and Toronto Public Bike Share to secure capital funding at no cost to the City for an appropriate amount of public bike share docks as part of the Site Plan processes for the station and Phase 1 of the Secondary Plan Area. The capital cost for a typical 19 dock bike share station is $50,000. We did ask that this be secured as part of Section 37 for the Rezoning of the Christie's Secondary Plan Area but SIPA had agreed to defer this to Site Plan at the proponent's request.	It has been noted that Toronto Public Bike Share could be provided, and this partnership will be considered. Bicycle parking is as per Metrolinx requirements, with the majority of spots being provided at grade. Comment will be explored further with 2150 Site. Added as a commitment in Section 8 of the EPR.	Acknowledged that discussion concerning bike share will be carried out at the detailed design stage, and that it has been identified as a future commitment in Table 8-1 of the EPR.		3	C
CP-4	General	**Pedestrian flow modelling/pedestrian circulation:** Has any pedestrian flow modelling been conducted for the purposes of this study? If so, what are the findings of this modelling, and does that have any implications for the station design itself, or require any mitigation measures for the broader pedestrian/active transportation networks within or adjacent to the study area (e.g., wider sidewalks, additional pedestrian connections, etc.). Are there any resulting safety concerns, whether under normal operating conditions, or under emergency situations (e.g., evacuating an entire train/station)?	An initial pedestrian flow analysis was performed to confirm the proposed station layout/design achieves the required Level-of-Service specified in Metrolinx's Design Standard (DS-04). A more detailed Passenger Flow and Capacity Analysis Report will be provided in the upcoming 30% Detailed Design Submission. Please note that the station pedestrian flow modelling will not consider sidewalk widening and/or additional pedestrian connections as those urban realm improvements are currently outside of the project scope of work and would be considered as part of the surrounding development. Added as a design commitment in Section 8 of the EPR.	The commitment in Section 8 of the EPR to provide additional pedestrian flow modelling at the 30% design stage is acknowledged. Point of clarification -- since additional urban realm improvements beyond the station were/are considered out of scope, what were/will be the assumptions concerning pedestrian connections used in the flow analysis? These assumptions would presumably have some impact on the findings of the analysis.	The pedestrian dynamic simulation will include all station elements used for traversing the station; up to the entrance doors/stairs/ramps. A small portion of station square will also be included in the dynamic model. Mode splits have been requested from MX in the form of an RFI. This mode split information will be used in determining destination distribution. For walk-in traffic, pedestrians will be distributed to the north and south depending on available development information and population estimates. Details of assumptions will be included in the 30% pedestrian capacity report. Please note that the pedestrian capacity report excludes any perturbation events and emergency egress analysis. Also excluded is all ambient pedestrian volumes, only GO station ridership is considered in the analysis.	3	C
CP-5	1.4.1	**Minor errata:** there are references to the Secondary Plan and TMP being completed in 2020/2021. I believe these should say 2021/2022.	Noted, updates made to reference the correct years.	Update acknowledge; comment closed.		1	C

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CP-6	2.3 -- Assumptions/5.5 -- Park Lawn GO Station Activity Levels	**GO Train service frequency:** Please specify what the assumptions were regarding expected GO service frequency at the station itself, both for the Near- and Long-Term Horizon years (recognizing they are likely based on the 2020 IBC, but that should be specified as well). Service levels could have significant impacts to expected ridership at the station and thus design requirements for the station itself. It would also be helpful to specify whether it was assumed all Lakeshore West trains would stop at Park Lawn GO, particularly in relation to expected service levels at Mimico GO. Given the relative proximity of these two stations and likely overlap in their ridership catchment areas, significant differences in service levels between the two respective stations may have a significant impact on rider behaviour.	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 directions, or better, by 2031. Prior to the COVID-19 Pandemic, the service levels were already at 15 minute service at peak times. The updated 2020 Park Lawn Initial Business Case (http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-04-22-Park-Lawn-UpdatedInitial-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. Additional details added to Transportation Brief in Section 5.4.1 and 6.4.1 as well as to EPR Section 1.1.2, based on the information available in the IBC.	Update acknowledged; comment closed.		1	C
CP-7	4.3 -- Existing Transit Services	**Local transit service frequency:** It may be helpful to broadly describe service frequency for local bus/streetcar routes, as that can have impacts on the quality of these local transit connections. For example, while scheduled headways on the 501 Queen is <10 minutes for most of the day, headways on the 66 Prince Edward and 80 Queensway buses are generally 20 and 30 minutes throughout the day, which are not particularly frequent by TTC standards.	This has been noted, and Transit frequencies have been added in Section 4.3.1.	Update acknowledged; comment closed.		1	C
CP-8	5.5.2 -- Mode Split	**Comparator stations for mode splits:** While it is agreed that as an urban station, Park Lawn GO can be expected to have similar access mode shares as other Toronto GO stations, are Bloor, Danforth, and Exhibition stations the best proxies, given they are all located in older, pre-war areas of Toronto? Would other stations in southern Etobicoke (i.e., Mimico and Long Branch GO) be better proxies? If so, how do those stations' respective mode splits compare, and how might these impact the assumptions concerning mode splits and Park Lawn?	5.4.2 - Given there is no parking proposed and the future urban context and planned population growth in the immediate Site vicinity, Mimico and Long Branch are not considered appropriate for comparison, as they are more suburban areas with parking provided and do not align with the future context of the area. Additional clarification text added.	Rationale acknowledged; comment closed.		1	C
CP-9	5.5.3 -- Site Trip Generation	**Assumptions concerning PUDO behaviour:** Were there any assumptions concerning how drivers would use the proposed PUDOs (e.g., an assumed average wait time), and how did those assumptions (if applicable) impact how the number of proposed PUDO spaces were determined? Can these assumptions/calculations be described here. Given the City's general position regarding the provision of PUDOs as noted above, it would seem the number of proposed PUDO spaces (~30 spaces) would significantly exceed the expected 55 riders who would be making use of these spaces during the AM and PM peaks.	PUDO provision was as per Metrolinx requirements. Ongoing discussions are being held in relation to PUDO provisions. Modest volumes are anticipated compared to what is existing in the area. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed. PUDO has been updated in the report to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces which will be provided within a curbside layby on Public Street 'A' (Relief Road). In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.	**Please see Comment CP-16, below.**		1	C
CP-10	5.6.2.2 -- Transit	**Bus stop locations/routing:** Are there any recommendations to be made concerning the relocation/repositioning of existing bus stops to provide more direct access to the station for connecting bus users, and is this being considered in the proposed design of the station and adjacent facilities within the TPAP scope boundaries? Similarly, are there are proposed changes to local transit routes to better serve the station? For example, the 80 Queensway is cited as a nearby local route that could serve the station, however, its present routing places its nearest stop approximately 500m away from the future GO station. Is this a useful connection for most users?	5.2.3.3 - Bus route 80 is proposed to be rerouted to the Site area down Park Lawn Road. New bus stops are proposed on Park Lawn Road adjacent to the Park Lawn / 2150 Lake Shore Driveway intersection which will be signalized as part of the Phase 1 works and is intended to be active for the Near Term Horizon (2028). The signal leads directly to Park Lawn Gardens and Station Square pedestrian areas which serves as the main entrance for Station facilities and TTC connections. Comment relates to TMP, however is relevant to the background detail in the TPAP.	Update acknowledged; comment closed.		3	C
CP-11	Chapter 6	Similar to comments 9 and 10, above, could assumptions concerning PUDO behaviour or any recommendations regarding surface transit connections be stated here in the long-term forecast?	Ongoing discussions are being held in relation to PUDO provisions. Modest volumes are anticipated compared to what is existing in the area. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we seen as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed.	**Please see Comment CP-16, below.**		3	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Transportation Brief

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METROLINX

Document Name: 360807-H-EV-PLG-RPT-TT-0001.pdf, Version D			**Revised By:**				
Contract Name: Park Lawn GO Station	**Designer: Hatch**		**Revision Date: December 17, 2021**				
	% Completion: 95%						
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
CP-12	6.4.3.1	**Minor errata:** there is a reference to Figures 6-5 and 6-6 in this section, however, there do not appear to be any associated images.	The figures 6-5 and 6-6 have been removed (including references), as they relate to the PUDO strategy which has been updated, as per other comment/responses.	Comment closed.		1	C
CP-13	7.1 Construction conditions review	**Elevator pavilion construction:** The last bullet point on Page 126 refers to north and south elevator pavilions *west* of Park Lawn. Figure 3-3 on page 29 of the EPR shows sloped walkways and does not appear to reference elevators on the west side of Park Lawn. Is this an error? City Planning would be supportive of additional elevators at the secondary west side entrances of Park Lawn as a means of further enhancing accessibility, and providing additional redundancy in the event of elevator issues at the main entrances.	AODA compliant entrance will be provided in the main station building. Non-AODA compliant walkways will be provided on the west side to provide the second independent connection for each side platform (in addition to the station buildings on the east side). Walkways on the west side will provide connectivity to buses travelling along Park Lawn Road. The walkway on the southwest is subject to Condo Corporation's agreement to extend the easement of the existing trail south of the rail corridor to provide public access to the southwest sloped walkway. Alternative walkway layouts were considered. The version shown in the EPR was selected as it minimizes the footprint impacts to the Mimico Creek valley. Private land ownership limits the feasibility of an elevator on the west side platform entrance. Elevators (including redundancy) and accessible routes are accounted for at the entrances on the east side of the Station (i.e., at the main Station building to the south, and the Station building to the north).	**Please see Comment CP-18, below.**		3	C
CP-14	3.2.2, Throughout	The re-alignment of the Gardiner ramps onto the new Relief Road is just one of several configuration options included in the Park Lawn TMP, but the only one discussed in this document.	Section 3.2.2 and EPR Section 4.9.2.1 provides an overview of the options being considered by the Transportation Master Plan. A sensitivity analysis for the relocation of the Gardiner ramps to connect to the Relief Road was included as per the proposed 2150 Lake Shore development; however, it is understood that the TMP has since recommended that this improvement not be pursued. The final configuration will ultimately be informed by the TMP. Reference to realignment of the ramp has been removed. Details related to current TMP have been updated.	Comment closed.		1	C
CP-15	5.6.2.1	It is not clear how the EB Relief Road PUDO activity has been incorporated into the traffic analysis. After stopping, are the vehicles assumed to continue EB? Given the long detour this would add to their trip, would vehicles be incentivized to turn around and return WB instead? Has the potential for such behaviour been accounted for? How would it affect traffic operations, potential for collisions, etc.?	Ongoing discussions are being held in relation to PUDO provisions. Modest volumes are anticipated compared to what is existing in the area. Activity forecast based on ridership forecasts from the IBC and Metrolinx's corridor assessment, includes a 5% PUDO, which we see as being fairly minimal. We use a forecast to start as part of the TB, however in the future it would need to consider the real versus the modelled to determine what sort of facility is ultimately needed. PUDO has been updated in the report to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces which will be provided within a curbside layby on Public Street 'A' (Relief Road). In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.	**Please see Comment CP-16, below.**		1	C
CP-16	General/ Street A PUDO			**Near- and Long-term PUDO spaces:** As noted in previous comments, above, City Planning had some issues with the proposed 17 layby spaces along the planned Street A/Relief Road for pick up and drop off for the Park Lawn GO Station. Hatch and BA went back to FCR and Metrolinx to look at whether they could remove these. They came up with a solution where they would expand the temporary PUDO in FCR property just south of Phase 1 of the broader 2150 Lake Shore Blvd development. The proposal also includes a future reassessment by Metrolinx and the City of the need for PUDO space with the understanding that these spaces could be either eliminated or redistributed to other parts of the development. City Planning agrees with this in concept but we do not see this reflected in the updated Transportation Brief or the EPR (e.g., Table 8-1) as a specific future commitment. City Planning remains highly supportive of minimizing PUDO spaces overall, and keeping them off the planned Relief Road/Street A, with the exception of accessible laybys for TTC WheelTrans services.	Discussions in relation to the PUDO remain ongoing. Accessible PUDO is currently planned on Street A, and general PUDO will be included within the 2150 Development. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development. Monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. Text updated in final Transportation Brief (Section 1.5) and EPR Sections 3.3.8 and 3.3.9.	2	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Transportation Brief

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METROLINX

Document Name: 360807-H-EV-PLG-RPT-TT-0001.pdf, Version D			**Revised By:**				
Contract Name: Park Lawn GO Station	**Designer: Hatch**		**Revision Date: December 17, 2021**				
% Completion: 95%							
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
CP-17	General/'Accessible' vs. 'General' PUDO			As a more minor note in keeping with the above, there are repeated references that state " PUDO is currently contemplated along Public Street 'A' (Relief Road) for accessible PUDO and within the 2150 Lake Shore development for general PUDO." Can it be specified that "PUDO is currently contemplated within the 2150 Lake Shore development for general PUDO, and paratransit [or TTC WheelTrans] facilities along Public Street 'A' (Relief Road) for accessible PUDO."? While the difference in facilities is described elsewhere, it may be ambiguous as to what the difference between 'accessible' and 'general' PUDO is and the intended use for respective facilities along Street A and elsewhere.	Additional clarification related to paratransit/TTC WheelTrans facilities added to text where accessible PUDO is referenced.	2	C
CP-18	General/ West side station accesses			**West side station entrances:** Section 6.13 of the Christie's Secondary Plan states that "Entrances, barrier-free access points and pavilions for the new Park Lawn GO Station will serve both the new and existing communities. Barrier-free access points will be provided on the west side of Park Lawn Road and the north side of the new Station (Block 8) to serve pedestrians and transit riders connecting by bus." City Planning remains highly supportive of improving station access from the west side of Park Lawn with fully AODA-compliant accessible entrances. This will improve overall passenger access, flow, and experience, particularly from existing developments on the west side of Park Lawn and southbound local transit, as well as providing redundancy in station design during normal operating conditions (e.g., in the event elevators in the main station entrances were down). Additional fully accessible entrances will also help ensure safety for all passengers in the event of an emergency. Recognizing discussions concerning the west side entrances will be ongoing as design progresses (as noted as a future commitment in Table 8-1 of the EPR), City Planning recommendations including a discussion of potential alternative west station entrance designs in the EPR (e.g., inclusion of enclosed elevators/stairs or alternative ramp configurations), particularly given these entrances' location near the Mimico Creek ravine, as well as property impacts to adjacent stakeholders (e.g., on the south side), and resulting environmental impacts/mitigation measures.	NW access revised to include a pavilion with elevator and stairs, AODA compliant. SW access alternatives being reviewed, while minimizing impacts to property, utilities, and TRCA regulated areas. Currently the layout presents access with the worst case scenario. Note any scenario currently being reviewed is within the existing footprint, and is taking into consideration existing constraints. Impacts have been captured in the TPAP and EPR, and will be revised to describe the options.	2	C
CP-19	Figure 5-4, 5-5, 6-3, 6-4, etc.			Can both the near-term and long-term pedestrian and cycling conditions be overlaid? This would assist the public in understanding how station access can be expected to evolve over time.	The TMP will be making recommendations in relation to pedestrian and cycling access around the area, however, recommendations on this have not yet been finalized. The current graphics represent information from the TMP's Preliminary Preferred Network Alternative. Graphic overlays provided in Figures 6-5 and 6-6. Figure 6-5 ped connections and 6-6 bicycle connections.	2	C
CP-20	Figure 5-5 & 6-5.			While location of bike parking is described in the brief, can these locations be labelled on the appropriate figures to provide additional clarity?	Bike parking is currently conceptual. Bike parking location added to figures 5-5 (near-term bicycle network) and 6-4 (long-term bicycle network) showing current locations - each cluster will be an icon - will be refined during detailed design and SPA.	2	C
CP-21	General -- figure labels			There appear to be some street names, north arrows, and other labels missing from some of the figures. Please review as appropriate to help ensure members of the public can orient themselves quickly.	Updated graphics show north arrows and street names.	2	C

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Park Lawn GO Station

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CP-22	Surface PUDO/Interim Cul-de-sac for Street B (Figure 5-1)			**Interim cul-de-sac for Street B:** The way the circulation is designed relative to the proposed general PUDO is that drop-offs, at least some drop-offs, will actually happen at the cul-de-sac rather than the designated area for the purpose of shortening the walking trips. Have mitigation measures been considered? Recognizing the phasing of the development may limit options, are there ways of moving the PUDO closer to the transit plaza, or reconfiguring the cul-de-sac?	Discussions in relation to the PUDO remain ongoing, however the PUDO as currently considered is within a reasonable walking distance of the Station. It's not feasible to provide these facilities closer to the station when considering development phasing, construction needs and legibility of the facility. On-street signage could be considered by the City, as well as enforcement within the cul-de-sac. Positioning of PUDO will be developed as part of 2150 Development - Outside of TPAP scope. Interim cul-de-sac will meet City's requirements during DPOS.	2	C
CP-23	Figure 5-13 (Bus Stop pedestrian access route)			Given the streetcar loop is not expected to be completed after the "Near-Term" horizon year, can expected pedestrian paths from the existing 501/508 streetcar stops be indicated here? Additional minor errata: there appears to be a pedestrian pathway shown along the west side of Park Lawn that turns westward immediately north of the corridor into what will likely be a blank wall below the landing for the secondary entrance ramp west of Park Lawn.	Figure 5-13 updated to show route to 501/508 streetcar stops. The pedestrian pathway that turns west immediately north of the corridor is showing access to the entrance via stairs.	2	C
TTC							
TTC-1	2	Given the significance of a new GO Transit station and the improved regional connection, it seems that such a small study area does not align with what is proposed. It is reasonable that transit demand patterns will shift, particularly in the high density development along Marine Parade Dr which has not been included in the study area. In addition, is it likely that demand to the west in the Legion Rd area will also likely experience change given the proximity to the station (given other proposed bridges/connections that will further improve access)	There are a number of studies that have been undertaken in the area, including the City of Toronto's Transportation Master Plan which will look at the broader area. As the GO Station generates very limited levels of traffic activity, the study was focused on the immediate site environments. It is noted that development along Marine Parade Drive was included as a background development (Humber Bay Shores). Added additional emphasis on the TMP and 2150 studies to the study area (Section 1.2).			1	C
TTC-2		The location of bus and streetcar stops and other infrastructure require approval and consultation from TTC.	Transit network changes recommended in 2150 Lake Shore Boulevard West development and contemplated by the Park Lawn Lake Shore TMP, and incorporated into TPAP. Approval to be sought through larger transportation studies noted.			3	C
TTC-3		Given that the streetcar infrastructure is not contemplated until later phases of development, has a 2041 scenario been run in the case that streetcars remain only on Lake Shore and do not serve the site directly?	Section 6.4.4.2 - The streetcar infrastructure is contemplated as part of the proposed 2150 Lake Shore development, which has an assumed 2041 time horizon. The streetcar infrastructure is therefore assumed to be in place by 2041. In the event that the streetcar infrastructure is not completed by 2041, the streetcar stops would be approximately 350 metres from the Station on Lake Shore Blvd and accessible via a short walk or bus ride. This is not expected to substantially alter travel patterns to/from the Station. Additional text added to reflect additional distance.			1	C
TTC-4		Has a sensitivity analysis been conducted showing the potential impacts of different fare measures like fare integration? As well as if different service level scenarios have been contemplated? Or a potential closure of Mimico GO station?	A number of different service level scenarios were considered as part of the 2020 Initial Business Case (IBC). The report examined the impact of fare integration and found that the Business Case for the station is stronger with fare integration, due to increased ridership, though the station was still found to perform well with, or without, fare integration. The IBC is publicly available at: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-04-22-Park-Lawn-Updated-Initial-Business-Case-2020-FINAL.pdf The 2020 IBC assumed that Mimico GO Station would remain operational. Metrolinx is also planning improvements at Mimico GO that will bring the station up to current accessibility standards and deliver a better customer experience. Similarly, the IBC examined all local trains stopping at both Mimico and Park Lawn and the results were positive. A closure of Mimico GO Station is not planned at this time.			3	C
TTC-5		Given the presence of the GO station, it should not be assumed that the 176 Mimico GO will operate once the new station opens.	Text revised related to assumptions Section 6.4.2.2.2.			1	C

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Park Lawn GO Station

Draft Transportation Brief

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TTC-6		Given the duplication of point-to-point service to downtown, it also should not be assumed that the 145 Humber Bay express would continue to operate once the GO station opens	Text revised related to assumptions Section 6.4.2.2.2.			1	C
TTC-7		The accessible PUDO facility should be sited with the shortest and most navigable path in mind. An evaluation is required to determine whether the on-street facility on the Relief Road provides the shortest and most intuitive path or if provision should be made within the underground facility. Note that if PUDO is in the underground facility, sufficient height and maneuvering space is required to allow Wheel Trans vehicles to operate. Note that an accessible PUDO is required at all times the station is open so if there will be a delay between the underground space being available and the station opening, an interim condition will be required	This has been noted. We recognize that there are ongoing discussions on the PUDO. Details related to PUDO in the EPR and supporting documents updated, to reflect the current concept, which includes general PUDO within the 2150 Lake Shore Development, and two accessible PUDO spaces will be provided within a curbside layby on Public Street 'A' (Relief Road). In the Longer Term Horizon (2041), the accessible PUDO spaces will remain, with general PUDO to be re-evaluated at a later date.			1	C
Paramedics							
PS-1				In reference to Transportation Services' comments TS-27 to TS-30: PUDO spaces are useful substitutes for ambulance and fire apparatus parking when one or both emergency services must attend a call at the GO Station (where the vehicles will remain "parked" for 12-to-30 minutes, depending on the medical or physical emergency). Otherwise, the question remains "where do we park the ambulance?", which must be in close proximity to the main entrance (or an alternate entrance that gives us access to platforms, elevators, and other passenger areas). Access from the parked vehicle to the station entrance must be over a hard and level surface, with minor grades acceptable, where that minor grades allows un-aided wheelchair access.	Discussions in relation to the PUDO remain ongoing. Accessible PUDO is currently planned on Street A, and general PUDO will be included within the 2150 Development. The implementation of the permanent general PUDO will be coordinated with the phasing of the 2150 Development. Monitoring of usage shall be conducted as part of Metrolinx' ridership monitoring program. City to confirm whether there is sufficient room for emergency services as currently planned, taking into consideration the accessible PUDO on Street A, as well as the facility parking.	2	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Stage 1 Archaeology

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METROL

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% Completion: 95%							
tem No	Draw ng No Spec f cat on Sect on Page No	Rev ew Comment (C ty of Toronto Rev ewers)	Proponent Response and Deta s (Hatch FCR Metro nx)	Rev ew Comment (C ty of Toronto Rev ewers) September 29 2021	Proponent Response and Deta s (Hatch FCR Metro nx)	*Act on 1 2 3 (Hatch FCR M X)	*** Status O P C (C ty)
PF&R							
PFR-1		No comments at this time		Comment closed.			C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Cultural Heritage Report

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PF&R							
PFR-1		No comments at this time		Comment closed			C
City Planning							
CP-1		See EPR comments					

Review Comments Spreadsheet

Park Lawn GO Station

Draft Socio-Economic and Land Use Study

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PF&R							
PFR-1	Figure 4-1 and Section 4.3.3, pg 23: Public Realm	#12 on the plan is actually planned to be larger than what is shown as it will extend to Manitoba Street as outlined in red in the image below. 	The additional area added to Figure 4-1.	Revisions to this figure have been noted. This comment is closed.		1	C
PFR-2	Section 4.4.2.1, pg 27: City of Toronto Official Plan	This section should include reference to 4.3.6 Development Criteria in Parks and Open Spaces Areas and 4.3.8 for the sale or disposal of publicly owned lands. Any City-owned lands in Natural Areas, regardless of who manages them, lost as a result of this project requires sale or disposal. Ownership of lands north of the rail corridor and west of Park Lawn must be clarified. There are lands that appear to be HONI, TRCA and City owned but the limits of each should be verified to determine the extent of 'City Owned' lands impacted by this project. The City would be seeking compensation through the exchange for other nearby land of equivalent or larger area and comparable or superior green space utility.	References added to Sections 4.4.2. There is ongoing discussion between Lakeshore Development Inc. Project Team, Metrolinx and City of Toronto with regards to the future City-owned Station lands and the strategy and mechanisms of the land transfer to Metrolinx. Text has been added to Section 5.1.1.2 and Table 5-1.	Revisions to this text have been noted. In order to close this comment, add reference to OP Policy 4.3.6 Development Criteria in Parks and Open Space Areas.	Reference to OP Policy 4.3.6 added to Section 4.4.2.1 (SELUS) and 2.3.1 and 4.5.2.9 of the EPR.	1	C
PFR-3	Section 5.1.4, pg 42: Property and Section 5.1.6 pg 45: Recreational Uses, Parks and Open Space	OP 4.3.8 must be referenced in this section. PF&R has not yet identified any properties of interest in this area as potential parkland sites but we would be eager to discuss opportunities for land compensation.	Reference to OP 4.3.8 added to Section 4.4.2, and 5.2.6.2. Requirement for ongoing discussion related to transfer of land added to Section 5.1.1.2. Noted.	Revisions to this text have been noted. This comment is closed.		1	C
PFR-4	Section 5.2.6, pg. 48: Recreational Uses, Parks and Open Space	This section should be enhanced to outline the commitment that any new infrastructure to support the GO station adjacent to Open Space will be the responsibility of Metrolinx and/or the Development Group and any restoration of Open Space lands will be returned to TRCA/RNFP/City standards.	Commitment added to Section 5.3.6 and Table 5-1.	Revisions to this text have been noted. This comment is closed.		1	C
PFR-5	Section 5.2.9, pg. 49: Public Realm Improvements	Improvements to Mimico Creek and restoration of the open space areas should be considered additional improvements in this area.	Commitments to the restoration of open space areas have been added. The following text has been added to Section 5.3.9: "Other public realm improvements will include plantings in the Mimico Creek open space areas, to compensate for vegetation removals in the station footprint", and Table 5-1.	We note this addition of this text and have no further comments.		1	C
PFR-6	Table 5-1	All comments outlined above to be incorporated into the Summary Table where appropriate.	Revised text added to the Summary Table 5-1 to reflect the above comments.	Revisions to this table have been noted. This comment is closed.		1	C
Transportation Services							
TS-1	360807-H-EV-PLG-RPT-SE-0001.pdf 4.2.6 Cycling Infrastructure Page 18	*"Lake Shore Boulevard has bicycle lanes in both directions."* Modify statement to indicate that eastbound and westbound bike lanes exist on certain segments of Lake Shore Boulevard West. Currently, there are some bike lanes on Lake Shore Boulevard West but they wildly inconsistent and not continuous. For example, there westbound bike lanes along a part of the 2150 Lake Shore Boulevard West frontage but they abruptly end approximately 75m east of Park Lawn Road.	Statement revised to reflect comment In Section 4.2.6 and EPR Section 4.6.2.12.	Comment closed.		1	C
City Planning							
CP-1	Socio Economic Report - 5.2.9 Public Realm Improvements - GO Station Seamless interface with Station Square	Confirmation is required for how the design of the station facilities (within the scope of this TPAP) will provide for the quoted "seamless transition" from the GO station to the Station Square, to meet applicable AODA and City accessibility standards for paths of travel and public spaces. The report does not note the impacts of grading for Station Square accessibility or north station entrance here or in the Table 5-1: Summary of Potential Effects, Mitigation Measures and Monitoring Activities	Grading from 2150 Development for station square is set so that the square is roughly at the same level as the southern platform. For the north building, grading for Street A is expected to be similar to the existing Park Lawn and Legion Road intersection. The north station building will have vertical access to the north platform and the tunnel under the tracks to the vertical access to the south platform. Also added to EPR Section 5.12.	Further clarification on how the design will achieve a seamless transition between the station square and the southern platform is required.	Text in 5.3.9 (SELUS) updated to reflect that square is roughly at the same level as the southern platform and Table 5.12 (EPR) updated to reflect grading between square and platform.	2	C
CP-2		Land Use/Socio Economic Report needs to address and evaluate these issues and provide options/mitigations, including following documentation/references: 4.4.2.1 City of Toronto Official Plan, 2015 p. 28 – Natural Areas designation – Please add references to Green Space System and relevant policies - Policy 2.3.2.4 Please refer to additional City Planning comments regarding policies under NE Report tab	References to Green Space System and Official Plan Policies added to Section 4.4.2.1, 5.1.1.2, 5.2.4.1, 5.2.6.2, Table 5-1, as well as EPR Sections 2.3.1, 5.5.2 and 5.12.			1	C
CP-3	Section 5.1.4 Property	Issue of green space designation and policies regarding disposal/compensation needs to be addressed in this section	Green space designation and policies regarding disposal/compensation from the OP have been added to Section 5.1.4.2. and EPR Section 2.3.1			1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Socio-Economic and Land Use Study

*** Actions:**

1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

**Status: O - Open (not resolved); P - Pending Incorporation into design; C - Closed, implementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

Document Name: 360807-H-EV-PLG-RPT-SE-0001.pdf, Version D — **Revised By:**

Contract Name: Park Lawn GO Station — **Designer: Hatch** — **Revision Date: December 17, 2021**

% Completion: 95%

Item No.	Drawing No./ Specification Section/ Page No.	Review Comment (City of Toronto Reviewers)	Proponent Response and Details (Hatch/FCR/Metrolinx)	Review Comment (City of Toronto Reviewers) September 29, 2021	Proponent Response and Details (Hatch/FCR/Metrolinx)	*Action 1 / 2 / 3 (Hatch/FCR/MX)	*** Status O / P / C (City)
CP-4	Table 5-1: Summary of Potential Effects, Mitigation Measures and Monitoring Activities	Issue of green space designation and policies regarding disposal/compensation needs to be addressed in this table in Existing Land Use, Property and Socio-Economic Policies and Planning Context rows	As above.			1	C
CP-5	4.4.2.2 Secondary Plans	The Christie's Secondary Plan and Urban Design and Streetscape Guidelines should be addressed in this section and throughout the SE/LU report. These policies provide significant directions about site design, station access, public realm and others	References to the Christie's Secondary Plan and Urban Design and Streetscape Guidelines has been added where appropriate. Please see Section 4.4.2.2.1 and EPR Section 2.3.1.1.			1	C
CP-6	5.2.8 Safety, Security and Light Spillage	Please evaluate and identify mitigation with Secondary Plan, Urban Design Guidelines and TGS policies	Reference to the Secondary Plan, Urban Design Guidelines policies updated in Section 5.3.8 and Table 5-1 of the SELUS. Section 5.5.3 and 5.12 in EPR updated to reflect TGS policies.			1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Slope Stability Report

*** Actions:**

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

**Status: O - Open (not resolved); P - Pending Incorporation into design; C - Closed, implementation complete

Document Name: 360807-H-EV-PLG-RPT-GE-0002.pdf, Version C			**Revised By:**			
Contract Name: Park Lawn GO Statior Designer: Hatch			**Revision Date: December 17, 2021**			
% Completion: 95%						
Item No.	**Drawing No./ Specification Section/ Page No.**	**Review Comment (City of Toronto Reviewers)**	**Proponent Response and Details (Hatch/FCR/Metrolinx)**	**Review Comment (City of Toronto Reviewers) September 29, 2021**	***Action 1 / 2 / 3 (Hatch/FCR/MX)**	***** Status O / P / C (City)**
PF&R						
PFR-1	General	The report should clarify and outline the existing and intended ownership of any retaining walls and infrastructure in the north west section of the station works as they relate to TRCA/RNFP lands.	Updated Section 5.5 - Retaining walls and infrastructure ownership would be conveyed to Metrolinx. Section 5.9.2 and 5.12 of the EPR updated.	Revision to this text has been noted. Comment is closed.	1	C
PFR-2	General	The report should include mention of site grading impacts from a potential access ramp in addition to the platform works, both during and post construction. We would anticipate additional impacts but that does not seem to be part of the discussion.	Section 5.5 updated to include details related to site regrading. Section 5.9.2 and 5.12 of the EPR updated.	Revision to this text has been noted. Comment is closed.	1	C
PFR-3	Section 5.5, pg. 18: Maintenance and Monitoring	This section should be revised to indicate how site grading between the corridor and creek must be designed not to exceed existing run off levels and limit increased velocity and general impacts to the existing drainage patterns. Site grading shall seek to improve any erosion of the existing access trail, and avoid any impacts to Mimico Creek and the creek embankment both during construction and operations.	Section 5.5 updated to include details related to site regrading.	Revision to this text has been noted. Comment is closed.	1	C

Review Comments Spreadsheet

Park Lawn GO Station

Draft Geomorphology

*** Actions:**

1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because .....

**Status: O - Open (not resolved); P - Pending Incorporation into design; C - Closed, implementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROL

Document Name: 360807-H-EV-PLG-RPT-NE-0002.pdf, Version C			**Revised By:**				
Contract Name: Park Lawn GO Station	**Designer: Hatch**		**Revision Date: August 27, 2021**				
% Completion: 95%							
tem No	**Draw ng No Spec f cat on Sect on Page No**	**Rev ew Comment (C ty of Toronto Rev ewers)**	**Proponent Response and Deta s (Hatch FCR Metro nx)**	**Rev ew Comment (C ty of Toronto Rev ewers) September 29 2021**	**Proponent Response and Deta s (Hatch FCR Metro nx)**	***Act on 1 2 3 (Hatch FCR MX)**	***** Status O P C (C ty)**
PF&R							
PFR-1		No comments at this time		Comment closed			C

Minutes of Meeting

H360807

December 8, 2021

Lakeshore Development Inc.
Park Lawn GO Station

Distribution
Those present + Paul Leonidis

Park Lawn TPAP – 95% Environmental Project Report Review Comments - TRCA Page-Flip

Meeting Date: December 2, 2021

Location: Online

Present:	Hatch	Mark Armstrong Melissa Alexander Eric Fung	Sarah Sha Izabela Jasiak
	Metrolinx (MX)	Gretel Green Colin O'Meara Jennifer Smith	Michelle Louli Zakariya Khawaja
	TRCA	Alannah Slattery Jason Solnik Mahdi Esmaeili	Sharon Lingertat Sinthujan Navaratnavel Zack Carlan
	Lakeshore Development Inc. (LDI)	Barry Stern Ann Lam	Michael Mendonca

Purpose: Page-flip session to close TRCA comments on 95% version of EPR and Technical Studies.

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview**	
1.1.1	Purpose of the meeting is to identify how TRCA comments on the 95% Environmental Project Report (EPR) and Technical Studies were addressed, in lieu of an additional review period.	Info
2.	**Discussion**	
2.1.1	Regarding Comment 1, Hatch clarified that a page-flip session was agreed upon because there is insufficient time for TRCA to review the updated reports prior to Notice of Completion. TRCA will have the opportunity to review the final EPR at Notice of Completion. TRCA acknowledged and agreed.	Info
2.1.2	Regarding Comment 3, Hatch noted that the platform location and efforts to reduce impacts were discussed in October at the TRCA 95% check-in. As previously discussed, a shorter platform was screened out as part of the IBC from an operational standpoint. In addition, an 8-car platform places the platform in the same position close to Mimico Creek, rather than further east. Hatch added a paragraph to Section 3.1.1 explaining the differences between the 8 car and 5 car scenarios and the operating configuration of the doors. In addition, the switches under the Gardiner Expressway are a hard constraint. The platform width standard is 5.021 metres. The platform that is currently presented in the EPR has not been narrowed. Approval is required from MX to narrow the platform, under a design standard deviation request and approval is contingent upon pedestrian flow modelling results and a code compliance review. The intent is to narrow the platform as much as possible. Results will be provided as part of the O. Reg 166/06 application package. Text has been added to Section 3.3.1 to indicate that narrowing the platform is a commitment. Text will be added to Table 8-1 for a commitment to request narrowing of the platform through the Metrolinx deviation process.	Info.
	The sloped walkway in the northwest has been replaced with a pavilion with an elevator and stairs, which significantly reduces the footprint and brings the structure within MX Right-of-Way (ROW) rather than extending into CoT lands. Details have been added to Section 3.1.3.3 in the EPR. On the south side, the sloped walkway will remain as shown in the EPR. The design team is evaluating alternative locations, including pushing the sloped walkway away from Mimico Creek and TRCA lands. Text added to Section 3.1.3.3 related to ongoing analysis to refine the south walkway as the design progresses. TRCA requested that the text explicitly state that	Info

Item		Action By
	alternatives are being explored to minimize footprint adjacent to TRCA lands and vegetated slope. Hatch agreed. MX flagged that any alternative options would require property from a third party. LDI requested that the commitment is as generic as possible in the text. Text will be added to Table 8-1 for a commitment with respect to exploration of alternatives. Agreement on text revision in Section 3.1.3.3 - comment can be closed.	
2.1.3	Regarding Comments 31, 32, 33, and 37, edits were similar to Comment 3. Additional information has been added to the respective sections. TRCA agreed with the response; Comments 31, 32, 33 and 37 can be closed.	Info.
2.1.4	Regarding Comment 4, Hatch clarified that TRCA property is not required for the infrastructure but is located within TRCA regulation limits. Sloped walkway is within the MX ROW and third-party property, but outside TRCA lands. Updated Figure 3-4 to be included in Final EPR – comment can be closed.	Info
2.1.5	Regarding Comment 6 – no changes to the text required and comment can be closed.	Info
2.1.6	Regarding Comment 7 and 37, references to future trail connections have been removed from the EPR and concept plan. Comment can be closed.	Info
2.1.7	Regarding Comment 14, the Stormwater Management (SWM) elements have been added to Section 3.3.14, including the applicable design criteria and requirements that the SWM elements must adhere to (i.e., TRCA SWM criteria and Erosion and Sediment Control guidelines). The system will likely include an oil grit separator (OGS) and storage tanks with flow control devices and potentially bio swales. This information will be confirmed during detailed design. TRCA flagged that OGS guidelines for total suspended solids (TSS) does not meet TRCA criteria and advised that the OGS be used in conjunction with a treatment train approach. Hatch noted that the SWM team will explore these options as the design progresses. Comment can be closed.	Info

Item		Action By
2.1.8	Regarding Comment 17 and with respect to the use of fill in the floodplain, Hatch noted that a commitment has been added to Table 8-1. TRCA noted that on other projects, a significant amount of fill is often placed in the floodplain as a temporary measure, and may require further discussion and analysis, including interim modelling. Hatch clarified that there are not currently any plans for the use of temporary fill in the floodplain. The floodplain is relatively low relative to the top of rail and is near the toe wall near Mimico Creek. Hatch agreed that if plans change, further analysis and discussion will be required, including as part of the pre-consultation phase for the O. Reg 166/06 application. TRCA flagged that if there are any changes to the permanent conditions of the cut-fill balance, then a hydraulic assessment would be required and TRCA would need to update their mapping. If the fill is temporary, the assessment needs would be dependent on the scope of work. Temporary fill or any work requiring flow diversion would also require a hydraulic assessment. Hatch agreed that any temporary fill needs would require consultation with the TRCA; to be confirmed as part of O. Reg 166/06 package. Comment can be closed.	Info
2.1.9	Regarding Comment 19, the issue has been addressed through a revision to Table 8-1. Comment can be closed.	Info
2.1.10	Regarding Comment 20 and 21, there will be pre-consultation with the TRCA as part of the O. Reg 166/06 application, following completion of the 30% design. This would lay the groundwork for what needs to be done between 30 and 60 percent design. Comment can be closed.	Info
2.1.11	Regarding Comment 27, site specific vegetation management plans and compensation will follow a basal area approach. Commitment has been added to Table 8-1. TRCA agreed with the response. Comment can be closed.	Info
2.1.12	Regarding Comment 28, site specific wildlife management plans will be shared with the TRCA. A commitment has been added to Table 8-1. TRCA agreed with the response. Comment can be closed.	Info
2.1.13	Regarding Comment 30, a hydrogeology report is being prepared as part of the geotechnical design. Report will likely be included as part of SPA submission. TRCA agreed with the response. Comment can be closed.	Info
2.1.14	Regarding Comment 34, text describing the process for moving signals closer to the Gardiner Expressway bridge has already been included in the EPR. Text regarding the design deviation request has been added to the EPR. This was submitted to MX on October 18 and is currently being reviewed. TRCA agreed with the response. Comment can be closed.	Info

Item		Action By
2.1.15	Regarding Comment 35 and 37, text was added to Section 3.1.1 regarding platform connectivity and length. This was discussed with TRCA in October at the 95% Check-In meeting. Text from the first paragraph has been removed under the platforms section. There is now clarification as to how a shorter platform would require the platform to be located further west near Mimico Creek. Operational rational text has also been added to Section 3.1.3.2.	Info
2.1.16	Regarding Comment 38, plans for the sloped walkway have been discussed and edits were made to Section 3.1.3.3. Two accesses are required by MX for each platform to provide a second accessible emergency egress point. There is no tunnel underneath the tracks west of Park Lawn. Action: Hatch to add rationale text to EPR in Section 3.3.3 and update comment/response table.	Hatch
2.1.17	Regarding Comment 39, text has been added to the EPR regarding the location of the sloped walkway. TRCA requested that the commitments regarding the narrowing of the platform and relocation be added to Table 8-1 in addition to the sections in the text. MX, LDI, and Hatch agreed with the request. Action: Hatch to add design commitments to Table 8-1 for the platform and sloped walkway.	Hatch
2.1.18	Regarding Comment 40, there are options for access to track level west of Park Lawn Road, either directly north of the west abutment or over the Park Lawn bridge. Laydown areas are still being determined and will be clarified in the O. Reg 166/06 package.	Info
2.1.19	Regarding Comment 41, updated drawings will be included as part of the O. Reg 166/06 package.	Info
3.	**Conclusion and Next Steps** Hatch to share updated pages to Draft EPR with TRCA, including updated comment/response table prior to Notice of Completion. TRCA agreed with the response. Comments with action items to remain open until the edits are provided to TRCA.	Info

Izabela Jasiak

IJ:ij

Park Lawn GO Station

Minutes of Meeting
TRCA – 95% Environmental Project Report Check-In

Meeting Date:	October 19, 2021		
Location:	Online		
Present:	Hatch	Melissa Alexander Mark Armstrong	Izabela Jasiak
	Metrolinx (MX)	Gretel Green Colin O'Meara Jennifer Smith	Zakariya Khawaja Ana Carillo Michelle Louli
	Lakeshore Development Inc.	Ann Lam Barry Stern	Paul Leonidis Natasha Whyte
	Toronto and Region Conservation Authority (TRCA)	Alannah Slattery Sharon Lingertat Sinthujan Navaratnavel Mahdi Esmaeli	Jason Solnik Zack Carlan Jehan Zeb
Purpose:	TRCA 95% Report Check-In		

Item		Action By
1.	**Introduction**	
1.1	**Purpose and Overview**	
1.1.1	Pemberton group was introduced to TRCA.	Info
1.1.2	Purpose of the meeting is to review and close the TRCA's outstanding comments on the 95% Environmental Project Report and identify next steps.	

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Item		Action By
2.	**Discussion**	
2.1.1	Regarding Comment #1, Hatch noted there is insufficient time to provide TRCA with another formal review of the EPR and technical studies. Hatch offered a page-flip meeting, to provide TRCA an opportunity to see where the changes were made (in track-changes). TRCA agreed with the response. Page-flip session tentatively scheduled for first week of November, and later changed to first week of December.	Hatch
2.1.2	Regarding Comment #3 and with respect to the platform length, Hatch clarified that the platform cannot be shortened for two main reasons. Firstly, the positioning and configuration of the platforms is based upon the positioning of the rail signals. Any changes to the platforms would be dependent upon the signal modifications. The deviation request for signal modification has been submitted to Metrolinx for review. The platforms are positioned as far east as they possibly can be right now. Secondly, the width of the platforms currently shown in the EPR is the worst-case scenario (i.e., continuous 5.021 metres). While the design is progressing and the design reference manual specifies a minimum acceptable platform width, Hatch is working through the material needed to support the deviation request to narrow the platform width to 3 metres. Hatch is awaiting a third-party code compliance firm to review the platform and the accesses in / out of the station and confirm that they conform with the fire codes. Also, the passenger flow modelling needs to be completed before the future widths of the platforms can be determined. Hatch cannot confidently say how narrow the platform will be at this time. Hatch/MX intent is to narrow and pull platforms as far from creek as possible; assessment is unlikely to be complete in time for inclusion in the EA. Hatch to add a commitment to the EPR outlining that an assessment is ongoing to determine whether the platforms can be narrowed, noting that if it is possible, the platforms will be tapered. TRCA agreed with response and will review the results of the assessment as part of the 166/06 application package. TRCA emphasized that impacts to the creek will be a key focus as they review the 166/06 application package.	Hatch
2.1.3	There has been ongoing discussion since late August about the configuration of the northwest sloped walkway. The configuration that is currently being considered is a stairwell and an elevator which would significantly reduce the footprint of the project on TRCA regulated lands. Post Meeting Note: these details have been included in the EPR.	

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Item		Action By
2.1.4	With respect to the southwest sloped walkway, there is very limited space available. Property in the south is owned by third party condo corporation. Hatch/MX working to minimize property requirements. At this point, the southwest walkway remains as shown in EPR. Hatch's architecture team reviewing options, however unlikely to be addressed in time for inclusion in the EPR. Hatch acknowledged that TRCA has concerns with the slope and the amount of vegetation removal required for the access, noting that while the configuration does not require TRCA property it is within TRCA's regulation limit. TRCA inquired about moving southwest walkway further east. Hatch noted that there are a number of constraints, including property and a storm sewer (between noise wall and tracks), which pose challenges with respect to building structures on top of it. Also, there are concerns with respect to passenger safety and visibility. Hatch/MX noted that they will continue to review options. TRCA agreed with the response. Hatch clarified that it is not possible to change the configuration as has been done in the north due to physical constraints.	
2.1.5	Hatch to add rationale to the EPR indicating why the current access configuration has been selected. The EPR will also include a commitment for further discussions during detail design to optimize the design of this access, considering TRCA, City of Toronto, passenger, utilities, safety and property requirements.	Hatch
2.1.6	Regarding Comment #4, Hatch has prepared an updated property impact figure for review at the 95% Environmental Project Report Page-Flip session.	Hatch
2.1.7	Regarding Comment #7, Hatch has removed the future trail connections from both text and EPR. TRCA agreed; comment can be closed.	Info
2.1.8	Regarding comment #14, Hatch noted that the Stormwater Management Report (SWM) report will be included as part of the 30% design package. TRCA will be reviewing the 30% design package. TRCA agreed; comment can be closed.	Info
2.1.9	Regarding Comment #16, the plan is to work outside of the regulatory flood limit for the proposed works at the station; and not subject to a cut-fill balance. Text has been added to EPR as a commitment in the case that plans change. TRCA agreed; comment can be closed.	Info
2.1.10	Regarding Comments #17, #19, and #40, Hatch will be having conversations with the contractor to see if they can provide some more high-level detail in the EPR about construction staging and laydown areas. However, details will be provided as part of the O. Reg 166/06 application package. TRCA agreed with response. TRCA requested comment to remain open, as still needs discussion.	Hatch
2.1.11	Regarding Comment #20, Hatch noted that the location of the retaining wall was provided in the plan of the station but additional details will still need to be provided. Additional details will be included as part of the 30% design. Detailed design is tentatively planned for February 2022.	Info

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Item		Action By
2.1.12	Regarding Comments #27 and #28, Hatch noted that site-specific vegetation management plans and wildlife management plans would be provided as part of the O. Reg 166/06 application package. Ecological compensation will follow the basal area approach. These will be included in the EPR as a future commitment.	Hatch
2.1.13	Regarding Comment #30, Hatch noted that the hydrogeological report is outside the scope of the TPAP, and outside TRCA's regulation limit. TRCA noted that their hydrogeology team would still want to review the report.	TRCA
2.1.14	Regarding Comment #35, Trains can operate with all 12 cars, 5 cars, or 8 cars. Neither the 8 car or the 5 car scenario will provide a sufficient level of service for passengers to get off the train and back on again in a timely manner without causing service delays. Given the projected demand, the station requires the 12-car servicing. Due to the door control configuration, the 8 car scenario would use cars 5 thorough 12 which are those farthest west along the train, meaning an 8 car platform would start roughly where the proposed station building is and extend westwards towards Mimico Creek. The track switches located underneath the Gardiner Expressway bridge prevent the train from being pulled any further east without fouling the interlocking or the switches. Additional text added to the EPR to provide clarity on the rationale. TRCA agreed.	Hatch
2.1.15	Regarding Comment #38, Hatch clarified that two accesses are needed on both sides of the tracks to provide a second accessible emergency egress point for the south platform. There is no tunnel underneath the tracks; two separate access points are required by MX. TRCA requested that the rationale be added to the EPR; Hatch to update.	Hatch
3.	**Conclusion**	
3.1.1	TRCA to follow up with a set of dates and times for a potential page-flip. Hatch to send out invite. Post-meeting note: Follow-up meeting was held on December 2.	TRCA/Hatch

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Review Comments Spreadsheet

ParkLawn TOD

Proposed Park Lawn GO Station – TRCA Review Comments: Draft EPR and Technical Studies

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

****Non-Conformance** level
to be established by PDT & TA

***** Status:**
O = Open, not resolved
P = Pending incorporation in design
C = Closed, implementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name: Draft EPR, Natural Environment Report, Draft Slope Stability Analysis, Fluvial Geomorphic and Meander Beltwidth Assessment and Tree Inventory Plan						**Revised By:**					
Contract Name: ParkLawn GO Station			**Designer: Hatch**			**Current Revision Date: August 26, 2021**					
% Completion: 95						**Current Revision Number: C**					
Item No.	**Rev s on**	**Rev ewer ID**	**Draw ng No./ Spec f cat on Sect on/ Page No.**	**In t a Rev ew Comment (TRCA)**	**In t a Response and Deta s (Hatch/FCR/MX)**	**Second Rev ew Comment (TRCA)**	**Second Response and Deta s (Hatch/FCR/MX)**	**Th rd Rev ew Comment (TRCA)**	**Th rd Response and Deta s (Hatch/FCR/MX)**	***Act on 1 / 2 / 3 (Des gner)**	***** Status O / P / C (Rev ewer)**
1	Natural Environment Report (NE-0001)	TRCA	Process Overview	It is the staff's understanding that these studies have been submitted as part of the Pre-TPAP stage, prior to the Notice of Commencement being issued, and that the proponent is looking to make three submissions to TRCA prior to the Notice of Commencement being issued, including the draft technical report submission (NER, TIP, geomorphology and geotechnical), followed by the submission of the draft Environmental Project Report and the resubmission of the revised technical reports. It is our understanding at this time that the proponent will be requesting a permit from TRCA under Ontario Regulation 166/06 for this project, once the TPAP has been completed.	Correct, however as noted in the cover letter, our understanding was **two rounds** of TRCA review prior to the Notice of Commencement. A third round, as discussed with the TRCA (August 11, 2020), would be conducted during the TPAP period, if required. Correct, the project is planned to go through the approval process under O.Reg 166/06.	Thank you for this clarification. Please be advised that TRCA staff are requesting a third submission, prior to the Notice of Commencement, to address TRCA concerns outlined in comments below.	Noted. Following the discussion on the specific comments and responses to address these comments it was agreed that TRCA would review the updated EPR and Technical Studies in parallel with the release of the documents at the Notice of Commencement of the TPAP.	Please provide a submission schedule for upcoming submissions associated with the Park Lawn GO Station. In addition, it is requested as the design and proposal are revised through the TPAP process, that an updated Draft EPR is submitted to TRCA staff prior to the Final EPR being published and filed as part of the TPAP process.	There is insufficient time within the 120-day schedule to provide another round of review by TRCA. TRCA requested three reviews; which were provided. Hatch to walk-through comment/response table with TRCA, including updated draft EPR/Appendices to show where comments have been addressed, and close them out (Dec 2, 2021).	3	O
2	Natural Environment Report (NE-0001)	TRCA	Design and Location	The submitted technical reports appear to be based off a preliminary design that has not formally been submitted to TRCA for review to date. Please provide a concept design to TRCA for review, which includes platform and station locations and details.	10% design provided May 12 under separate cover in advance of report resubmission. The concept design is included in Section 3 of the EPR.	Thank you for providing the 10% design. Staff have concerns regarding the design of the platform and access ramps on the west side of Park Lawn Road. Please refer to the comments below.	Noted. The design of the proposed station is linear infrastructure and considers constraints with respect to Mimico Creek as well as the track signal and switching system. Discussed the configuration of sloped walkways and narrowing the station platforms at TAC#2 as noted in subsequent comment responses. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			C
3	Natural Environment Report (NE-0001)	TRCA	Design and Location	TRCA's The Living City Policies seek to first avoid, then mitigate and remediate risks associated with flooding, erosion, and slope instability. The development of infrastructure within regulated areas must demonstrate that there will be no increase in risk associated with flood and erosion hazards. The Park Lawn GO Station project will undergo a TPAP. It is TRCA's preference to limit encroachment into the Mimico Creek valley system and limit the associated natural hazards (i.e. flood plain and erosion/slope stability). TRCA staff have not received information regarding the selection of the proposed design options. As such, please provide a discussion/analysis of the design options for the proposed station and identify how the preferred option aligns with TRCA's The Living City Policies or advise on when TRCA will be provided the options for review during the TPAP process. At this time, staff cannot confirm whether the proposed option for the GO station can be supported through TRCA Living City Policies as options have not been formally reviewed.	These details are provided in the draft EPR. We have reviewed the constraints with respect to the station layout at Meeting 1 (May 12, 2020) and 3 (January 2021) with the TRCA. Text provided in Section 3.1 of EPR summarizes constraints regarding station layout and options considered. Text from IBC is included in EPR to summarize rationale in Section 3.1. Updated Initial Business case was made public June 2020: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-04-22-Park-Lawn-Updated-Initial-Business-Case-2020-FINAL.pdf	Thank you for providing further analysis of the design options in Section 3.1 of the Draft EPR. However, please be advised that TRCA staff are not satisfied that all alternative sites and alignments have been explored for the proposed station and platforms. Staff note that Section 3.1 of the Draft EPR speaks to the alternatives reviewed within the Initial Business Case, however it is staff's understanding that TRCA did not provide input or comment on the initial business case. As such, TRCA concerns were not considered at this time. As previously mentioned, TRCA staff are seeking to reduce the impacts to the Mimico Creek valley system. As such, any opportunity to reduce the project footprint (platforms) to the west of Park Lawn Road would be recommended. Further comments can be found within the "New Comment" section below. As per The Living City Policies (7.4.3.1) acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites. Staff note that Section 3.1 of the Draft EPR speaks to the alternatives reviewed within the Initial Business Case, however it is staff's understanding that TRCA did not provide input or comment on the initial business case. As such, TRCA concerns were not considered at this time and a clear analysis of the various alternatives in relation to the natural heritage system have not been provided. As previously mentioned, TRCA staff are seeking to reduce the impacts to the Mimico Creek valley system. Please provide clear analysis and justification within the EPR showing how the preferred alternative was reached and why other alternatives which could reduce impacts to the NHS were rejected. As previously noted and discussed in meetings, any opportunity to reduce the project footprint (platforms) to the west of Park Lawn Road should be examined and documented.	The Initial Business Case (IBC) is created to ensure new stations meet strategic, financial (affordability), economic, deliverability and operational objectives without compromising the regional service objectives of GO Transit and its base of users. While the IBC is not reviewed by external partners, it is understood that once the station is proved to be viable that natural heritage and sustainability constraints outlined in the IBC will be addressed via the TPAP and detail design review process with identified mitigation. The IBC reviewed options for shortening or shifting the platform. As stated in the IBC, it is not possible to move the signal under or east of the Gardiner Expressway. The GO Transit trains operate with the locomotives on the east end of a 12-commuter car train. Operating either 5 or 8 cars is not sufficient for the station demand. Moving the platforms further to the east is limited by the location of the signals for the crossover tracks located under the Gardiner Expressway. Moving the signals closer to the Gardiner Expressway bridge is being reviewed, however it is paramount that signals be visible at the locomotives. As discussed at TAC#2 the following edits are made to the EPR to address this comment: - Section 2.2.5 - adding Policy 7.4.3.1 b), d.ii) and e) and details on how this is addressed as noted below: - Section 3.1.2 and 3.1.3.1 - a description of the track, switches and signals configuration to document the rationale for leaving the switching plant in its current position under the Gardiner Expressway and its effect on platform positioning. - Section 3.1.3.3 - a description of alternatives considered for the sloped walkways to arrive at the proposed configuration. - Section 3.1.3.2 - a description of the process for submission and approval of a variation from Metrolinx's DRM for reducing the platform widths and a commitment included in Section 8 for this process as part of 30% Design.	Thank you for your response. In regard to Sections 3.1.2, 3.1.3.1 and 3.1.3.2, TRCA staff request that Metrolinx continue to explore, during the TPAP process, alternatives and alterations to shorten/minimize/shift the proposed platforms within the Mimico Creek valley system to reduce impacts and meet TRCA policies appropriately. It is requested that these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design. Please keep TRCA up to date on discussions with Metrolinx regarding the reduced platform widths. In regard to Section 3.1.3.3, TRCA staff continue to request that Metrolinx relocate the sloped walkways out of the Mimico Creek valley and TRCA property to reduce impacts, minimize risk to life and property and meet TRCA policies appropriately. Please ensure these alterations are incorporated into the updated EPR document prior to being finalized and filed and not deferred to detailed design. Further discussion will be required regarding the access ramp in this location. Please see comments 38 and 39 below. As previously mentioned, TRCA staff are seeking to reduce the impacts to the Mimico Creek valley and reduce risk to life and property as a result of erosion and flood hazards in this area to the greatest extent possible.	Platform length has been defined based on 2041 ridership as outlined in the IBC. Section 3.1.1 of the EPR notes the Initial Business Case evaluated options for shorter platforms, but the option for an 8-car platform based upon the train door operating limitations (Option 2, as shown in Figure 3-1) would still position the bulk of the shortened platform west of Park Lawn. Option 2B, shown in Figure 3-1, was unacceptable since the trains would be required to stop beyond the signals controlling their operation. The eastern end of the platforms is based upon the position of the rail signals, which have been placed as far east as possible based on the proposed signal modification. The station configuration shown in EPR Figure 3-2 shows the position of the platform based upon the proposed signal modification. This proposed signal modification has been submitted to Metrolinx as a deviation request and is currently under review by Metrolinx. The standard platform width assessed was 5.021 m, which is the standard platform width of 4.9 m plus a lateral clearance allowance of 0.121 m to protect for future level boarding. The Design Requirements Manual allows for platform narrowing, where permissible based upon passenger flow modelling and code compliance, of 3.721 m for open platforms with a minimum of 2.561 m horizontal between platform obstructions (such as shelters and communication hubs) and the edge of the platform for passenger circulation. The north and south platforms are proposed to be tapered starting 90 m east of the western end of the platforms at the western most communication hub and narrowed to 3.721 m at the western end of the platforms. This proposed reduction in platform width is subject to completion of the passenger flow modelling, code compliance review, and approval of the Design Standard Deviation Request (DSDR) by Metrolinx as part of the 30% design submission. The intent is to narrow and move the platforms as far from the creek as possible; the assessment will not be complete in time for inclusion in the EA, but the above text on the extent of the platform narrowing is included in EPR Section 3.3.1. Commitment added to Table 8-1. Text edited in EPR Section 3.1.3.3 to remove discussion of NW sloped walkway as this access is now proposed to consist of a pavilion with elevator and stairs. EPR Section 3.3.3 summarizes the details of the NW access. The SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. The Project Team is working to develop an option outside of the TRCA regulated area, however it is not expected to be approved prior to completion of the TPAP. Commitment added to Table 8-1.	1	C
4	Natural Environment Report (NE-0001)	TRCA	Property	TRCA staff acknowledge that the project footprint directly abuts TRCA-owned lands, however it is our understanding that no TRCA lands will be required for the proposed works. Please confirm this as the TPAP process moves forward and include TRCA property boundaries on all drawings/figures for future submissions to be included within the future EA.	Property plan is provided in Section 3 of the EPR as Figure 3-2.	Section 3.3.11 of the Draft EPR indicates that the development of the Park Lawn GO Station will require land acquisition from TRCA, however there does not appear to be further details at this point in time. Please ensure discussions regarding property acquisition are started as early in the process as possible. Please contact Trina Seguin at Trina.Seguin@trca.ca, to begin these discussions.	Thank you for the point of contact. As noted in Comment 7, revision to the south sloping walkway is being reviewed as part of the 30% design.	Please keep TRCA staff up-to-date regarding property requirements as the design progresses.	The SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. The Project Team is working to develop an option outside of the TRCA regulated area, however it is not expected to be approved prior to completion of the TPAP. Commitment added to Table 8-1.	1	O
5	Natural Environment Report (NE-0001)	TRCA	Project Coordination	TRCA staff acknowledge that the study area for this project is within the boundary of the City of Toronto's Christie's Secondary Plan and the Park Lawn Lake Shore Transportation Master Plan. Please ensure that the review of this project is very closely coordinated with the City of Toronto.	Noted. Coordination with the City of Toronto is ongoing.	Thank you for this confirmation. No further comment.	Comment closed.	No further comment.			C
6	Natural Environment Report (NE-0001)	TRCA	Project Coordination	Please be advised the study area for this project is in proximity to the TRCA's Manitoba St - Beaverdale Rd Erosion Control Project. Pre-planning for this project is scheduled to begin in 2022 and an implementation year has not yet been determined. Coordination may be required depending on construction timelines.	Noted, we request additional information on this project. We will note in the EPR about this project and the need for coordination during design of the Park Lawn GO Station.	TRCA will provide further information on the erosion project in this location.	Thank you.	Please note that pre-planning for this project is scheduled to begin in 2022, including collection of baseline data to support future studies that will inform a long-term solution for the site. An implementation year has not yet been determined. The project area is subject to change. Please be advised there are no further updates on this project at this time.	Noted.	3	C
7	Natural Environment Report (NE-0001)	TRCA	Trails	Walking trails in proximity to Mimico Creek are mentioned throughout the Natural Environment Report. Please advise if trail impacts/closures are anticipated as a result of the proposed works and, if so, please ensure coordination with the City of Toronto.	Noted, updated the NER accordingly. We request additional information related to the status of future trail connections in/around Mimico Creek.	Please clarify where in the EPR trail closures have been noted. Further comments regarding trails can be found within the "New Comment" section below.	No updates on trail closures noted in the NER at this point. Based upon the discussion with TRCA and City of Toronto at TAC #2 the trails are proposed but not yet constructed. Further coordination between the City of Toronto and TRCA is necessary for this trail. No edits to EPR, NER or SELU required.	Please note that TRCA has been involved in discussions with the City regarding trails in this location. The proposed trail connection is not included in TRCA's Trail Strategy due to the technical constraints and impacts identified by TRCA technical staff. Currently, it is our understanding that there are no plans for TRCA to further examine this connection. TRCA cannot support this conceptual trail through the Park Lawn GO Station TPAP process as there has been no opportunity for formal comment or in-depth review of this connection and accompanying.	Future connections and figures showing future trail connections have been removed from all figures (i.e., Concept Plan and EPR Section 3.3.3)	1	C

Review Comments Spreadsheet

ParkLawn TOD

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3 = Not applicable because ……..

****Non-Conformance** level
to be established by PDT & TA

***** Status:**
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Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
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(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name: Draft EPR, Natural Environment Report, Draft Slope Stability Analysis, Fluvial Geomorphic and Meander Beltwidth Assessment and Tree Inventory Plan						**Revised By:**					
Contract Name: ParkLawn GO Station			**Designer: Hatch**			**Current Revision Date: August 26, 2021**					
% Completion: 95						**Current Revision Number: C**					
Item No.	**Rev s on**	**Rev ewer ID**	**Draw ng No./ Spec f cat on Sect on/ Paae No.**	**In t a Rev ew Comment (TRCA)**	**In t a Response and Deta s (Hatch/FCR/MX)**	**Second Rev ew Comment (TRCA)**	**Second Response and Deta s (Hatch/FCR/MX)**	**Th rd Rev ew Comment (TRCA)**	**Th rd Response and Deta s (Hatch/FCR/MX)**	***Act on 1 / 2 / 3 (Des gner)**	***** Status O / P / C (Rev ewer)**
8	Slope Stability Analysis Report (GE-0002)	TRCA	Geotechnical Engineering	Toe erosion should be determined and correctly implemented in each cross-section to delineate the position of the Long-Term Stable Top of Slope. The Toe Erosion Allowance is determined by the procedure in the MNR Technical Guideline (2002). Any stabilization effects required for the existing retaining structures and/or toe protection structures should also be ignored in the delineation of the Long-Term Stable Top of Slope (LTSTOS). Please provide this with the next submission as this will inform risks to the proposed platform and station, setback requirements and mitigation measures.	Per MNR (2002): Erosion Hazards Means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using the 100 year erosion rate (the average annual rate of recession extended over a hundred year time span), an allowance for slope stability, and an erosion allowance. Beacon's report provides a bankfull flow velocity of 2.4 m/s, which according to MNR (2002) is above the typical range for erosion of erosion resistance soils. Water's Edge provides the 100 year erosion rate, which is summarized in the report. That erosion rate can be applied along the south bank of Mimico Creek, which is conservative as the erosion rate provided by Water's Edge is for the outside bank of a bend in the creek. It needs to be recognized that if any section of the slope were to fail, either due to an increase groundwater elevation, or other impact, or specifically toe erosion, the sliding mass will mobilize and enter the Mimico Creek channel resulting in a "landslide dam". The temporary landslide dam would, without intervention, eventually be overtopped and fail thereby resetting the location of the bank of Mimico Creek along the north side of the embankment. As such, toe erosion at the base of the north side of the embankment will be measured from the existing bank of Mimico Creek, which, based on the above, is considered a conservative approach.	Please be advised that this comment has been satisfied from a technical perspective. However, TRCA staff are not satisfied that TRCA policies have been met and that all alternatives have been explored for western platforms. As per The Living City Policies (7.4.3.1), acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites.	Noted. A portion of the north and south 315 m long platforms is within the hazard lands. Positioning of the platforms is based upon relocating the existing signal bridges as far east as possible as noted in response to Comment 3. Edits to the EPR and technical studies were completed based upon the response to Comment 3. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			C
9	Slope Stability Analysis Report (GE-0002)	TRCA	Geotechnical Engineering	The slope stability assessment and the delineation of the Long-Term Stable Slope Crest (LTSSC) should consider the most conservative condition that the slope could reasonably be expected to experience (i.e., the "worst case" condition), such as those related to groundwater levels and those to long-term environmental degradation effects to strength parameters. In this effect, please provide the justification / rational for the following: •The friction angle used for the fill material (34 degrees). Why has such a high friction angle been used in the slope stability analysis for a man-made rail embankment, when there is evidence of slope instability at the site. •The slip thickness for the slope stability analysis has been chosen as 5 m. However, to delineate the extent of the hazard (LTSTOS), the slip thickness should be maintained as small as possible (1 m), as failure of a small wedge of slope could undermine the structure at the top of the slope.	The design basis friction angle was developed based on SPT N values measured during the geotechnical site investigation and then lowered based on engineering experience and judgement to determine a suitable shear strength for the embankment fill soils. The slip surface thickness was set to a minimum value of 5 m so that surficial, translational-type sliding surfaces would be ignored. The intent of the slope stability is to identify the global slope stability of the north embankment slope adjacent to Mimico Creek. Updated the report with 1 m slip thickness based on discussion with TRCA. Hatch recognizes that there are slip surfaces with lower factors of safety, but those would either: 1) Intersect the existing retaining wall, which would result in an error (i.e. for FS computed) 2) Daylight above the existing retaining wall, which assumes the wall is stable and will stay in place over the long term.	Please be advised that this comment has been satisfied from a technical perspective. However, TRCA staff are not satisfied that TRCA policies have been met and that all alternatives have been explored for western platforms. As per The Living City Policies (7.4.3.1), acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites.	Noted. A portion of the north and south 315 m long platforms is within the hazard lands. Positioning of the platforms is based upon relocating the existing signal bridges as far east as possible as noted in response to Comment 3. Edits to the EPR and technical studies were completed based upon the response to Comment 3. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			C
10	Slope Stability Analysis Report (GE-0002)	TRCA	Geotechnical Engineering	For the cross section 0+034, the stability of the slope above the retaining wall should be checked in order to determine the position of LTSTOS. The existing point of the slip surface should be changed. The slip surface should enter from the table land and exit above the retaining wall. The current slip surface does not affect the table land and should not be considered in the delineation of LTSTOS.	A slip surface that exits above the existing retaining wall would imply that the existing retaining wall is stable over the long-term and that the slope stability is independent of toe erosion. Based on discussion with TRCA, toe wall not included in analysis, 5-7 m erosion of toe included and modelling updated. The LTSTOS will be determined as per Hatch's reponse to Comment 22.	Please be advised that this comment has been satisfied from a technical perspective. However, TRCA staff are not satisfied that TRCA policies have been met and that all alternatives have been explored for western platforms. As per The Living City Policies (7.4.3.1), acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites.	Noted. A portion of the north and south 315 m long platforms is within the hazard lands. Positioning of the platforms is based upon relocating the existing signal bridges as far east as possible as noted in response to Comment 3. Edits to the EPR and technical studies were completed based upon the response to Comment 3. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			O
11	Slope Stability Analysis Report (GE-0002)	TRCA	Geotechnical Engineering	There are discrepancies between the slope stability analysis and the report text. Please clarify the following: •Figure D-7 and D-8 show a minimum factor of safety of 1.1 and 1.3, but section 4.9.1 (page 12) says Section A-A' and B-B' have a minimum factor of safety of 1.3 and 1.5 and Section B-B' provides the long-term stable top of slope. Please confirm the minimum factor of safety for Section A-A' and B-B'. Also, Figure D-9 shows a minimum factor of safety of 3.1 but section 4.9.1 (page 12) says Section C-C' has a minimum factor of safety of 3.5. Please clarify. •Figure D-12 shows an assumed ground surface for LTSTOS with an inclination of 1.6H:1V. But section 4.9.1 (page 12) says the LTSTOS inclination was taken as 1.8H:1V. Please confirm the appropriate Long Term Stable Slope inclination for a factor of safety of 1.50.	Discrepencies between the report text and figures corrected in Section 4.10 (former Section 4.9) and the Figures in Appendix D.	Please be advised that this comment has been satisfied from a technical perspective. However, TRCA staff are not satisfied that TRCA policies have been met and that all alternatives have been explored for western platforms. As per The Living City Policies (7.4.3.1), acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites.	Noted. A portion of the north and south 315 m long platforms is within the hazard lands. Positioning of the platforms is based upon relocating the existing signal bridges as far east as possible as noted in response to Comment 3. Edits to the EPR and technical studies were completed based upon the response to Comment 3. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			C
12	Slope Stability Analysis Report (GE-0002)	TRCA	Geotechnical Engineering	The cross-sections should clearly show both toe erosion and long-term stable slope allowances calculated for the cross-sections as well as the position of the Long-Term Stable Slope on the table land and the setback from the existing top of slope. The Long-Term Stable Top of Slope line should be also accurately plotted on the Figure D-1 showing the setback from the existing top of slope. Please provide this with the next submission to inform the station/platform locations.	It needs to be recognized that the embankment is not representative of a typical slope environment in that the crest of the slope does not intersect a horizontal surface that extends more than 100 m. The embankment crest has a finite width, with the opposite side of the embankment crest intersecting another slope. Therefore, the setback from the LTSTOS will be provided, however it does not represent an actual condition. The LTSTOS will be established by providing the results of the slope stability assessment where the slip surface with an FS = 1.5 - the LTSTOS will be equivalent to where the slip surface daylights in the crest of the embankment and the slip surface exits the slope beyond the existing retaining wall. Section 4.3 added for LTSTOS with Figures 4-1 and 4-2 illustrating two approaches (graphic and slope stablity) discussed at TRCA meeting on May 18, 2021.	Please be advised that this comment has been satisfied from a technical perspective. However, TRCA staff are not satisfied that TRCA policies have been met and that all alternatives have been explored for western platforms. As per The Living City Policies (7.4.3.1), acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites.	Noted. A portion of the north and south 315 m long platforms is within the hazard lands. Positioning of the platforms is based upon relocating the existing signal bridges as far east as possible as noted in response to Comment 3. Edits to the EPR and technical studies were completed based upon the response to Comment 3. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			C

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METROLINX

Document Name: Draft EPR, Natural Environment Report, Draft Slope Stability Analysis, Fluvial Geomorphic and Meander Beltwidth Assessment and Tree Inventory Plan						**Revised By:**					
Contract Name: ParkLawn GO Station			**Designer: Hatch**			**Current Revision Date: August 26, 2021**					
			% Completion: 95			**Current Revision Number: C**					
Item No.	**Rev s on**	**Rev ewer ID**	**Draw ng No./ Spec f cat on Sect on/ Pa e No.**	**In t a Rev ew Comment (TRCA)**	**In t a Response and Deta s (Hatch/FCR/MX)**	**Second Rev ew Comment (TRCA)**	**Second Response and Deta s (Hatch/FCR/MX)**	**Th rd Rev ew Comment (TRCA)**	**Th rd Response and Deta s (Hatch/FCR/MX)**	***Act on 1 / 2 / 3 (Des gner)**	***** Status O / P / C (Rev ewer)**
13	Slope Stability Analysis Report (GE-0002)	TRCA	Geotechnical Engineering	Please be advised TRCA geotechnical staff ONLY reviewed the LTSTOS delineation at this submission. Section 5 of the report and the associated slope stability analysis (Figure D-10 and D-11) will be viewed once the position of LTSTOS is revised and confirmed according to the above comments.	Same response as 12	Please be advised that this comment has been satisfied from a technical perspective. However, TRCA staff are not satisfied that TRCA policies have been met and that all alternatives have been explored for western platforms. As per The Living City Policies (7.4.3.1), acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites.	Noted. A portion of the north and south 315 m long platforms is within the hazard lands. Positioning of the platforms is based upon relocating the existing signal bridges as far east as possible as noted in response to Comment 3. Edits to the EPR and technical studies were completed based upon the response to Comment 3. Responses to Living City Policies are provided in Comment 36.	Please see comments 32-39 below.			C
14	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	Please provide a stormwater management (SWM) report or memorandum prepared and stamped by a qualified professional engineer to demonstrate how TRCA SWM criteria have been satisfied.	The EPR will include the requirements for the SWM (Section 3.3.14) and include a commitment for the SWM to be completed as part of detailed design (Section 7.3 and 8.1). The SWM report will be included as part of the submission for the O.Reg 166/06 application package to be prepared during detailed design.	TRCA staff look forward to receiving the SWM Report when available. Please ensure that the stormwater management (SWM) report or memorandum is prepared and stamped by a qualified professional engineer to demonstrate how TRCA SWM criteria have been satisfied	Noted. Added notation on prepared and stamped by a qualified professional engineer to the Section 8 commitments in the EPR.	Thank you for adding this notation to the Draft EPR. TRCA staff look forward to receiving the SWM Report when available.	SWM Report to be included as part of 30% detailed design. Conceptual SWM elements are added to EPR Section 3.3.14.	1	C
15	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	At the detail design stage please provide Erosion and Sediment Control drawings and a report which follows the Erosion and Sediment Control Guideline for Urban Construction, December 2019. The most up to date guideline can be found on the Sustainable Technologies Evaluation Program (STEP) website at www.sustainabletechnologies.ca. Please provide this as a commitment in the EA.	Noted, this is included as a commitment in the EPR in Sections 5.1.2.1, 5.12, 7.3 and 8.1.	The ESC drawings and report are included as a commitment in the EPR. To be provided at the detailed design stage.	Noted. Comment closed.	Thank you for including this commitment within the Draft EPR. TRCA staff look forward to receiving the ESC drawings and report once available.	No changes.		C
16	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	Typically, TRCA staff does not support the placement of fill within the flood plain to facilitate development. However, in cases where it is needed, it must be kept to an absolute minimum. A cut and fill analysis according to TRCA's standards should be performed and provided to TRCA staff for review, where required. It must be demonstrated through the analysis that the volume of fill is balanced by the volume of the corresponding cut at the same incremental stage.	No fill is planned below the regulatory flood line elevation. The EPR include this in Section 3.3.15.	Section 3.3.15 states that any fill will be kept outside of TRCA's regulatory flood limit. TRCA staff will require further details regarding how the proposed platforms and retaining walls will be constructed without the need for in-water works or fill within the flood plain. TRCA staff look forward to receiving grading plans as soon as they are available. Should it be identified in the future that fill will be required in the flood plain, further analyses will be required (cut/fill balance, hydraulic modelling etc.).	Noted. The status of the construction methodology was discussed at TAC#2. The construction methodology is being developed by the contractor. Details will be provided as part of the consultation with the TRCA as part of the permitting process during detailed design. The commitment in Table 8-1 with respect to the O.Reg 166/06 application process has been updated to include construction methodology.	No further comments at this stage, TRCA staff will review the grading plans once available. Thank you for including this commitment within the Draft EPR. As mentioned in the previous comment, should it be identified at this stage whether fill will be required in the flood plain, further analyses will be required (cut/fill balance, hydraulic modelling etc.) to ensure no impacts to existing flood plain elevations and boundaries and the NHS including the adjacent watercourse. TRCA staff strongly recommend completing this preliminary analysis now to ensure work within the flood plain and adjacent to the creek is feasible.	Noted. Added note to Commitment in Table 8-1. If construction methodology requires fill or work within the floodplain, further analysis will be completed in consultation with the TRCA, including cut-fill balance and hydraulic modelling, as part of detailed design.	1	C
17	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	Please submit a hydraulic analysis by revising the HEC-RAS model to include any grading requirements and demonstrate that there will be no floodplain impacts (no increase in floodplain elevation) upstream or downstream of the site.	As discussed at the May 18, 2021 comment review meeting, using the proposed retaining wall avoids fill below the regulatory flood limit elevation. As a result no HEC-RAS modelling is required.	Section 3.3.15 states that any fill will be kept outside of TRCA's regulatory flood limit. TRCA staff will require further details regarding how the proposed platforms and retaining walls will be constructed without the need for in-water works or fill within the flood plain. TRCA staff look forward to receiving grading plans as soon as they are available. Should it be identified in the future that fill will be required in the flood plain, further analyses will be required (cut/fill balance, hydraulic modelling etc.).	Noted. The status of the construction methodology was discussed at TAC#2. The construction methodology is being developed by the contractor. Details will be provided as part of the consultation with the TRCA as part of the permitting process during detailed design. The commitment in Table 8-1 with respect to the O.Reg 166/06 application process has been updated to include construction methodology.	No further comments at this stage, TRCA staff will review the grading plans and construction methodology once available. Thank you for including this commitment within the Draft EPR. Refer to comment 16 above. As mentioned in the previous comment, should it be identified in the future that fill will be required in the flood plain, further analyses will be required (cut/fill balance, hydraulic modelling etc.). TRCA strongly recommend identifying construction methodologies as soon as possible.	Added note to Commitment in Table 8-1. If construction methodology requires fill or work within the floodplain, further analysis will be completed in consultation with the TRCA, including cut-fill balance and hydraulic modelling, as part of detailed design.	1	C
18	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	At the detailed design stage, please add the TRCA Standard Notes to the construction drawings. These can be found at the following link: http://www.trca.on.ca/dotAsset/93458.pdf. Please provide this as a commitment in the EA.	Noted, included in Section 5.1.2.1 and 5.12.	To be provided at the detailed design stage.	Noted. Comment closed.	No further comments at this stage. TRCA Standard Notes are to be provided on construction drawings at the detailed design stage.			C
19	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	At the detailed design stage, please provide the details of all anticipated construction activities related to the watercourse such as temporary diversion, temporary coffердam, culvert replacement, etc. Please be advised that additional requirements may be required once we have reviewed design options. Please provide this as a commitment in the EA.	Design does not anticipate the need for inwater works. A commitment to the EPR in Table 8-1 to engage with the DFO and TRCA if in-water is determined to be required.	TRCA staff require will further details regarding how the proposed platforms and retaining walls will be constructed without the need for in-water works. Thank you for adding this commitment into Table 8-1, regarding engaging with TRCA should in-water works be determined to be required. Should it be identified in the future that in-water works will be required, further analyses will be required.	Noted. The status of the construction methodology was discussed at TAC#2. The construction methodology is being developed by the contractor. Details will be provided as part of the consultation with the TRCA as part of the permitting process during detailed design. The commitment in Section 8 with respect to the O.Reg 166/06 application process has been updated to include construction methodology. Commitment in Table 8-1 with respect to in-water work has been updated as noted in your comment.	No further comments at this stage, TRCA staff will review the grading plans and construction methodology once available. Thank you for including this commitment within the Draft EPR. Refer to comment 16 above. As mentioned in the previous comment, should it be identified in the future that fill will be required in the flood plain, further analyses will be required (cut/fill balance, hydraulic modelling etc.). TRCA strongly recommend identifying construction methodologies as soon as possible.	Added note to Commitment in Table 8-1. If construction methodology requires fill or work within the floodplain, further analysis will be completed in consultation with the TRCA, including cut-fill balance and hydraulic modelling, as part of detailed design.	1	C
20	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	The existing retaining wall and slumping armourstone are to protect the train tracks and to prevent the creek from causing more erosion on the east side of the channel, where the proposed station is located. Please demonstrate that the wall and armourstone can withstand the water depth and velocity in the Regional storm condition. In addition, please confirm that the wall is strong enough to handle the proposed platform on top of it.	The Fluvial Geomorphology and Meander Beltwidth Assessment (Appendix J of the EPR) as well as Section 5.10.1 of the EPR notes that the 100 year floor event does not overtop the retaining wall The proposed retaining wall for the station platform is planned to be be independent of the toe retaining wall.	Thank you for this information. Please provide the exact location and details of the proposed retaining wall when it becomes available. Please be advised that additional requirements may be required once we have reviewed further detailed designs.	Noted. Will provide in O.Reg. 166/06 application package.	The proponent has indicated that the details of the proposed retaining wall will be provided at the detailed design stage. Please be advised that additional requirements/assessments may be required once we have reviewed further detailed designs. TRCA staff strongly recommend preparing these details for review as soon as possible. Refer to comment 16.	We are planning for 166/06 pre-consultation with TRCA to commence following completion of 30% design. The locations of the retaining wall were provided in the plan of the station in Figure 3-2.	1	C
21	Slope Stability Analysis Report (GE-0002), Fluvial Geomorphology and Meander belt Report (GE- 0003, Tree Inventory Plan (TI-0002), Natural Environment Report (NE- 0001)	TRCA	Water Resources	As the existing retaining wall is playing an important role in controlling the erosion in the channel and moving toward the proposed station, please provide a long-term maintenance, monitoring, and inspection plan for the existing retaining wall. Please be advised that additional requirements may be required once we have reviewed further detailed designs.	These details are provided by Metrolinx and are summarized in Section 5.9.1 of the EPR and Section 5.2.1 of the Slope Stability Analysis. Intent of the proposed retaining wall design for the platform is independent of the toe wall.	Thank you for this information. Please provide the exact location and details of the proposed retaining wall when they become available. Please be advised that additional requirements may be required once we have reviewed further detailed designs.	Noted. Will provide in O.Reg. 166/06 application package.	The proponent has indicated that the details of the proposed retaining wall will be provided at the detailed design stage. Please be advised that additional requirements/assessments may be required once we have reviewed further detailed designs. TRCA staff strongly recommend preparing these details for review as soon as possible. Refer to comment 16.	We are planning for 166/06 pre-consultation with TRCA to commence following completion of 30% design. The locations of the retaining wall were provided in the plan of the station in Figure 3-2.	1	C
22	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	The NES notes possible impact to SWH reptile hibernaculum, loss of reptile hibernaculum habitat, is to occur only within the construction phase. Please advise if this is to mean that any loss of habitat will be reinstated during post construction. It is unclear how loss of habitat due to construction will not carry forward into the operations stage. A future study is proposed to ascertain the viability of reptile hibernaculum within the SWH Candidate tables in Appendix A. TRCA recommends that this study be completed and submitted for review to clarify associated impacts and loss of reptile habitat. Note that while is it noted within the NES, the availability of reptile habitat elsewhere within Mimico Creek does not negate, or legitimize, the possibility of impacts and removal of habitat within the study area during construction or operations.	The need for studies to clarify associated impacts and loss of reptile habitat (Fall 2021) will be a commitment in the EPR for completion during detailed design and will be included in the O.Reg 166/06 application package, as summized in EPR Sections 5.1.2.5 and 5-12, and EPR Table 8-1.	Comment addressed. Further comments to be provided upon completion of field studies.	Noted. Comment closed.	Thank you for providing a commitment within the Draft EPR to develop a Wildlife Management Plan and further assess impacts to hibernaculum. TRCA staff look forward to receiving further studies regarding impacts to reptile hibernaculum and other wildlife habitat. Please note that further comments will be provided upon receipt of these studies.			C

Review Comments Spreadsheet

ParkLawn TOD

Proposed Park Lawn GO Station – TRCA Review Comments: Draft EPR and Technical Studies

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

****Non-Conformance** level
to be established by PDT & TA

***** Status:**
O = Open, not resolved
P = Pending incorporation in design
C = Closed, implementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name: Draft EPR, Natural Environment Report, Draft Slope Stability Analysis, Fluvial Geomorphic and Meander Beltwidth Assessment and Tree Inventory Plan						Revised By:					
Contract Name: ParkLawn GO Station		Designer: Hatch				Current Revision Date: August 26, 2021					
% Completion: 95						Current Revision Number: C					
Item No.	Rev s on	Rev ewer ID	Draw ng No./ Spec f cat on Sect on/ Page No.	In t a Rev ew Comment (TRCA)	In t a Response and Deta s (Hatch/FCR/MX)	Second Rev ew Comment (TRCA)	Second Response and Deta s (Hatch/FCR/MX)	Th rd Rev ew Comment (TRCA)	Th rd Response and Deta s (Hatch/FCR/MX)	*Act on 1 / 2 / 3 (Des gner)	*** Status O / P / C (Rev ewer)
23	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	The NER makes reference to an effects assessment of the Preferred Design. However there does not appear to be a section within the NER discussing the preferred design, nor any associated figures. Accordingly, please provide a discussion of the preferred design as well as figures of the design overlayed with aerial photography. Please note that the natural features within the study area should also be present on design figures.	The Preferred Design is documented in Section 3 of the EPR. The Draft EPR will be included in the next submission. Note that the current figures in the NER (Figure 1-1, 1-2, 3-1, 4-1, 4-2 and 4-3) have the station footprint, which includes construction staging and access, overlaid on aerial imagery and natural features mapping layers.	Comment addressed. Please see new comments section for comments regarding impacts of preferred design on the natural system.	Noted. Comment closed.	Comment addressed.			C
24	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	The NER should contain an analysis and discussion of TRCA's The Living City Policies and demonstrate how the preferred option adheres to relevant policies. Please provide.	The Section 2.2.5 of the EPR had the Living City Policy summary, including a description of the Living City Policies and their applicability to the Project.	Section 2.2.5 contains a summary of the LCP Policies, however, TRCA staff are not satisfied that this summary adequately provides justification that this proposal meets the LCP. Please see Comment 36 below.	Noted. Follow-up actions provided in the response to Comment 3 and 36 based upon the discussion with TRCA at TAC#2.	Please see response to Comments 3 and 36.			C
25	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	The ECL map notes the presence a CUW 1-A3 community within the FOD7-A vegetation community adjacent to the proposed project footprint. The description of the vegetation communities appears to be very similar, and onsite observations by TRCA staff suggest a single continuous vegetation community with only a minor change in vegetation cover as it approaches the steep slope associated with the rail corridor. TRCA staff recommend that the CUW1-A3 polygon be reassessed to determine if it can be amalgamated with the FOD7-A to represent a single vegetation community	ELC Unit FOD7-A was delineated as a separate polygon than ELC Unit CUW1-A3 due to the change in topography of the two sites. The FOD7-A community was characterized as a lowland community, whereas the CUW1-A3 community is situated on the rail embankment. The tree community within FOD7-A is dominated by Black Locust and Manitoba Maple, whereas the CUW1-A3 community is also dominated by Black Locust and Eastern Cottonwood.	Comment addressed.	Comment closed.	No further comment.			C
26	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	In accordance to Comment 15 above, TRCA recommends that the impact assessment for the disturbance and removal of ELC communities be reassessed.	Based on response to comment #25 above, no changes are required.	Comment addressed.	Comment closed.	No further comment.			C
27	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	Section 5.4 of the NES, Terrestrial Environment, details the impact of several vegetated communities and it is recognized that a permanent loss of form and function of vegetation communities will result in compensation. However, the mitigation section does not provide a mitigation hierarchy approach to the proposed impacts, nor are any compensation requirements noted in this section. As such, please revise the impact assessment and demonstrate how the proposed development and subsequent impacts will follow the mitigation hierarchy of avoid, minimize, mitigate, and compensate. Upon completion, where the final step of compensation has been deemed necessary, please provide an outline as to how the removed vegetation and ELC communities will be compensated.	The hierarchy of (avoid, minimize) is documented within Seciton 3 of the EPR and we will provide more details on mitigation and compensation in the EPR, NER and TIP.	Comment partially addressed. a)The proponent has advised that the western end of the north and south platforms have been moved away from the Mimico Creek to the extent possible. However, it is unclear from design plans and discussion in the EPR. Please confirm, noting the recommended platform shifts to the east to avoid and minimize impact to the Mimic Creek valley system. b)Proponent response indicates that more details on mitigation and compensation will be provided in the EPR, NER, and TIP. Please clarify if these updates are in the current submission (and where in the reports the discussion can be found) or are forthcoming	a) Platforms have been shifted as far to the east as possible based on constraints with respect to track signals at the east end of the proposed station. Recommendations for narrowing the platform are being considered by the design team as noted in response to Comment 3 and 36 e). b)NER – Modifications include text on avoidance mitigation and monitoring added to the Executive Summary - paragraph 6, and Sections 5.2.1.2, 5.2.3, 5.4.2, 5.4.3.2, 5.5.3.2, 5.7.1.7 and Table 5-2 (Herpetofauna and Mammals, Significant Wildlife Habitat) TIP – modifications to the quantities in Section 6.2.1, additional notes on transplanting in Section 6.2. Additional details on the compensation in Section 6.3.3. Modification on the tree preservation measures in Section 6.3.4.	a)Comment addressed. b)Comment addressed. TRCA provides the following comments for vegetation removal and compensation requirements: i.TRCA to provide comments on site specific vegetation management upon the submission of the Vegetation Management Plan. ii.Note that ecological compensation should be determined by basal area approach, as noted in section 6.3.2 of the TIP, and should be detailed in the forthcoming submission of the Vegetation Management Plan and Restoration Plan.	Noted. Site-specific vegetation management plans shall be provided as part of the O.Reg. 166/06 application package. Ecological compensation shall follow the basal area approach. These are included in the EPR as a future commitment in Table 8-1.	1	C
28	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	TRCA staff concurs with the findings of the NER regarding the presence of Significant Wildlife Habitat and the likelihood of Special Concern and Rare Wildlife Species. The localized anticipated impact and removals for the proposed design do not appear to impact such communities and species, and the area has become well adapted to the rail corridor. However, TRCA recommends that options for wildlife protection and creation of wildlife habitat be explored to provide a deterrence from the rail corridor and associated budlings and to provide an increase in potential wildlife habitat within adjacent vegetation communities. Note that the inclusion of wildlife protection/deterrence and wildlife habitat can be associated with the proposed compensation that will be required for the vegetation and ELC community removals.	Agree to look to include barriers to wildlife as part of construction mitigation (ie snake/turtle fencing). Proposed design includes retaining walls for platforms which would provide permanent barriers to access to the tracks within TRCA jurisdiction.	Please provide a commitment within the Draft EPR to explore options for wildlife protection and enhancement.	Commitment in Table 8-1 updated to include exploring options for wildlife projection and enhancement as part of the Wildlife Management Plan.	Thank you for providing a commitment within the Draft EPR to develop a Wildlife Management Plan.	Noted. Site-specific wildlife management plans shall be provided as part of the O.Reg. 166/06 application package. These are included in the EPR as a future commitment in Table 8-1.	1	C
29	Tree Inventory Plan (TI- 0002), Natural Environment Report (NE-0001)	TRCA	Ecology	Section 4.9.5 contains a missing study reference for past acoustic monitoring stations in paragraph two. Please revise.	Report reference be updated.	Comment addressed.	Comment closed	No further comment.			C
30	Natural Environment Report (NE-0001), Slope Stability Analysis Report (GE-0002)	TRCA	Hyrdogeology	It appears that an additional geotechnical report for the proposed station building is also available but was not included in the submission. Please provide the geotechnical report to inform further comments related to the building design and location.	The geotechnical report has been provided under separate cover. It focusses on the station outside of the TRCA Regulation Limit. It is not included in the EPR technical studies.	Section 4.9 of the Geotechnical report indicates availability of a standalone hydrogeology report. Please provide this report for our review.	Similar to the geotechnical report noted, the hydrogeology report in question focuses on areas outside of the TRCA Regulation Limit. The report is not yet complete.	Thank you for this update. Please provide this report for TRCA review once available.	The Hydrogeology Report in question is outside of the TPAP Scope.	3	C
31	Natural Environment Report (NE-0001), Slope Stability Analysis Report (GE-0002)	TRCA	Hyrdogeology	An analysis should be provided that examines potential impacts to the groundwater environment due to increase in impermeable area, potential impacts to adjacent Mimico Creek and to the natural environment due to reduced groundwater contribution. Please provide a discussion which assesses how the water budget for the site will be maintained post-development.	Water budget included in the commitments for the SWM report, as summarized in Section 7.3 of the EPR, to be prepared during detailled design and submitted to the TRCA as part of the O.Reg 166/06 application package.	TRCA staff look forward to receiving the SWM Report which assesses how the water budget for the site will be maintained post-development.	Noted. Comment closed.	TRCA staff look forward to receiving the SWM Report which assesses how the water budget for the site will be maintained post-development.			C

Review Comments Spreadsheet

ParkLawn TOD

Proposed Park Lawn GO Station – TRCA Review Comments: Draft EPR and Technical Studies

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1 = Will comply
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METROLINX

Document Name: Draft EPR, Natural Environment Report, Draft Slope Stability Analysis, Fluvial Geomorphic and Meander Beltwidth Assessment and Tree Inventory Plan						**Revised By:**						
Contract Name: ParkLawn GO Station			**Designer: Hatch**			**Current Revision Date: August 26, 2021**						
% Completion: 95						**Current Revision Number: C**						
Item No.	**Rev s on**	**Rev ewer ID**	**Draw ng No./ Spec f cat on Sect on/ Paae No.**	**In t a Rev ew Comment (TRCA)**	**In t a Response and Deta s (Hatch/FCR/MX)**	**Second Rev ew Comment (TRCA)**	**Second Response and Deta s (Hatch/FCR/MX)**	**Th rd Rev ew Comment (TRCA)**	**Th rd Response and Deta s (Hatch/FCR/MX)**	***Act on 1 / 2 / 3 (Des gner)**	***** Status O / P / C (Rev ewer)**	
32	Environmental Project Report (EPR)	TRCA	Initial Business Case (IBC)			Please confirm whether TRCA was involved with the Initial Business Case which commenced in 2016, as well as the updated Business Case completed in 2020. It is our understanding that TRCA did not have the opportunity to provide input on the business case and analyses at this time. As such, TRCA concerns should now be considered and analyzed in Section 3.1, as well as considerations looked at during the IBC process.	The business case is created to ensure new stations meet strategic, financial (affordability), economic, and deliverability and operational objectives without compromising the regional service objectives of GO Transit and its base of users. While the IBC is not reviewed by external partners it is understood that once the station is proved to be viable that natural heritage and sustainability constraints outlined in the IBC will be addressed via the TPAP mitigation and agency review via the TOC permitting process. As discussed at TAC#2 the following edits are made to the EPR to address this comment: - Section 3.1.2 and 3.1.3.1 - a description of the track, switches and signals configuration to document the rationale for leaving the switching plant in it's current position under the Gardiner Expressway and its effect on platform positioning. - Section 3.1.3.3 - a description of alternatives considered for the sloped walkways to arrive at the proposed configuration. - Section 3.1.3.2 - a description of the process for submission and approval of a variation from Metrolinx's DRM for reducing the platform widths and a commitment included in Section 8 for this process as part of 30% Design.	Thank you for your response. In regard to Sections 3.1.2, 3.1.3.1 and 3.1.3.2, TRCA staff request that Metrolinx continue to explore, during the TPAP process, alternatives and alterations to shorten/minimize/shift the proposed platforms within the Mimico Creek valley system to reduce impacts and meet TRCA policies appropriately. It is requested that these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design. Please keep TRCA up to date on discussions with Metrolinx regarding the reduced platform widths. In regard to Section 3.1.3.3, TRCA staff continue to request that Metrolinx relocate the sloped walkways out of the Mimico Creek valley and TRCA property to reduce impacts, minimize risk to life and property and meet TRCA policies appropriately. Please ensure these alterations are incorporated into the updated EPR document prior to being finalized and filed and not deferred to detailed design. Further discussion will be required regarding the access ramp in this location. Please see comments 38 and 39 below. As previously mentioned, TRCA staff are seeking to reduce the impacts to the Mimico Creek valley and reduce risk to life and property as a result of erosion hazards in this area to the greatest extent possible.	Platform length has been defined based on 2041 ridership as outlined in the IBC. Section 3.1.1 of the EPR notes the Initial Business Case evaluated options for shorter platforms, but the option for an 8-car platform based upon the train door operating limitations (Option 2, as shown in Figure 3-1) would still position the bulk of the shortened platform west of Park Lawn. Option 2B, shown in Figure 3-1, was unacceptable since the trains would be required to stop beyond the signals controlling their operation. The eastern end of the platforms is based upon the position of the rail signals, which have been placed as far east as possible based on the proposed signal modification. The station configuration shown in EPR Figure 3-2 shows the position of the platform based upon the proposed signal modification. This proposed signal modification has been submitted to Metrolinx as a deviation request and is currently under review by Metrolinx. The standard platform width assessed was 5.021 m, which is the standard platform width of 4.9 m plus a lateral clearance allowance of 0.121 m to protect for future level boarding. The Design Requirements Manual allows for platform narrowing, where permissible based upon passenger flow modelling and code compliance, of 3.721 m for open platforms with a minimum of 2.561 m horizontal between platform obstructions (such as shelters and communication hubs) and the edge of the platform for passenger circulation. The north and south platforms are proposed to be tapered starting 90 m east of the western end of the platforms at the western most communication hub and narrowed to 3.721 m at the western end of the platforms. This proposed reduction in platform width is subject to completion of the passenger flow modelling, code compliance review, and approval of the Design Standard Deviation Request (DSDR) by Metrolinx as part of the 30% design submission. The intent is to narrow and move the platforms as far from the creek as possible; the assessment is will not be complete in time for inclusion in the EA, but the above text on the extent of the platform narrowing is included in EPR Section 3.3.1. Commitment added to Table 8-1. Text edited in EPR Section 3.1.3.3 to remove discussion of NW sloped walkway as this access is now proposed to consist of a pavilion with elevator and stairs. EPR Section 3.3.3 summarizes the details of the NW access. The SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. The Project Team is working to develop an option outside of the TRCA regulated area, however it is not expected to be approved prior to completion of the TPAP. Commitment added to Table 8-1.	1	C	
33	Environmental Project Report (EPR)	TRCA	Site and Design Alternatives			Section 3.1.1 speaks to the design alternatives outlined within the Initial Business Case; however, this section does not assess site and design alternatives based on TRCA feedback provided on May 5, 2021. As discussed in TRCA feedback provided on May 5, 2021, alternatives should be further explored which avoid impacts to hazard lands associated with Mimico Creek. In previous meetings, discussions on reducing the length of the platform on the west end, shifting the platform, and tapering the platform have occurred. Have these been addressed within the EPR and where is that analysis? The analysis of design alternatives should include TRCA concerns, in addition to the impacts outlined in the IBC (service/ridership/connectivity/impacts to rail switching plant).	As discussed at TAC#2 the following edits are made to the EPR to address this comment: - Section 3.1.2 and 3.1.3.1 - a description of the track, switches and signals configuration to document the rationale for leaving the switching plant in it's current position under the Gardiner Expressway and its effect on platform positioning. - Section 3.1.3.3 - a description of alternatives considered for the sloped walkways to arrive at the proposed configuration. - Section 3.1.3.2 - a description of the process for submission and approval of a variation from Metrolinx's DRM for reducing the platform widths and a commitment included in Section 8 for this process as part of 30% Design.	Thank you for your response. In regard to Sections 3.1.2, 3.1.3.1 and 3.1.3.2, TRCA staff request that Metrolinx continue to explore, during the TPAP process, alternatives and alterations to shorten/minimize/shift the proposed platforms within the Mimico Creek valley system to reduce impacts and meet TRCA policies appropriately. It is requested that these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design. Please keep TRCA up to date on discussions with Metrolinx regarding the reduced platform widths. In regard to Section 3.1.3.3, TRCA staff continue to request that Metrolinx relocate the sloped walkways out of the Mimico Creek valley and TRCA property to reduce impacts, minimize risk to life and property and meet TRCA policies appropriately. Please ensure these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design. Further discussion will be required regarding the access ramp in this location. Please see comments 38 and 39 below. As previously mentioned, TRCA staff are seeking to reduce the impacts to the Mimico Creek valley and reduce risk to life and property as a result of erosion hazards in this area to the greatest extent possible.	Platform length has been defined based on 2041 ridership as outlined in the IBC. Section 3.1.1 of the EPR notes the Initial Business Case evaluated options for shorter platforms, but the option for an 8-car platform based upon the train door operating limitations (Option 2, as shown in Figure 3-1) would still position the bulk of the shortened platform west of Park Lawn. Option 2B, shown in Figure 3-1, was unacceptable since the trains would be required to stop beyond the signals controlling their operation. The eastern end of the platforms is based upon the position of the rail signals, which have been placed as far east as possible based on the proposed signal modification. The station configuration shown in EPR Figure 3-2 shows the position of the platform based upon the proposed signal modification. This proposed signal modification has been submitted to Metrolinx as a deviation request and is currently under review by Metrolinx. The standard platform width assessed was 5.021 m, which is the standard platform width of 4.9 m plus a lateral clearance allowance of 0.121 m to protect for future level boarding. The Design Requirements Manual allows for platform narrowing, where permissible based upon passenger flow modelling and code compliance, of 3.721 m for open platforms with a minimum of 2.561 m horizontal between platform obstructions (such as shelters and communication hubs) and the edge of the platform for passenger circulation. The north and south platforms are proposed to be tapered starting 90 m east of the western end of the platforms at the western most communication hub and narrowed to 3.721 m at the western end of the platforms. This proposed reduction in platform width is subject to completion of the passenger flow modelling, code compliance review, and approval of the Design Standard Deviation Request (DSDR) by Metrolinx as part of the 30% design submission. The intent is to narrow and move the platforms as far from the creek as possible; the assessment is will not be complete in time for inclusion in the EA, but the above text on the extent of the platform narrowing is included in EPR Section 3.3.1. Commitment added to Table 8-1. Text edited in EPR Section 3.1.3.3 to remove discussion of NW sloped walkway as this access is now proposed to consist of a pavilion with elevator and stairs. EPR Section 3.3.3 summarizes the details of the NW access. The SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. The Project Team is working to develop an option outside of the TRCA regulated area, however it is not expected to be approved prior to completion of the TPAP. Commitment added to Table 8-1.	1	C	
34	Environmental Project Report (EPR)	TRCA	Site and Design Alternatives			Section 3.1.1 states that both Option 2A and 2B, as shown in Figure 3-1, considered moving the signal lights to the western extent of the Gardiner Expressway, to move the western end of the platforms away from Mimico Creek. This section also states that modifications to the existing signal bridge will be required to avoid pushing the platforms further west and impacting the Mimico Creek bridge. The signal bridge is proposed to be re-located as a result of the new station platforms. If the signal bridge is already proposed to be moved further east, is there any opportunity to push the signal bridge even further east, to allow for the platforms to be moved further out of hazard lands? Please explore this option and provide further analysis discussion. This has been discussed in previous meetings; however, it is unclear whether the feasibility of this approach has been fully explored. As such, please provide further discussion on the option to move the signal lights and platform further east, away from Mimico Creek.	Safety is the first concern of Metrolinx. Signals need to be visible to train operators to allow for safe operation of the rail network. Signals are tied to the switches located between the proposed station and the Humber River. The switches must be located on tangent (straight) sections of track with sufficient sightline for the corresponding westbound signals located east of the switches. There is insufficient room to move the signals further to the east to accommodate this request. As discussed at TAC#2 the following edits are made to the EPR to address this comment: - Section 3.1.2 and 3.1.3.1 - a description of the track, switches and signals configuration to document the rationale for leaving the switching plant in it's current position under the Gardiner Expressway and its effect on platform positioning.	In regard to Sections 3.1.2 and 3.1.3.1, please keep TRCA up to date on discussions with Metrolinx regarding moving the signals closer to the Gardiner Expressway bridge and away from the Mimico Creek hazard lands. It is requested that these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design. Please keep TRCA up to date on discussions with Metrolinx regarding the considerations to move the signals further east.	This particular alteration is incorporated into the EPR. Deviation for signal modification submitted to Metrolinx October 18 for Track 1 modifications.	1	C	
35	Environmental Project Report (EPR)	TRCA	Site and Design Alternatives			Section 3.3.1 states that longer, full-length, platforms will provide better connectivity to the planned bus and streetcar infrastructure and will provide reduced walking distances to the platforms, compared to a shorter platform. Is this referring to longer platforms on the east side of Park Lawn Road? The platforms to the west of Park Lawn Road will be located away from streetcar/bus infrastructure and would increase walking distances. Please advise if there is opportunity to shorten the platforms on the west side of Park Lawn Road.	A full length platform allows all cars in the consist to be serviced by the station. Ridership modelling for the IBC has indicated the need for 12 car service at this station to accommodate projected passenger demand. As discussed at TAC#2 this relates to customer experience and accommodation of ridership projections.	TRCA staff understand that the IBC has indicated the need for 12 car service at this station. However, it is still unclear how full length platforms will provide reduced walking distances to the platforms, compared to a shorter platform. Please confirm why it is not possible to have shorter platforms and still provide a 12-car service, with patrons exiting through other cars to access the platform. Please keep TRCA up to date on discussions with Metrolinx regarding the reduced/tapered platform widths. It is requested that these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design.	With respect to the reduced walking distance, the IBC (2020) indicates that this is with respect to the walking distance between the proposed 2150 Lakeshore development and the station. This reference and text has been removed from Section 3.3.1. Platform length has been defined based on 2041 ridership as outlined in the IBC. Section 3.1.1 of the EPR notes the Initial Business Case evaluated options for shorter platforms, but the option for an 8-car platform based upon the train door operating limitations (Option 2, as shown in Figure 3-1) would still position the bulk of the shortened platform west of Park Lawn. Option 2B, shown in Figure 3-1, was unacceptable since the trains would be required to stop beyond the signals controlling their operation. The eastern end of the platforms is based upon the position of the rail signals, which have been placed as far east as possible based on the proposed signal modification. The station configuration shown in EPR Figure 3-2 shows the position of the platform based upon the proposed signal modification. This proposed signal modification has been submitted to Metrolinx as a deviation request and is currently under review by Metrolinx. The standard platform width assessed was 5.021 m, which is the standard platform width of 4.9 m plus a lateral clearance allowance of 0.121 m to protect for future level boarding. The Design Requirements Manual allows for platform narrowing, where permissible based upon passenger flow modelling and code compliance, of 3.721 m for open platforms with a minimum of 2.561 m horizontal between platform obstructions (such as shelters and communication hubs) and the edge of the platform for passenger circulation. The north and south platforms are proposed to be tapered starting 90 m east of the western end of the platforms at the western most communication hub and narrowed to 3.721 m at the western end of the platforms. This proposed reduction in platform width is subject to completion of the passenger flow modelling, code compliance review, and approval of the Design Standard Deviation Request (DSDR) by Metrolinx as part of the 30% design submission. The intent is to narrow and move the platforms as far from the creek as possible; the assessment is will not be complete in time for inclusion in the EA, but the above text on the extent of the platform narrowing is included in EPR Section 3.3.1.	1	C	

Review Comments Spreadsheet

ParkLawn TOD

Proposed Park Lawn GO Station – TRCA Review Comments: Draft EPR and Technical Studies

*** Actions:**
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because ……..

****Non-Conformance** level
to be established by PDT & TA

***** Status:**
O = Open, not resolved
P = Pending incorporation in design
C = Closed, implementation complete

Review Conformance Criteria :
(A) "NO COMMENT"
(B) "MINOR NON-CONFORMANCE"
(C) "MAJOR NON-CONFORMANCE"
(D) "CRITICAL NON-CONFORMANCE"

METROLINX

Document Name: Draft EPR, Natural Environment Report, Draft Slope Stability Analysis, Fluvial Geomorphic and Meander Beltwidth Assessment and Tree Inventory Plan						**Revised By:**						
Contract Name: ParkLawn GO Station			**Designer: Hatch**			**Current Revision Date: August 26, 2021**						
			% Completion: 95			**Current Revision Number: C**						
Item No.	**Rev s on**	**Rev ewer ID**	**Draw ng No./ Spec f cat on Sect on/ Page No.**	**In t a Rev ew Comment (TRCA)**	**In t a Response and Deta s (Hatch/FCR/MX)**	**Second Rev ew Comment (TRCA)**	**Second Response and Deta s (Hatch/FCR/MX)**	**Th rd Rev ew Comment (TRCA)**	**Th rd Response and Deta s (Hatch/FCR/MX)**	***Act on 1 / 2 / 3 (Des gner)**	***** Status O / P / C (Rev ewer)**
36	Environmental Project Report (EPR)	TRCA	The Living City Policies			Section 2.2.5 of the Draft EPR discusses TRCA's The Living City Policies and their applicability to the project. However, TRCA staff are not satisfied that the provided responses adequately address TRCA's policies, or that all policies have been addressed. As per The Living City Policies (LCP 7.4.3.1) acceptable justification needs to be provided should TRCA staff agree to modifications to hazardous lands and hazardous sites. As outlined in comments above, TRCA staff have not received adequate justification for the proposed design and location. Section 2.2.5 of the EPR does not discuss LCP 7.4.3.1.d.ii which states that where TRCA agrees that modifications to hazardous lands and hazardous sites will result in permanent remediation and reduction of risk to existing development, such modifications may be considered where it can be demonstrated to the satisfaction of TRCA that acceptable justification has been provided through an environmental assessment or comprehensive environmental study. TRCA staff are not satisfied that this justification has been provided. Staff are not satisfied that all alternative sites and alignments have been explored (LCP 8.9.2). Please be advised that at the June 24th, 2021, meeting with Hatch and TRCA, TRCA staff requested whether opportunities to narrow and/or shorten the platform around the hazard lands at Mimico Creek had been explored. TRCA staff were informed that this comment had been passed along to the design team for further review however, this should be addressed now within the EA and not deferred.	As discussed at TAC#2 the following edits are made to the EPR to address this comment: LCP 7.4.3.1: - Section 2.2.5 - adding Policy 7.4.3.1 b) and e) and details on how this addressed as noted below - Section 3.1.2 and 3.1.3.1 - a description of the track, switches and signals configuration to document the rationale for leaving the switching plant in it's current position under the Gardiner Expressway and its effect on platform positioning. - Section 3.1.3.3 - a description of alternatives considered for the sloped walkways to arrive at the proposed configuration. - Section 3.1.3.2 - a description of the process for submission and approval of a variation from Metrolinx's DRM for reducing the platform widths and a commitment included in Section 8 for this process as part of 30% Design. LCP 7.4.3.1.d.ii: - Section 2.2.5 - adding Policy 7.4.3.1.d.ii and the details on how this is addressed as noted below: - Section 3.3.15 and 5.9.2 - The proposed mitigation measure for supporting the station is the continuous retaining wall socketed into the bedrock so the platform itself and the live load from the tracks is carried by the proposed retaining wall. The toe wall would only have to support the remaining slope north of the platform and continue to protect the east abutment of the existing Mimico Creek bridge. LCP 8.9.2 - - Section 3.1.2 and 3.1.3.1 - a description of the track, switches and signals configuration to document the rationale for leaving the switching plant in it's current position under the Gardiner Expressway and its effect on platform positioning. - Section 3.1.3.3 - a description of alternatives considered for the sloped walkways to arrive at the proposed configuration. - Section 3.1.3.2 - a description of the process for submission and approval of a variation from Metrolinx's DRM for reducing the platform widths and a commitment included in Section 8 for this process as part of 30% Design.	Thank you for your response. In regard to Sections 3.1.2, 3.1.3.1 and 3.1.3.2, TRCA staff request that Metrolinx continue to explore, during the TPAP process, alternatives and alterations to shorten/minimize/shift the proposed platforms within the Mimico Creek valley system to reduce impacts and meet TRCA policies appropriately. It is requested that these alterations are incorporated into the updated EPR document prior to being finalized and filed, and not deferred to detailed design. Please keep TRCA up to date on discussions with Metrolinx regarding the reduced platform widths. In regard to Section 3.1.3.3, TRCA staff continue to request that Metrolinx relocate the sloped walkways out of the Mimico Creek valley and TRCA property to reduce impacts, minimize risk to life and property and meet TRCA policies appropriately. Please ensure these alterations are incorporated into the updated EPR document prior to being finalized and filed and not deferred to detailed design. Further discussion will be required regarding the access ramp in this location. Please see comments 38 and 39 below. As previously mentioned, TRCA staff are seeking to reduce the impacts to the Mimico Creek valley and reduce risk to life and property as a result of erosion hazards in this area to the greatest extent possible.	Platform length has been defined based on 2041 ridership as outlined in the IBC. Section 3.1.1 of the EPR notes the Initial Business Case evaluated options for shorter platforms, but the option for an 8-car platform based upon the train door operating limitations (Option 2, as shown in Figure 3-1) would still position the bulk of the shortened platform west of Park Lawn. Option 2B, shown in Figure 3-1, was unacceptable since the trains would be required to stop beyond the signals controlling their operation. The eastern end of the platforms is based upon the position of the rail signals, which have been placed as far east as possible based on the proposed signal modification. The station configuration shown in EPR Figure 3-2 shows the position of the platform based upon the proposed signal modification. This proposed signal modification has been submitted to Metrolinx as a deviation request and is currently under review by Metrolinx. The standard platform width assessed was 5.021 m, which is the standard platform width of 4.9 m plus a lateral clearance allowance of 0.121 m to protect for future level boarding. The Design Requirements Manual allows for platform narrowing, where permissible based upon passenger flow modelling and code compliance, of 3.721 m for open platforms with a minimum of 2.561 m horizontal between platform obstructions (such as shelters and communication hubs) and the edge of the platform for passenger circulation. The north and south platforms are proposed to be tapered starting 90 m east of the western end of the platforms at the western most communication hub and narrowed to 3.721 m at the western end of the platforms. This proposed reduction in platform width is subject to completion of the passenger flow modelling, code compliance review, and approval of the Design Standard Deviation Request (DSDR) by Metrolinx as part of the 30% design submission. The intent is to narrow and move the platforms as far from the creek as possible; the assessment is will not be complete in time for inclusion in the EA, but the above text on the extent of the platform narrowing is included in EPR Section 3.3.1. Commitment added to Table 8-1. Text edited in EPR Section 3.1.3.3 to remove discussion of NW sloped walkway as this access is now proposed to consist of a pavilion with elevator and stairs. EPR Section 3.3.3 summarizes the details of the NW access. The SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. The Project Team is working to develop an option outside of the TRCA regulated area, however it is not expected to be approved prior to completion of the TPAP. Commitment added to Table 8-1.	1	C
37	Environmental Project Report (EPR)	TRCA	Trails			There are various trails outlined on drawing A-0001 within the 10% design site plan. One of these trails is highlighted in red and has a note which reads "As per the CoT's Map of South Mimico Creek Trail Improvements, dated Nov 11, 2015". Please be advised that this trail is not included within TRCA's Trail Strategy, and TRCA has no immediate plans to design or construct this trail. As such, this trail should be removed from the 10% design, and should not be considered as part of the station and platform design. Please provide a revised site plan.	Noted. Based upon the discussion with TRCA and City of Toronto at TAC #2 the trails are proposed but not yet constructed. Further coordination between the City of Toronto and TRCA is necessary for this trail. No edits to the SELU or EPR is necessary.	Please note that TRCA has been involved in discussions with the City regarding trails in this location. The proposed trail connection is not included in TRCA's Trail Strategy due to the technical constraints and impacts identified by TRCA technical staff. Currently, it is our understanding that there are no plans for TRCA to further examine this connection. TRCA cannot support this conceptual trail through the Park Lawn GO Station TPAP process as there has been no opportunity for formal comment or in-depth review of this connection and accompanying.	Future connections and figures showing future trail connections have been removed from all figures (i.e., Concept Plan and Section 3.3.3).	1	C
38	Environmental Project Report (EPR)	TRCA	Access Routes			Please be advised that the proposed switchback access walkways to the west of Park Lawn Road are located within the hazard lands associated with Mimico Creek. It is recommended that alternative access route options be explored which are not located within these hazard lands and which are located closer to Park Lawn Road. Please provide further discussion on what access options have been considered to-date and why these are proposed in these locations. Please also provide further discussion on why there is a need for two access ramps, north and south of the tracks, opposed to having on main access close to Park Lawn Road. Alternatives should be examined that are located outside of the features/hazards – for example – south switchback to be located closer to Park lawn.	Noted. As shown in TAC#2 earlier options for the north sloped walkway was extended further into the hazard lands than the proposed sloped walkway. EPR Section 3.1.3.3 includes a description of alternatives considered for the sloped walkways to arrive at the proposed configuration. The south sloped walkway configuration proposed was intended to avoid passenger safety, property and utility impacts, however this comment has been provided to the design team to revisit earlier configurations to reassess proposed layout as part of detailed design. As noted in the response to Comments 16 and 17 the construction methodology is being developed by the contractor. Details will be provided as part of the consultation with the TRCA as part of the permitting process during detailed design. The commitment in Table 8-1 with respect to the O.Reg 166/06 application process has been updated to include construction methodology.	As previously noted, please consider moving the south walkway further east towards Park Lawn Road, away from Mimico Creek. The proponent has indicated that this comment has been provided to the design team; please keep TRCA staff up-to-date on this design option. Please ensure these alterations are incorporated into the updated EPR document prior to being finalized and filed and not deferred to detailed design.	Text edited in EPR Section 3.1.3.3 to remove discussion of NW sloped walkway as this access is now proposed to consist of a pavilion with elevator and stairs. Currently the SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. Currently the layout presents access with the worst case scenario. The Project Team working to develop an option outside of the regulated area, with the intent to minimizing impacts to property and utilities. Commitment added to Table 8-1. Two accesses are required by MX for each platform to provide a second accessible emergency egress point. Text added to Section 3.3.3. Note that there is no tunnel underneath the tracks west of Park Lawn.	1	O
39	Environmental Project Report (EPR)	TRCA	Access Routes			The proposed platform access sloped walkway on the south side of the tracks appears to be on, or partially encroaching onto, TRCA property. Additionally, the landform where this access is proposed consist of a steep slope and natural feature vegetation cover contiguous with the Mimico Creek valley system. TRCA recommends that this access be relocated outside of the currently proposed area, possible further east, closer to Park Lawn Road, where the slope is less steep, vegetation cover is more sparse, and encroachments onto TRCA property and into the Natural Heritage System can be avoided. Further, as the "red" trail shown on the 10% design is not proposed at this time, it is recommended that the south access ramp be removed from the design.	Noted. As discussed the south sloped walkway configuration proposed, as documented in Section 3.1.3.3, was intended to avoid passenger safety, property and utility impacts, however this comment has been provided to the design team to revisit earlier configurations to reassess proposed layout.	As previously noted, please consider moving the south walkway further east towards Park Lawn Road, away from Mimico Creek. The proponent has indicated that this comment has been provided to the design team; please keep TRCA staff up-to-date on this design option. Please ensure these alterations are incorporated into the updated EPR document prior to being finalized and filed and not deferred to detailed design.	The SW sloped walkway is outside of TRCA lands as shown in updated Figure 3-4. The Project Team is working to develop an option outside of the TRCA regulated area, however it is not expected to be approved prior to completion of the TPAP. Commitment added to Table 8-1.	1	O
40	Environmental Project Report (EPR)	TRCA	Construction Staging and Laydown Areas			Section 3.3.13 discusses construction staging and laydown areas, however there is limited discussion regarding the proposed construction plan for the platforms/retaining walls. It is noted that the site will be accessed from Park Lawn Road and the rail corridor, and throughout the EPR it is noted that there are no in-water works noted at this time. TRCA staff require further details and discussion into how the proposed platforms and retaining walls will be constructed, and how these will be constructed without the need for in-water works or fill within the flood plain.	The commitments in the EPR with respect to no in-water works has been conveyed to the contractor and initial discussions with respect to construction staging are taking place. Further details of the construction staging and laydown plans will be included in the O.Reg. 166/06 application package. The commitment for the O.Reg. 166/06 application package in the EPR Section 8 will be updated to reflect this.	TRCA staff look forward to reviewing details regarding construction staging/laydown areas and access routes, once available. Please be advised that these details are imperative to TRCA review and should be provided as early as possible in the project process. Thank you for including this commitment within the Draft EPR. Please clarify why this is not being addressed in the EPR at this stage. Refer to comment 16	Construction access and laydown areas are being developed as the detailed design progresses. Commitment is included in Table 8-1. With respect to the west of Park Lawn, options available for access to the rail corridor are limited to lands directly north of the west abutment of the Park Lawn bridge and from over the Park Lawn bridge.	1	O
41	Environmental Project Report (EPR)	TRCA				Sheets 2 and 3 of the 10% design show details from Park Lawn eastward; please provide detailed drawings for the section to the west of Park Lawn as well.	Noted. Comment provided to the design team for incorporation in the 30% design drawing package.	No further comment. TRCA staff look forward to receiving these details as part of the 30% design.	Detailed design is outside of the TPAP Scope. Updated drawings to be provided as part of the draft O.Reg 166/06 application package.	3	C
42	Environmental Project Report (EPR)	TRCA	Creek Realignment			Section 5.10.1 of the Draft EPR and Section 2.6 of the Fluvial Geomorphic and Meander Beltwidth Assessment discuss the potential of a creek realignment, although based on previous discussions, it is TRCA staff's understanding that this option is not being pursued. Please be advised that TRCA staff have significant concerns regarding a creek realignment in this location and strongly do not recommend this approach. Please confirm if a creek realignment is still being considered for this proposal. If not, we request that this option be removed from the draft EPR.	A creek realignment is not being considered as part of the Park Lawn GO Station. The Fluvial Geomorphic and Meander Belt width Assessment was updated to emphasize that realignment is not recommended. The EPR Section 5.10.1 and 5.10.2 were revised to recommend the monitoring, and maintenance as required, of the existing toe wall system.	No further comment			C
43	Environmental Project Report (EPR)	TRCA	Permit Process			Within the Draft EPR, it is noted that Metrolinx is the proponent; however, it is our understanding the FCC and Hatch will be leading this TPAP and will eventually be applying for the TRCA permit under the Conservation Authorities Act. As such, this project will not undergo the Voluntary Project Review process (VPR), which is generally undertaken by projects led by Metrolinx, and will instead undergo the permit process under the Conservation Authorities Act.	Metrolinx is proponent of TPAP, design will however be under Metrolinx' Transit Oriented Communities program and subject to permitting under O.Reg 166/06. It should be noted that the proposed station is linear infrastructure for the GO Lakeshore West rail corridor and Metorlinx will own and operate the station after completion of construction and commissioning.	No further comment			C

Appendix F

Notice of Commencement of the TPAP

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Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting

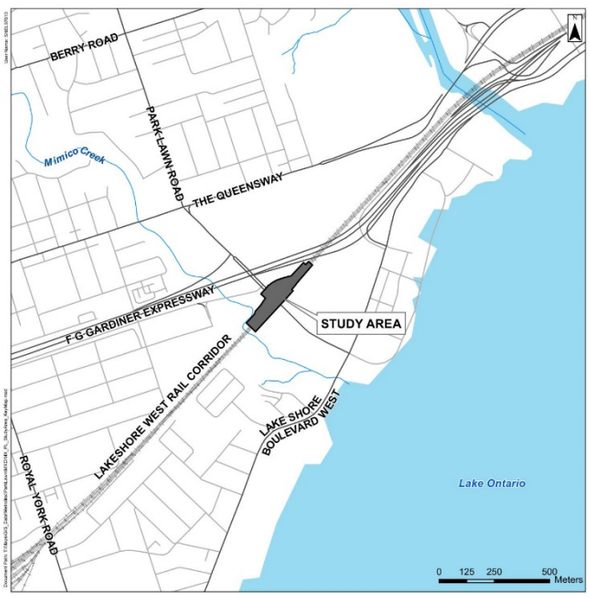
Proposed Park Lawn GO Station

The Project

First Capital (Park Lawn) Corporation (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 could 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 could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, is now commencing for the Park Lawn GO Station. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review. As part of the TPAP, an Environmental Project Report (EPR) is being prepared. The proposed GO Station is still subject to government approval following the ongoing consultation. Documents related to the project including environmental studies and consultation materials, are available at **2150lakeshore.com/transitea**



Join Us Online and Learn More

Along with the formal commencement of the TPAP, we are also conducting a Public Meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Due to COVID-19 and the ongoing 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 open house presentation will be available at **2150lakeshore.com/transitea** from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.

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: Jennifer Arezes
Telephone: 289-326-2770
Email: 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 August 26, 2021.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.

Avis de lancement du Processus d'évaluation des projets de transport en commun et consultation publique

Proposition concernant la station GO Park Lawn

Le projet

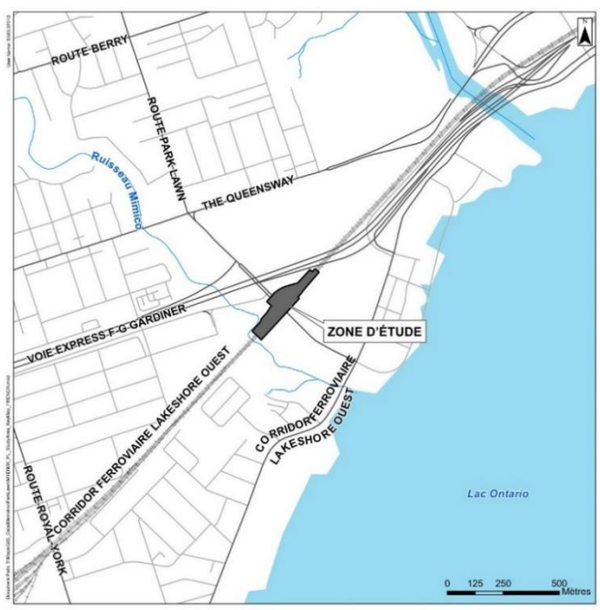
First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. La station GO proposée 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, 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 GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales*, débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur **2150lakeshore.com/transitea**.

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

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur **2150lakeshore.com/transitea** à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.



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 : Jennifer Arezes
Par téléphone : 289-326-2770
Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 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 27 août 2021.

Appendix G

Public Meeting #2 Summary Report

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Lakeshore Development Inc.
Park Lawn GO Station

Public Meeting #2 Summary Report

2021-11-30	0	I. Jasiak	M. Armstrong	M. Alexander	Final
2021-10-21	A	I. Jasiak	M. Armstrong	M. Alexander	Draft
Date	**Rev.**	**Prepared By**	**Checked By**	**Approved By**	**Status**
HATCH					

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Public Comments

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Glossary of Terms and Conditions	
AODA:	*Accessibility for Ontarians with Disabilities Act*
Developer:	Lakeshore Development Inc.
EA:	Environmental Assessment
EAA:	*Environmental Assessment Act* (Ontario)
EPR:	Environmental Project Report
Etc.:	et cetera
GO:	GO 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.
TPAP:	Transit Project Assessment Process
TRCA:	Toronto and Region Conservation Authority

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1. Background

Lakeshore Development Inc. ("the Developer") 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 the Developer 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 effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures during construction. Metrolinx will be responsible for operations and maintenance at the GO Station.

A draft Environmental Project Report (EPR) has been prepared and was made available for public, agency and Indigenous Nation review as part of the TPAP. Input received will be incorporated into the updated EPR, which will be made available for review as part of the Notice of Completion. The EPR documents the planning and decision-making process followed, the consultation undertaken and the effects of the proposed GO 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, fluvial geomorphology, and slope stability.,.
- 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 Stakeholder Consultation Report, this Public Meeting #2 Summary Report has been developed and provides an overview of Public Meeting #2 (hereafter 'the Meeting'), including notification, materials presented, and a summary of comments received, and their corresponding responses provided during the consultation period.

The Initial Business Case (IBC) (2016), lead by Metrolinx, 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.

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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.

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.

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.

2. Purpose

An important component of the TPAP is public, agency, and Indigenous Nation consultation. From August 27 to September 17, 2021, an online Meeting was made available on the Project website as part of the TPAP activities. In total, the material was viewed 161 times and a total of 32 public comments were received during the three-week comment period. The purpose of Meeting was to provide an update on the Project, identify next steps in the EA process, and present the findings of the technical studies that were undertaken to assess the environmental effects of the Project. This included presenting the mitigation measures and commitments for future work that were identified as part of the impact assessment studies. 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 #2, including notification, materials presented, and a summary of comments received, and responses provided during the consultation period.

3. Public Meeting #2 Overview

3.1 Notice of Public Meeting #2

3.1.1 Notice to the Public

3.1.1.1 Notice via Newspaper

The Notice of Public Meeting #2 was published in the *Etobicoke Guardian* on August 26, 2021 and September 2, 2021 and in *L'Express* (local French newspaper) on August 27, 2021 and September 3, 2021.

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3.1.1.2 *Notice via Mail-out*

The Notice of Public Meeting #2 was mailed 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 #2 was distributed to the Property Manager on August 27, 2021 for email distribution to the condominium residents. Additionally, the Notice of Public Meeting #2 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 Email*

Individuals who provided their contact information during Public Meeting #1 were added to the Project mailing list and notified of the Commencement of the TPAP and of Public Meeting #2 via email.

3.1.1.4 *Notice via Online Public Locations*

The Notice of Public Meeting #2 was posted on the Project website (https://www.2150lakeshore.com/transitea/) on August 27, 2021.

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 #2 on August 26, 2021 via email. An additional letter requesting feedback on the draft EPR and technical studies (Appendices) was also provided to the following agencies in conjunction with the Notice of Commencement and Public Meeting #2:

- Ministry of the Environment, Conservation and Parks (MECP);
- Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI);
- Toronto and Region Conservation Authority (TRCA); and
- 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 #2 via email on August 26 and 27, 2021:

- Mayor John Tory;
- Councilor Mark Grimes;
- Members of the Parliament of Canada (MP); and
    - James Maloney, MP – Etobicoke—Lakeshore
- Members of Provincial Parliament (MPPs) – Legislative Assembly of Ontario.
    - Christine Hogarth, MPP – Etobicoke—Lakeshore

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3.1.3 Notice to Indigenous Nations

The following Indigenous Nations received the Notice of Public Meeting #2, as well as letters via email on August 27, 2021:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy Chiefs Council
- Hiawatha First Nation
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Mississauga's of the Credit First Nation
- Mississauga's of Scugog Island First Nation
- Six Nations of the Grand River

3.2 Public Meeting #2

3.2.1 Format

Due to the COVID-19 pandemic and the limitations for social gatherings, the Meeting 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 August 27, 2021 and will remain posted for the remainder of the TPAP.

Comments were received by the Project Team through the Project email address, the Project phone number, and *Bang the Table* platform via the Feedback Form.

The presentation, the draft EPR and draft technical reports were screened using *Accessibility for Ontarians with Disabilities Act* (AODA) compliance software and modified in order to ensure accessibility for all parties. Modifications included closed captioning of the voiceover, alternate text for figures, bookmarks for navigation, colour contrast modifications, and font resizing.

In total, the YouTube hit-counter recorded 272 views on the presentation at the end of the three-week comment period on September 17, 2021.

3.2.2 Information Presented

A PowerPoint presentation was prepared to provide an overview of the Project, present the findings of the impact assessment studies, identify proposed mitigation measures, and commitments for future work. The topics on each of the PowerPoint slides are listed in Table 3.1.

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Table 3.1: Contents of Public Meeting #2 Online Presentation

Slide Title	Slide Contents
Proposed Park Lawn GO Station	Title Slide
Welcome	Meeting Agenda
Proposed Park Lawn GO Station Project 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 shown
Park Lawn GO Station Study Area	Map of the Proposed Project Footprint shown over satellite imagery
Park Lawn GO Station Concept Plan	Map of the Project Concept Plan identifying the proposed locations of station facilities, platforms, rail corridor, access and walkways, tunnels, pedestrian shelters, waterway, and adjacent development
Transit Project Assessment Process (TPAP)	Overview of the TPAP
What Are We Assessing?	Overview of the technical studies that were undertaken as part of the EA
Natural Environment	Existing Conditions and Effects Assessment
Tree Inventory Plan	
Fluvial Geomorphology	
Slope Stability	
Cultural Environment Built Heritage	
Archaeological	
Socio-Economic and Land Use	
Air Quality	
Noise and Vibration	
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 EPR.

3.3 Summary of Comments Received

In total, 32 comments were received from August 27 to September 17, 2021 through email, voicemail, and the *Bang the Table* feedback platform. Individuals who provided their contact information during the Meeting were added to the Project mailing list for notification of future milestones. For those who provided contact details, a personalized email or phone response was sent from the Project email. Comments received between August 27 and September 17, 2021 have been summarized into ten key themes:

Road Connections

- Inquiries relating to the creation of new streets surrounding the Station, including the Legion Road Extension project, modifications to Park Lawn Road, and the positioning of the east bound ramp to Park Lawn Road. Recommendations included the creation of collector lanes for the Gardiner Expressway east and west of the 2150 Lakeshore Boulevard Development.

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- Inquiries regarding the proposed reduction of lanes on Park Lawn Road from four to two.

Traffic

- Concerns regarding the potential impacts of construction on traffic conditions.
- Concerns regarding the potential impacts of Station Pick-Up and Drop-Off activities on traffic conditions.

Noise and Vibration

- Concerns about the potential impacts of construction noise and vibration on nearby residents.
- Concerns about potential impacts of noise from the GO Station operations on nearby residents.
- Inquiries regarding the proposed mitigation measures to alleviate noise impacts. Recommendations to construct walls to reduce noise impacts.
- Inquiries regarding the methodology used to determine potential noise impacts.

Air Quality

- Concerns regarding potential impacts of construction, including dust, on nearby residents.
- Inquiries regarding proposed mitigation measures to limit the impacts of construction on air quality in the surrounding area. Suggestions to apply water to the construction site and surrounding streets.

Privacy

- Residents expressed concerns about privacy for adjacent condo units due to the proximity of the proposed station platform.

Arts and Culture

- Inquiries regarding the architectural design of the proposed Park Lawn GO Station.
- Inquiries regarding plans for integration of arts and culture. Requests to provide space for musicians and performers.
- Inquiries regarding impacts to signage in the area.

Natural Environment

- Concerns regarding the impacts of construction on green spaces, particularly the removal of trees. Suggestions included relocating trees planned for removal and shortening the GO Station platform.
- Requests to consider alternatives to tree removal in the areas surrounding 88-90 Park Lawn Road.

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Station Location and Connectivity

- Inquiries about the proximity of the Park Lawn GO Station to the existing Mimico GO Station and the potential impacts on travel time.
- Inquiries relating to future service schedules and connectivity between transit lines and stations.

Project Timelines

- Inquiries regarding construction timelines and operation of the Park Lawn GO Station.
- Inquiries relating to Metrolinx's electrification program.

Station Configuration

- Inquiries regarding proposed access points to the Station.
- Requests to relocate the platform.
- Requests to re-assess parking availability at the Station.

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. A full comment log can be found in Appendix D.

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Table 3.2: Summary of Key Themes and Project Team Responses

Stakeholder Comment	Project Team Response
Road Connections	
I am against the proposed creation of streets to access the new station. I believe that collector lane access for the Gardiner Expressway from both the East and the West of the 2150 Lakeshore development would provide better access to the proposed Park Lawn GO Station.	Your concerns about potential road configurations are noted. Please note that the future road network in the vicinity of the Park Lawn GO Station is being guided by the City of Toronto, through the ongoing Christie's Secondary Planning process and Park Lawn Lake Shore Transportation Master Plan (TMP). The Transportation Brief prepared in support of the Park Lawn GO Station TPAP documents existing conditions and assesses the potential effects of the new GO Station on area transportation networks, including those planned as part of the above-noted processes.
I am not in favour of the Legion Road Extension. I suggest that the Legion Road Extension project be cancelled.	
Are there any plans to improve the access from Park Lawn Road heading north to the QEW Westbound?	There are no plans as part of the Transit Project Assessment Process (TPAP) to improve the access from Park Lawn heading north to QEW Westbound. Access to the QEW Westbound falls outside of the TPAP Study Area and is not within the current scope of the Project. There are a number of City of Toronto-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 Christie's Secondary Planning Study and the Park Lawn – Lake Shore Transportation Master Plan (TMP) that will identify future street improvements. The City's TMP can be found here: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/
I do not think reducing Park Lawn to two lanes makes sense. I don't understand how traffic will move through the area when roads are going to be reduced in a number of lanes.	As part of the TPAP, a Transportation Brief has been completed to assess impacts of the proposed station on current and future traffic conditions. The Park Lawn GO Station is not envisioned to increase traffic in the area, but rather to encourage residents to take alternate means of transport, through the creation of active transportation and through public transit to access the GO Station. Connections to the Park Lawn GO Station are being considered as part of the City of Toronto's Transportation Master Plan (TMP). Metrolinx continues to monitor the development of the TMP to ensure that the needs of the Park Lawn GO Station are adequately met. This includes ensuring that all forms of mobility are included when developing the station, such as pedestrian routes, cycling routes, and accessible access points.
The Transportation Master Plan recommends reducing Park Lawn from the existing 4 lanes to 2, one north and one south. With all the access needed to the new go train station do you think this is achievable?	
The east bound ramp on the west side of Park Lawn is positioned far from Park Lawn Road. We would like to understand why this design decision is proposed and why a more logical placement of the ramp right next to Park Lawn is being omitted in these designs.	The east bound ramp on the west side of Park Lawn Road is positioned due to property ownership constraints. The ramp cannot be placed right next to Park Lawn as suggested because the area immediately south of the rail corridor is private property. Therefore, Metrolinx and the developers are not authorized to build on this land.
Traffic	
What will the impact on traffic be during the construction of the GO Station?	Impacts to traffic during construction will be dependent on the manner that the Station is constructed, and the levels of construction related activity during each respective construction phase. Traffic management plans will be prepared prior to construction. Additional details will be provided as the design progresses.
What improvements will be made to Park Lawn Road to handle the additional traffic resulting from dropping people off and leaving the station? The area is currently very congested, particularly at the turn off to the Gardiner Expressway ramp.	As currently planned, the GO Station will include Pick-Up and Drop-Off (PUDO). However, PUDO facilities are still being contemplated within the 2150 Lakeshore West Development and will be split between underground and surface layby spaces. Accessible PUDO is proposed along the future Public Street 'A' (Relief Road) which is being contemplated as part of the preliminary preferred street network identified by the TMP and as part of the 2150 Lakeshore Development.
Noise and Vibration	
How do you control extra noise during the construction?	A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station operations. The draft technical reports, including the NVIA, are available for public review at: https://www.2150lakeshore.com/transitea/ The NVIA identified that during operations of the Park Lawn GO Station, noise effects may include increased movement of vehicles in and out of the station, the Public Announcement (PA) system, and speed and throttle setting variation of rail cars. However, the predicted impacts of operation-related noise are not considered to be "significant" (i.e., between a 5 and 9.99 decibel increase). Stationary sound levels related to the station are also expected to stay within the regulatory sound level limits. Therefore, no noise control measures have been identified. The NVIA identified that during daytime construction, sound levels are not expected to exceed current noise levels. However, nighttime and weekend construction sound levels are expected to exceed existing levels at the two condominium buildings at 88-90 Park Lawn Road. The following mitigation measures have been identified in the Draft Environmental Project Report (EPR) and NVIA as future commitments to limit these potential impacts:
There are concerns about the reported increase in noise during construction and potential damage to the condominium buildings from vibration. We would like to get a clear and detailed report on how noise and vibration impacts will be mitigated and enforced. What procedures will be in place to address violations?	
The proposed station is going to increase the noises we already have.	
The daily sound of trains coming to a halt will be incredibly disruptive. I need a soundproof barrier or wall at my condominium.	
The condominiums at 88-90 Park Lawn Road will be very close to the station and will be disproportionately affected by the noise from the proposed station. Are there plans to construct an additional wall or glass wall to reduce noise impacts to the condo buildings?	

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Stakeholder Comment	Project Team Response
	• If construction needs to be undertaken outside of the normal daytime hours, local residents and municipalities will be informed beforehand of the type of construction planned and the expected duration • Equipment will be well-maintained and equipped with efficient muffling devices • Idling of equipment will be restricted to the minimum necessary to perform the specified work • Unnecessary revving of engines will be avoided, and equipment will be switched off when not required • "Noisy" operation will be coordinated so that they do not occur simultaneously, wherever possible • Rubber linings will be used in chutes and dumpers to reduce noise, wherever possible • When reversing equipment, automatic audible reversal broadband alarms will be used instead of tonal alarms • Site layouts will be adjusted to minimize reversing • Silencers will be provided for supply air ventilation fans when underground work is required • Drop heights of materials will be minimized • Haulage/dump trucks will be routed to main roads wherever possible and quiet residential roads will be avoided There will be continuous noise monitoring during construction on the north side of 88-90 Park Lawn Road. Additionally, a complaints procedure will be in place to address any concerns raised by neighboring landowners, municipalities, and the public. A Construction Noise and Vibration Monitoring Plan will be prepared prior to the start of construction activities. This will include pre-construction consultations with neighbouring properties and community members, determining the time-periods and proposed instrumentation for noise monitoring, procedures to follow when exceedances are identified, and procedures to follow when complaints are received. With respect to vibration, the NVIA identified possible nuisance vibration to adjacent building occupants resulting from construction activities. The following mitigation measures have been identified in the Draft Environmental Project Report (EPR) and NVIA as future commitments to limit these potential impacts: • A Noise and Vibration Control Plan will be developed and implemented • Equipment generating high levels of vibration will be substituted whenever possible • Construction activities that have the potential to generate high levels of vibration will be scheduled during daytime hours • Residential areas will be avoided when planning haul routes • Access routes will be maintained to avoid the formation of potholes • Shoring panel installation techniques using vibratory methods will be avoided • West of Park Lawn Road, the operation of construction equipment will occur a minimum of eight metres away from the perimeter of the construction site, whenever possible In addition to the above best practices, there will be continuous monitoring of vibration levels at 96 Park Lawn Road, as the building falls within the Project's vibration zone of influence. In terms of current vibration benchmarks, a pre-condition survey has been recommended for the buildings at 88-90 Park Lawn Road. A Construction Noise and Vibration Monitoring Plan will also be prepared prior to construction. This document will include recommendations for: • Pre-construction consultations with the occupants of properties at 88-90 and 96 Park Lawn Road • Measurement of background vibration levels for the above listed buildings • Development of a construction vibration monitoring procedure which will include determining the time-periods and proposed instrumentation for vibration monitoring • Procedures to follow when exceedances are identified • Procedures to follow when complaints are received Construction activities will be monitored by a qualified Environmental Inspector. Should the Environmental Inspector confirm the prescribed mitigation measures and/or best practices are not functioning as planned, revised mitigation measures and/or best practices designed to improve effectiveness will be implemented.

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Stakeholder Comment	Project Team Response
Will there by departing/arriving bells at the station? I am concerned about the noise pollution.	As per Sections 7.2.1.2 and 7.2.1.3 of the Metrolinx Environmental Guide for Noise and Vibration Impact Assessment, bells associated with the arrival of trains at a station are considered to be insignificant sources of noise and as a result, impacts are not assessed under the current policy. As a rail operator, Metrolinx follows the *Railway Safety Act*, Canadian Rail Operating Rules and other applicable legislations for rail operations along Metrolinx-owned and federally-regulated rail corridors. These rules require the sounding of whistles when trains enter and exit stations or pass level crossings (i.e., where a railroad and a road cross at the same level) in the interest of public safety.
What is the NPC-300 standard sound limit?	The NPC-300 standard sound limit is the Noise Pollution Control guideline identified by the Ministry of the Environment, Conservation, and Parks. This is a provincial guiding document for Stationary and Transportation Sources of noise which identifies the proper control measures needed for emissions of noise to the environment. The document provides sound level limits and is meant to minimize the potential conflict between noise sensitive land uses and proposed sources of noise emissions. For example, the predicted impacts of operation-related noise are not considered to be "significant" based on NPC-300 guidelines (i.e., between a 5 and 9.99 decibel increase). According to the NVIA and NPC-300 guidelines, the area surrounding the Park Lawn GO Station is considered a Class 1 Urban Area. The sound level criteria for this type of area is listed in Table 4-6 of the NVIA.
What will the increase in noise levels be compared to current benchmarks?	
Air Quality	
How do you control the dust during construction and post construction? During the demolition of the site, we suffered extreme dust, we could not even open doors and windows, could not use our balcony, even walking on the Park Lawn Road was horrible. Can you limit the construction to weekdays only? Can you sprinkle water on the construction site and on the streets regularly?	An Air Quality Impact Assessment (AQIA) was completed to determine potential impacts on air quality as a result of increased rail traffic, construction, and operations at the Park Lawn GO Station. Best Management Practices (BMPs) will be implemented to mitigate potential air quality effects, such as dust associated with construction activities, which will be included in an Air Quality Management Plan. The AQIA identified the following measures to mitigate the impacts of dust emissions: • Implementation of dust suppression measures (i.e., application of water wherever appropriate, or the use of approved non-chloride chemical dust suppressants, where the application of water is not suitable) • Stockpiling of soil and other dust-emitting materials in locations that are less exposed to wind (i.e., protected from the wind by suitable barriers or wind fences/screens) and as far from nearby properties as possible; • Seeding, paving, covering, wetting, or otherwise treating disturbed soil surfaces as soon as reasonably possible after disturbance. Permanently stabilizing exposed soil areas with non-erodible material (i.e., stone or vegetation) as soon as reasonably possible after construction; • Modifying work schedules when weather conditions could lead to adverse impacts (i.e., very dry soil and high winds); • Removing all loose or unsecured debris or materials from empty trucks prior to leaving the Project site; • Covering all truckloads of dust-producing material, including use of dump trucks with retractable covers for the transport of soils and other dust-emitting materials; • Minimizing the number of loading and unloading of friable materials; • Minimizing drop heights, using enclosed chutes, and covering debris bins used for deconstruction of affected structures; • Reducing unnecessary traffic and implementation of speed limits on any unpaved surfaces; • Vacuum sweeping or watering of all paved surfaces and roadways on which equipment and truck traffic enter and leave the construction areas; • Washing of equipment and machinery, and use of wheel washes or mud mats where practical at construction site exits to limit the migration of soil and dust off-site; and • Ensuring that all construction vehicles, machinery, and equipment is equipped with current emission controls, which are in a state of good repair, that equipment is properly and regularly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines. A Dust Management Plan will also be prepared and implemented for construction. During the construction phase, site supervisors will monitor the site for wind direction and weather conditions to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby properties. The site supervisor will also monitor for visible dust and take action to determine the root-cause in order to counteract this. Specific details to this effect will be included in the construction site's Dust Management Plan.
What kind of dust suppression methods will be implemented?	

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Stakeholder Comment	Project Team Response
	Air quality is not expected to deteriorate as a result of the GO Station's construction. Thus, air quality mitigation measures for the operations phase of the station will be minimal. During both the construction and operation phase, a complaints procedure will be in place to address any concerns raised by neighbouring properties, municipalities, or members of the public.
Privacy	
Our unit at 88-90 Park Lawn is at eye level with the proposed design meaning thousands of people boarding the trains daily have a clear view into our unit and balcony. This will ruin the living experience of our unit. I need a high concrete wall to block the line of site into our unit.	We recognize the importance of privacy for those residents at 88-90 Park Lawn Road. This concern has been passed on to the design team with your suggestions and mitigation measures for consideration.
There was nothing in the technical reports to address concerns raised about privacy of the nearby residents during the first Public Meeting. There is even more concern about the privacy of the residents given the vast removal of trees in the vicinity which will now expose the area. Why was this factor excluded from the study and when will it be addressed?	
Arts and Culture	
Will the station be designed in the same architectural language as the 2150 Lakeshore development? Will it follow Metrolinx's Subway Station Architecture Design Standard?	The proposed GO station is being designed by First Capital and its partners in compliance with Metrolinx Design Standards and Requirements. The design of the station will resemble other GO Stations; however, it will embrace the architectural language of the development as proposed by Allies and Morrison who is leading the design of the 2150 Lake Shore Development Masterplan. The Metrolinx Subway Design Standard is not expected to be used for this station as it is not a Subway Station.
Is there a way to engage the local or wider cultural community? It would be nice to look at the stop in Humber Bay as a destination worth stopping through with opportunities for musicians, performers, and makers to contribute.	We will pass on your suggestions regarding engagement of the wider cultural community to the development and design teams for their consideration.
Will there be impacts to the existing signage and marketing (i.e., billboards) in the area?	There will be modifications to the existing signage and advertisements in the area surrounding the Project Footprint. However, these details have not yet been finalized.
Natural Environment	
The green space and everything we loved about living in our unit will essentially be eliminated with the proposed project. I think all development should be limited to the Christie site and not encroach across Park Lawn.	Any City-owned green space that is required for the Project will be compensated for through the exchange of suitable lands, or temporarily impacted lands and will be restored to City of Toronto and Toronto and Region Conservation Authority standards.
The project will be removing the trees that we enjoy looking at every day. Instead of cutting the trees, could the trees be moved farther away?	We recognize the importance of trees and green spaces in the community. A number of trees northeast of the condominium buildings will be preserved adjacent to the rail corridor. The trees that are currently marked for removal overlap with the proposed station footprint, and as a result will need to be removed to allow for the creation of the proposed infrastructure. However, we will continue to explore alternatives to preserve as many trees as possible in this area as the design progresses. This has been passed on to the Project design team as a mitigation measure for consideration.
The 183 tree removal from the area is excessive. How can more trees be preserved to maintain the natural habitat in the area?	
Station Location and Connectivity	
Why are we creating two stations so close together?	The proposed Park Lawn GO Station will be located approximately 1.5 km from the Mimico GO Station. The Updated Initial Business Case, released by Metrolinx in 2020, suggests that service improvements are expected at both Park Lawn and Mimico Stations as a result of the GO Station construction. Service will increase to every 15 minutes or better, all day, in both directions. Additionally, it is expected that local trains will be able to stop at both Park Lawn and Mimico stations without incurring upstream rider travel time loss. This recently proposed change supports the goals identified in the 2018 GO Expansion Full Business Case, such as providing 15 minute or better service to the core parts of the Metrolinx rail network. With both Park Lawn and Mimico GO Stations in operation, passengers will have more flexible transit options for their lifestyles.
How will the maximum speed of trains be impacted by the construction of a second GO Station so close to Mimico GO Station?	
How will the construction of the Park Lawn GO Station impact the travel time between Mimico Station and Union Station?	
Are there plans to introduce alternate schedules for stopping between Mimico and Park Lawn GO Stations, or to deactivate Mimico GO Station?	
Will there be an option to connect to UP from the new station?	At this time, there is no option to connect directly to the UP Express from the new Park Lawn station. Customers will be able to take the train to Union Station from the new station and transfer to the UP Express line from there.
Project Timelines	
When will construction of the Park Lawn GO Station begin?	The TPAP is anticipated to be completed in January 2022, prior to construction of the Park Lawn GO Station. The Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.
When will the Park Lawn GO Station be operational, or functional for nearby residents?	
How long will it take to build the station?	
Can the construction of the station wait until the trains are all replaced by electric ones?	

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Stakeholder Comment	Project Team Response
Once the Park Lawn GO Station is built, will it be put into use after the electrification of the corridor, or before? What is the timeline for the electrification of the trains?	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.
Station Configuration	
Where are the proposed access points to the Park Lawn GO Station platform?	There are two station platform access structures proposed north and south of the proposed station on both sides of the Lakeshore West Rail Corridor, with access provided on both sides of Park Lawn Road. As part of the redevelopment of the 2150 Lakeshore Boulevard West Site, there is a new Relief Road planned to the north of the Station that will connect Park Lawn Road and Lake Shore Boulevard West. Other intersection improvements are proposed in addition to a series of internal roads within the 2150 Site.
I am proposing to lease consider not having the platform extend directly behind the condo. It is too close and there is not enough that can be done to eliminate the noise and disturbance it will create.	The Park Lawn GO Station is currently envisioned to be built on the east side of Park Lawn Road with the platform extending across Park Lawn Road in order to accommodate a full length GO train platform. We recognize there are concerns about the impacts that the construction and operation of the Park Lawn GO Station may have on residents at 88-90 Park Lawn Road. The platform needs to extend west over Park Lawn Road because a shorter platform would not provide sufficient access to the GO trains. The Park Lawn GO Station is designed to accommodate GO's 12 car commuter trains and provide access to all cars from the platforms. This requires the platforms to be 315 metres long. Additionally, the Gardiner Expressway bridge and track signal equipment prevent the platforms from being moved further to the east than shown on the drawings.
Can the Park Lawn GO Station be built east of Park Lawn Road, further away from the condominiums?	
Can you re-assess the potential for parking availability? We already have an issue with non-residents because of the lake and businesses in the area.	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. We recognize that there are concerns about potential commuter abuse of condo and retail parking spots. Retail stores, condominiums and other nearby buildings should continue to enforce parking restrictions. 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.

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3.4 Agency Input

One (1) comment was received from an Agency in response to the Notice of Public Meeting #2. Response letters provided to agencies are included in Appendix B.4. Below is a summary of their comment.

- **Infrastructure Ontario** – Advised that there is Minister of Government and Consumer Services property within and adjacent to the Study Area and noted that if Infrastructure Ontario land is required for the Project, the Ministry can advise of the process required for land acquisition. Infrastructure Ontario requested that the Project continues to consult them regardless of whether land is to be acquired or not as they are a directly affected party.

4. Conclusions

Throughout the consultation process, stakeholders expressed support for the proposed Park Lawn GO Station and identified concerns with respect to road connections, traffic, noise and vibration, air quality, privacy, arts and culture, natural environment, station location and connectivity, project timelines, and station configuration. All questions submitted were addressed within a timely manner. It is anticipated that the next steps, outlined below, will continue to keep stakeholders informed and provide opportunities for further questions and concerns to be addressed.

5. Next Steps

The Developer will take into consideration the comments and input from stakeholders, and interested parties as part of the evaluation of potential environmental effects. Consultation with members of the public and interested stakeholders will continue throughout the TPAP. The next opportunity for input will be following the Notice of Completion, planned for December 17, 2021.

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Appendix A

Public Meeting #2 Material

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FIRST CAPITAL

PROPOSED PARK LAWN GO STATION

Public Meeting No. 2 / Summer 2021

WELCOME

At this meeting, we will provide an update on the project and invite you to share your thoughts on our plans.

WHAT YOU WILL LEARN

- Overview of the proposed GO Station
- Next steps in the Environmental Assessment (EA) process
- Findings of impact assessment studies
- Mitigation measures and commitments for future work
- How to continue providing feedback

YOU CAN PARTICIPATE BY

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

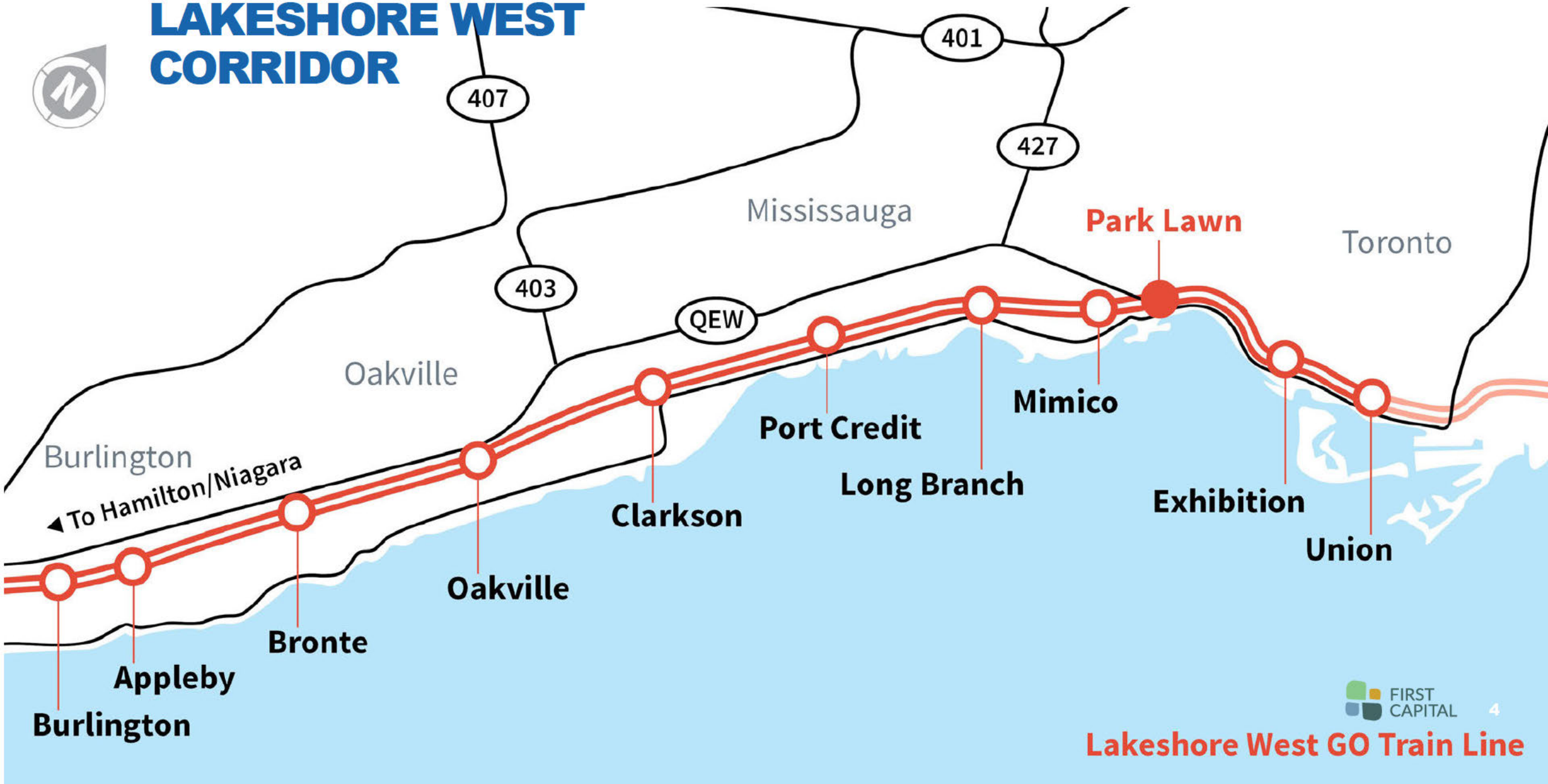


PROPOSED PARK LAWN GO STATION PROJECT OVERVIEW

- First Capital (FCR) 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 is underway by Metrolinx following the Transit Project Assessment Process (TPAP), as prescribed in O. Reg. 231/08 under the *Environmental Assessment Act*; the project is currently in the TPAP phase
- A new Park Lawn GO Station is proposed to be built through the Metrolinx 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



PARK LAWN GO STATION
LAKESHORE WEST CORRIDOR

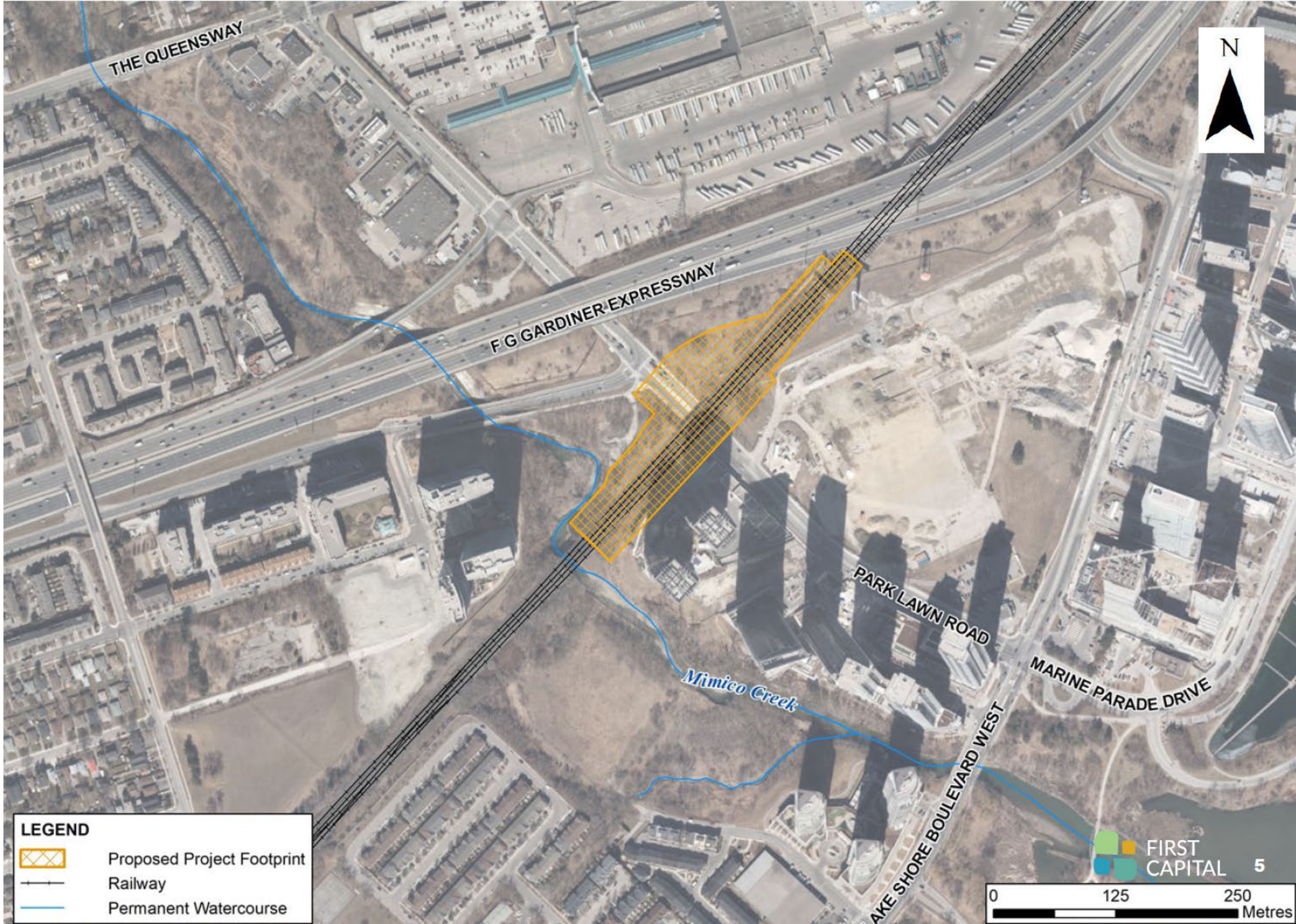


FIRST CAPITAL

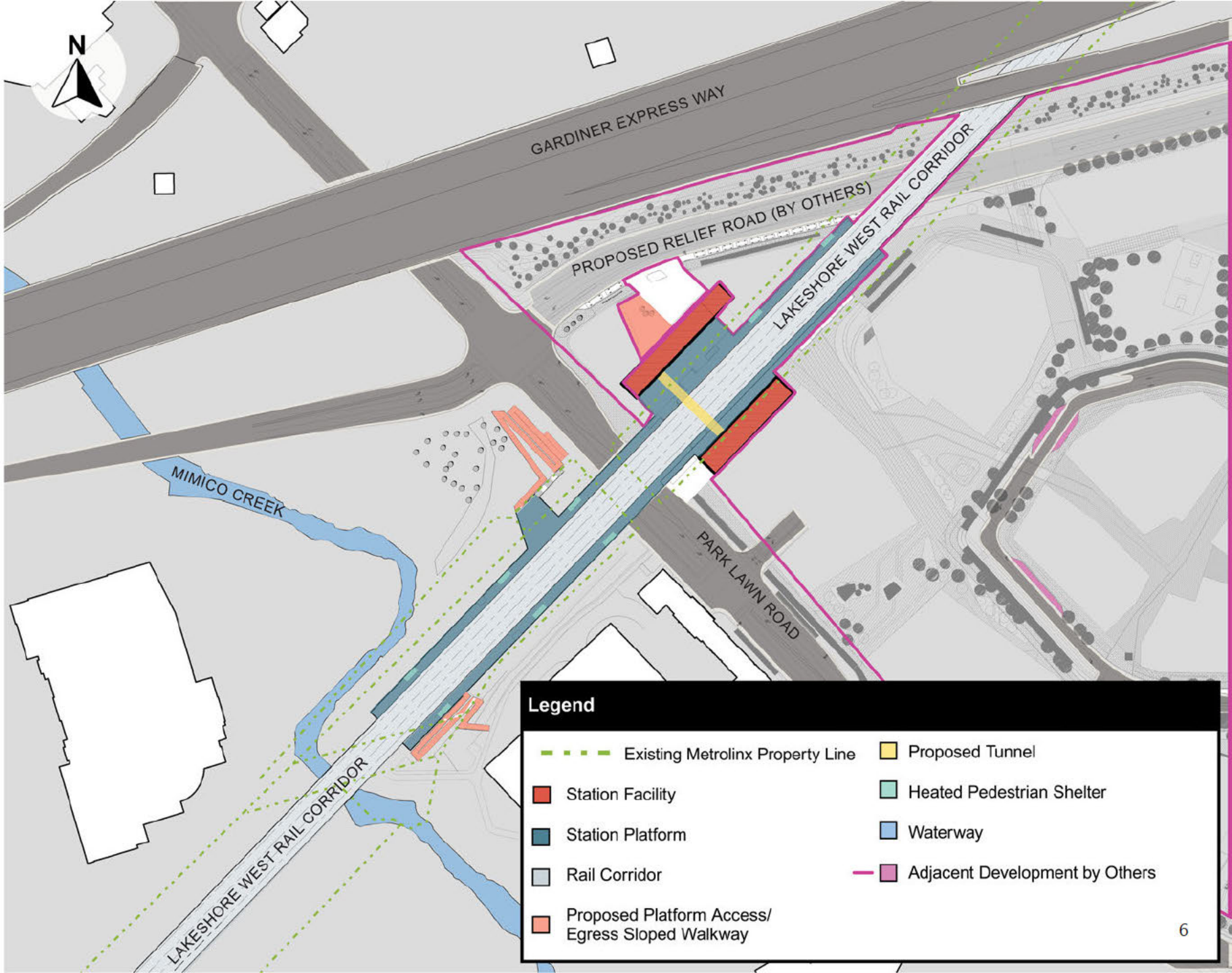
Lakeshore West GO Train Line

PARK LAWN GO STATION STUDY AREA

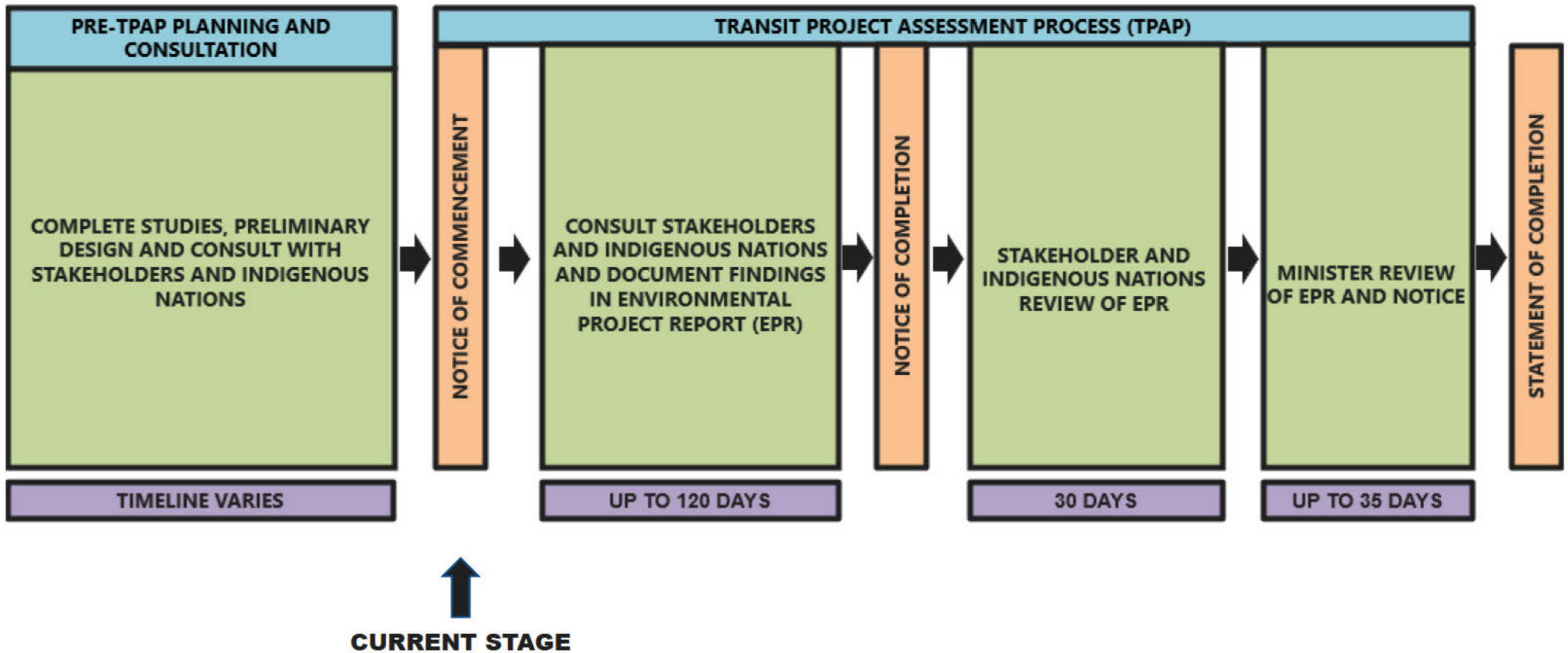




PARK LAWN GO STATION CONCEPT PLAN



TRANSIT PROJECT ASSESSMENT PROCESS



WHAT ARE WE ASSESSING?

- Existing environmental conditions have been determined and the significance of specific features has been evaluated
- Potential effects of the project on these features have been identified and documented
- Appropriate mitigation measures, compensation, monitoring strategies and future studies will be recommended
- The next few slides present the findings of the environmental studies



NATURAL ENVIRONMENT

EXISTING CONDITIONS

AQUATIC ENVIRONMENT

- Study Area falls within the Mimico Creek Watershed
- Mimico Creek bisects the Study Area and continues to the southeast before discharging into Lake Ontario
- Habitat observed within the Study Area is suitable to support warmwater tolerant species
- Many of the species that prefer lake habitats (i.e., Black Crappie, Freshwater Drum, White Bass) are likely moving between Lake Ontario and habitat in Mimico Creek near the lake
- The riffles with cobble substrates likely provide spawning habitat for minnow and sucker species

SPECIES AT RISK (SAR) – PROVINCIAL - *ENDANGERED SPECIES ACT* (ESA)

- American Eel has the potential to be found in all tributaries of Lake Ontario, therefore it is assumed to be present within Mimico Creek
- Any permits required under the Ontario ESA will be acquired prior to construction



NATURAL ENVIRONMENT

EXISTING CONDITIONS

TERRESTRIAL ENVIRONMENT

- No SAR plants or vegetation communities have been observed in the Study Area during initial field investigations
- 23 distinct ecological and anthropogenic units within the Study Area including cultural woodlands, cultural meadows, forests, transportation corridors and open aquatic environments (Mimico Creek)
- 42 species of birds were confirmed in woodland, urban and grassland communities
- No amphibians or reptiles were observed
- Various mammals accustomed to urbanized settings were observed

SPECIES AT RISK

Bank Swallow and Barn Swallows (Threatened – Federally / Provincially)

- Confirmed to be foraging on site
- No critical habitat was observed within the Study Area

SAR Bats (Endangered – Federally / Provincially):

- 38 potential bat snags identified within the Study Area
- Four potential bat snags[1] identified in Project Footprint
- Previous acoustic monitoring studies suggest that the area has low bat activity with no history of SAR Bats, however the four endangered bat species in Ontario have the potential to utilize the Study Area
- Any permits required under the ESA or Federal *Species at Risk Act* (SARA) will be acquired prior to construction

[1]Snags include living, dying or dead tree of any species that exhibits cavities, cracks and/or loose bar (MNRF, 2016)



NATURAL ENVIRONMENT

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Soils	Erosion, compaction, drainage alterations, soil mixing, bank degradation, soil contamination	• A Soil Management Plan (SMP) will be prepared by a Qualified Professional • Erosion and Sediment Control (ESC) measures will be implemented prior to project construction and maintained during the construction phase in accordance with an ESC Plan • Spill Prevention and safe Hazardous Materials Handling measures will be implemented prior to project construction and maintained during the construction phase in accordance with a Spill Prevention and Contingency Plan and a Hazardous Materials and Fuel Handling Plan • Disturbed areas within the construction site will be stabilized and re-vegetated
Watercourses, Hydrological Features, and Aquatic Environment	Loss of aquatic and riparian habitat, water quality degradation and flow alterations within Mimico Creek	• ESC measures will reduce impacts to habitat and hydrological features • In-water work, if required, will take place outside of the sensitive timing windows for warmwater fish species • If in-water work will occur during construction, the area will be isolated using cofferdams and dewatered in accordance with a Dewatering Plan prepared during detailed design • Fish removals will be conducted by qualified biologists in isolated areas prior to dewatering • Fish will be released unharmed into suitable habitat downstream • Riparian vegetation removal will be kept at a minimum • Fuel and equipment requiring fuel will be stored in designated areas only, a minimum of 30m from Mimico Creek, and refueling is to occur at least 30 m from Mimico Creek; if this distance cannot be maintained, a spill tray is to be placed under the fueling point
Vegetation	Loss of vegetation communities, proliferation of invasive species, habitat loss	• A Vegetation Management Plan shall be developed to identify site specific vegetation management including the delineation of vegetation removal zones, timing restrictions, revegetation protocols; removal and preventing the spread of invasive/noxious vegetation, and other mitigation measures • Compensation for areas that have permanently lost their form or function will occur through the City of Toronto and Toronto and Region Conservation Authority (TRCA) • Equipment will be thoroughly cleaned, approved seed mixes will be used for revegetation, and proper stockpiling and soil removal measures will be followed • Trimming and clearing of trees will be kept at a minimum • If an invasive species is encountered, it will be removed and disposed of in an appropriate off-site location

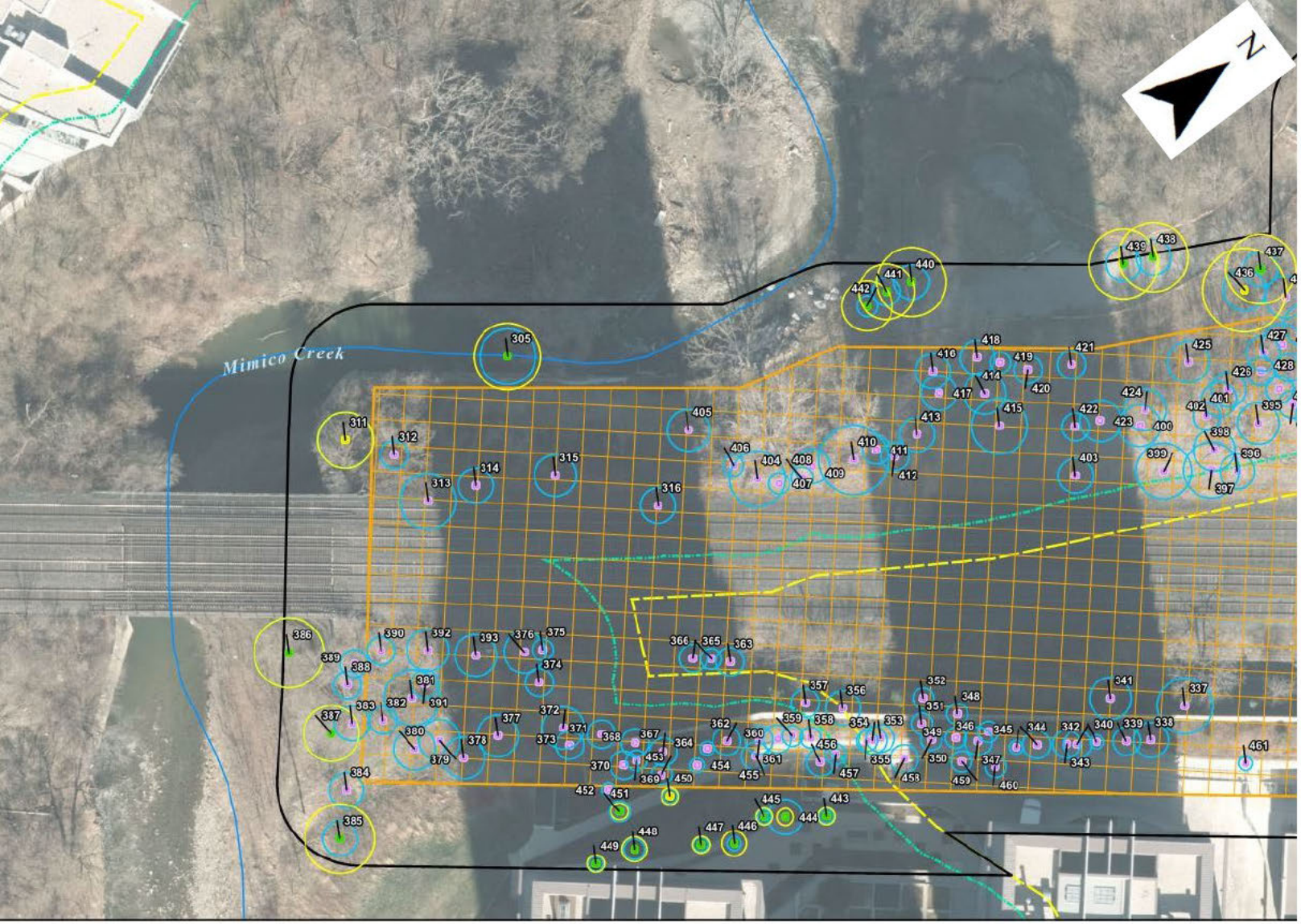
NATURAL ENVIRONMENT

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Birds	Destruction of nests and habitat during tree clearing activities	• Vegetation will be removed outside of the breeding bird window between September 1 and March 31 of any given year. If vegetation must be removed during the breeding bird timing window, nesting activity searches will be conducted in areas defined as simple habitat by a qualified Ecologist/Avian Biologist no more than 24 hours prior to vegetation removal • If an active nest is observed a buffer will be applied and removal will be not permitted until the young have fledged from the nest • Human-made structures will be thoroughly inspected for evidence of active bird nests prior to construction
Herpetofauna and Mammals	Habitat loss	• The site shall be swept prior to each day to ensure no mammals or herpetofauna are found within the construction limits • Exclusionary fencing shall be installed to eliminate access to the project area in advance of construction to prevent reptiles, amphibians and some mammals to the site
Species at Risk	Loss of habitat, injury/loss of life	• During the detailed design phase, the Park Lawn GO Station construction (including pre-construction land clearing) will be designed to avoid the loss of any Confirmed Habitat of Endangered or Threatened Species to the extent possible • Timing windows for any necessary removal of any confirmed Endangered or Threatened Species habitat will be developed in consultation with the Ministry of the Environment, Conservation, and Parks (MECP) in association with any self-registration or permitting requirements

TREE INVENTORY PLAN

EFFECTS ASSESSMENT



LEGEND

- Proposed Project Footprint (approximate)
- Study Area 6-12 Metres
- Toronto Region Conservation Authority (TRCA) Regulated Area
- Ravine and Natural Feature By-law
- Railway
- Permanent Watercourse
- Tree to be Injured (Not OLS Surveyed)
- Tree To Be Preserved (Not OLS Surveyed)
- Tree To Be Removed (Not OLS Surveyed)
- Tree Protection Zone (TPZ)
- Dripline

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.
3. Station Footprint Based on Preliminary Station Design.

0 10 20 40 Meters

1:700

- Study Area includes:
  - Project Footprint
  - 6m buffer around footprint for City of Toronto, private and public lands
  - 12m buffer around footprint for TRCA and Ravine and Natural Feature Protection (RNFP) regulated lands
- A total of 242 individual trees were surveyed
- Stem counts for vegetation under 10 cm Diameter at Breast Height (DBH) were completed in the TRCA Regulated Areas
- During the field investigation, a screening was undertaken for any woody vegetative SAR:
  - One planted Kentucky Coffee Tree was observed; no other woody vegetative SAR were observed



TREE INVENTORY PLAN

ASSESSMENT RESULTS

IT IS ANTICIPATED THAT:

- 183 trees may be removed
- 3 trees may be injured
- 21 trees may be preserved

- Metrolinx Vegetation Guidelines and City RNFP requirements will be applied
- As design progresses, efforts will be made to reduce tree removals
- Where permits are required on City of Toronto or private property lands, First Capital will work with stakeholders to obtain the necessary permits and approvals

MITIGATION

- Construction timing, tree protection measures (Tree Protection Zone barriers), and preservation, proper pruning practices, construction monitoring and reporting, woody material removal and wildlife management

TREE INVENTORY PLAN

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Trees (Pre-Construction/ Construction)	Removal of trees within the Project Footprint	• Adhering to municipal By-laws and policies for tree removals and tree protection measures on municipal and private properties • Tree replacement as required to compensate for tree removals; compensation will be determined in accordance with municipal policies, regulations, and Metrolinx Vegetation Guideline. Detailed restoration and compensation plans will be prepared prior to project construction in discussion and coordination with the City of Toronto and TRCA • Where permits are required on City of Toronto or private property lands within the Study Area, First Capital will work with stakeholders to obtain the necessary permits and approvals • Tree protection barriers will be installed and routinely inspected as per the construction specifications and applicable City of Toronto specifications. All supports and bracing will be placed outside the Tree Protection Zone (TPZ) • All removals will be restricted to the work area to ensure that damage does not occur to surrounding trees. Upon completion of the tree removals, trees that have been cut down will be removed from the site, and all brush chipped. All brush, roots and wood debris should be shredded into pieces that are smaller than 25 mm in size to ensure that any insect pests that could be present within the wood are destroyed • As required, trees will be pruned in a manner that minimizes physical damage and promotes quick wound closure and regeneration • An International Society of Arboriculture (ISA) Certified Arborist and/or licensed Landscape Architect will advise the City of Toronto and TRCA during the preparation of restoration and compensation plans and will be responsible for carrying out tree pruning and maintenance
Trees (Operations/Maintenance)	Deterioration of tree vitality over time	• Maintenance and pruning of trees to be carried out by an ISA Certified Arborist • Efforts will be made during removal operations to prevent the spread of invasive plant species



FLUVIAL GEOMORPHOLOGY

EFFECTS ASSESSMENT – KEY FEATURES

- Upstream has been fully hardened using concrete beneath the Gardiner bridge
- Scour hole immediately downstream of concrete channel
- Meander bend further downstream with an armoured bank and concrete retaining wall
- Deep scour pool adjacent to the retaining wall

ASSESSMENT

- Rapid Geomorphic Assessment identified Mimico Creek as “Transitional” due to the erosion on the east bank and in the scour pool alongside the slumping armourstone
- Rapid Stream Assessment Technique investigation – Mimico Creek assessed as “Good” due to lack of sediment deposits, good riparian buffer and channel diversity
- Without mitigation (no armour) – bank to move 5.8 m/100 years
- Assuming the retaining wall is placed on solid foundation and maintained indefinitely, the creek should move 0 m/year

SLOPE STABILITY
TRCA HAZARD LANDS

- Three boreholes advanced west of Park Lawn Road
- The existing retaining wall at the toe of the western extent of the railway embankment was repaired in 2017; per TRCA it cannot be relied upon to support the slope over the design life of the proposed passenger platform
- The slope stability assessment indicates additional support and mitigation are required to improve stability
- Construction of a new rigid retaining wall recommended; the loss of the existing retaining system is expected to be negligible and would have no impact on the stability of the proposed passenger platform



FLUVIAL GEOMORPHOLOGY AND SLOPE STABILITY

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Fluvial Geomorphology	Bank migration	• Maintain existing armourstone, gabion basket and concrete toe wall retaining system • Regular inspection of existing retaining system to prevent weakening of the walls and damage to the rail line as a result of erosion
Slope Stability	Failure of existing retaining wall system	• Use of a rigid retaining wall to limit encroachment into the Mimico Creek valley system. • Design aspects such as independence of the wall from the lateral support of the soil retained by the existing retaining system (passive resistance), embedment of the wall into the rock mass to a depth that will provide an adequate level of overturning resistance • Site grading will be designed to divert all surface run-off away from the existing tracks • Vegetation cover and tree roots on the existing slopes will be maintained in order to minimize soil erosion at the slope surface • Positive surface drainage will be provided to collect surface run-off and divert water away from the Site. Any standing water, ponding and saturated soil conditions will be avoided



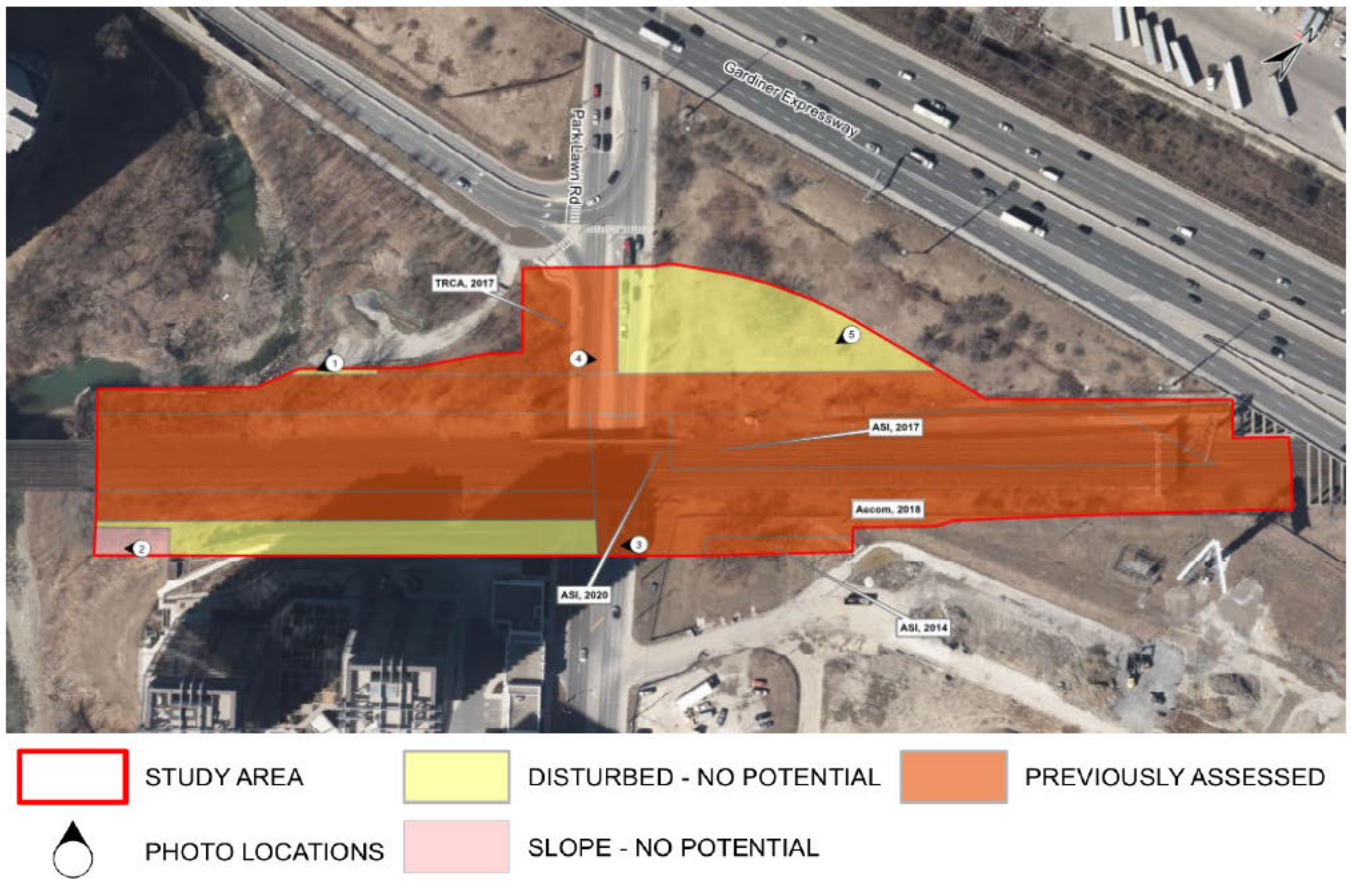
CULTURAL ENVIRONMENT
BUILT HERITAGE

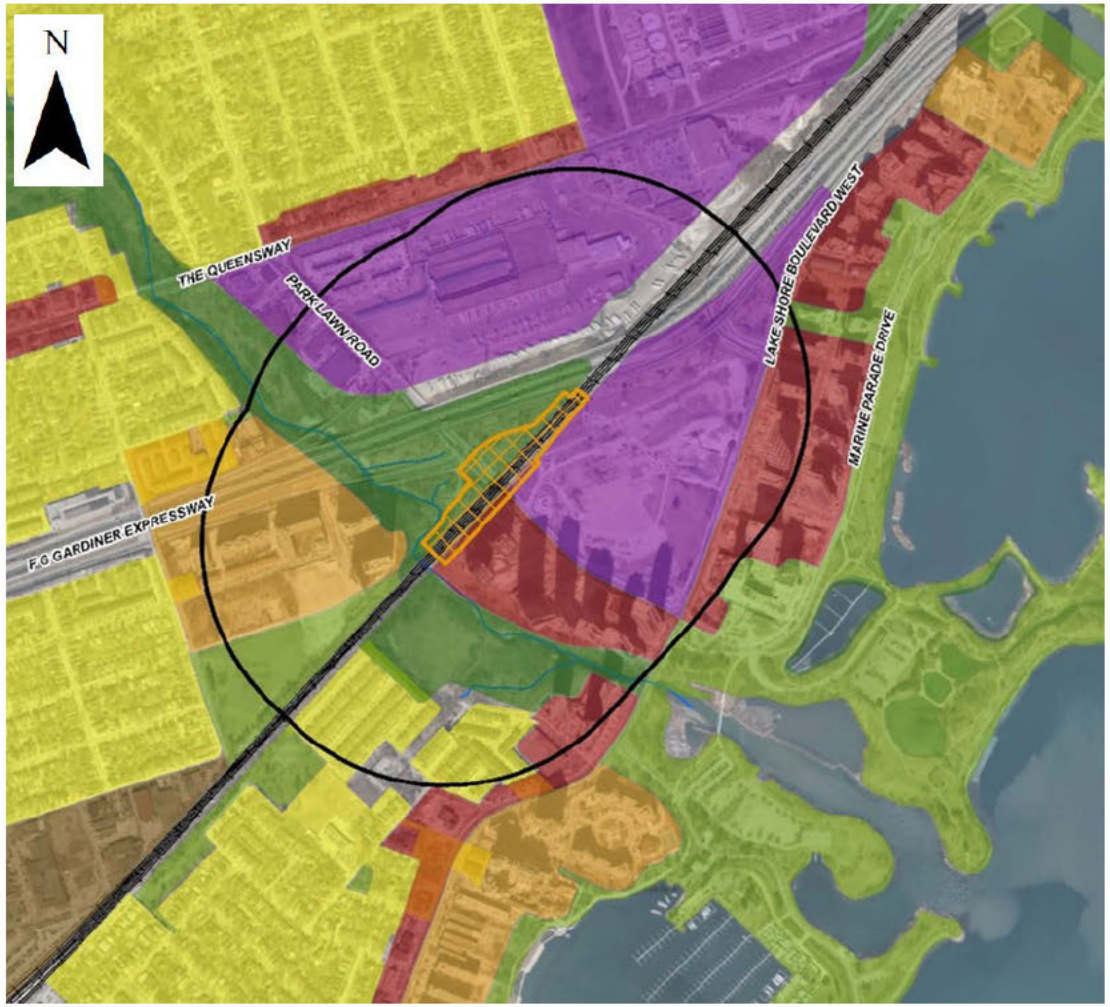
FINDINGS

- One Built Heritage Resource (BHR) was identified:
  - BHR-01: Christie Water Tower
- No direct impacts or indirect impacts are anticipated:
  - The water tower is over 50 metres from the project footprint - no vibration impacts from construction activities are anticipated
  - The Park Lawn GO Station will not impact views to the water tower from the Gardiner Expressway or the Lakeshore West rail corridor
- The Christie Water Tower is proposed to be relocated within the adjacent 2150 Lakeshore Development Project

ARCHAEOLOGICAL
FINDINGS

- Majority of Project Footprint previously assessed between 2013 and 2020 with no archaeological potential
- Property Inspection determined that areas which had not been previously assessed do not retain archaeological potential; no further survey required
- Report shared with Indigenous Nations for comment, prior to Registration with the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI)





Land Use Designations

- Apartment Neighbourhood
- Mixed Use Areas
- Regeneration
- Natural Areas
- Parks
- Employment
- Neighbourhoods

SOCIO-ECONOMIC AND LAND USE

- Located in the Toronto neighbourhood of Mimico and directly borders the neighbourhood of Stonegate – Queensway
- Land uses include: residential, mixed-use areas, natural areas associated with Mimico Creek, and employment lands associated with the Ontario Food Terminal to the north and the former Mr. Christie lands at 2150 Lake Shore Boulevard West
- Cycling infrastructure is limited to on-road bike lanes on Lake Shore Boulevard West and the Queensway (connected to Humber Bay Park Trail)
- Toronto Transit Commission (TTC) Service: 501 and 508 streetcars; and the 66B, 176 and 145 (express) bus routes



SOCIO-ECONOMIC AND LAND USE

EFFECTS ASSESSMENT – KEY FEATURES

- Estimated 1.5 hectares of land required based on Concept Plan - All property acquisitions will be partial
- Project Team will meet with property owners to discuss property impacts and compensation as appropriate
- Other impacts: construction-related nuisance effects (e.g., increased noise, vibration, and dust and associated diminished air quality conditions). Effects to be addressed through mitigation measures

BENEFITS:

- Reduce traffic congestion and carbon emissions
- Improve community health by supporting walkable communities

SOCIO-ECONOMIC AND LAND USE

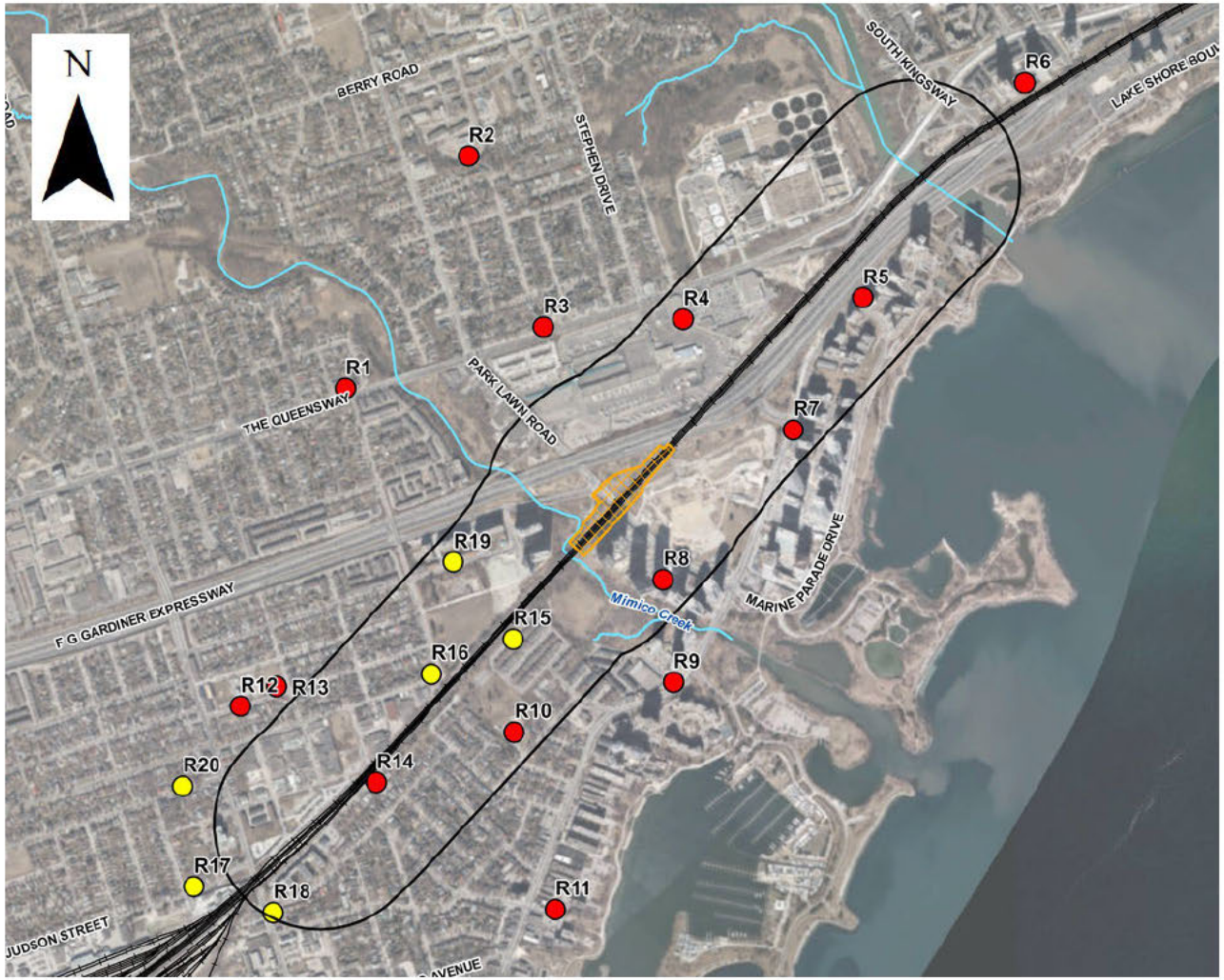
EFFECTS ASSESSMENT

Component	Potential Effects	Mitigation
Public Transit and Active Transportation	Potential for temporary relocation of bus stops; road, and sidewalk closures to facilitate construction activities	• Consultation with TTC and City of Toronto regarding lane and sidewalk closures • Prepare and implement a Construction Traffic Management Plan • Provide advance notification and signage for lane / road closures, as well as sidewalk closures
Utilities	The possible relocation of utilities and/or service interruptions to nearby properties, protection of utility infrastructure may also be necessary	• Consultation with utility owners and implementation of utility relocation agreements • Contingency plans to address accidental damage to underground and overhead utilities during construction
Properties	Portions of property will be required from several landowners adjacent to the Lakeshore West rail corridor, temporary use of adjacent lands may be required for construction purposes	• Confirm specific property requirements during detail design to determine predicted property impacts • Engage with affected property owners regarding land acquisition and easements/Temporary Limited Interests (TLIs) required for the proposed works • Provide fair market value compensation to affected property owners in accordance with applicable laws
Residential, Commercial and Institutional Uses	Temporary effects from increased noise, vibration, and dust	• Preparation and implementation of Dust Management and Noise and Vibration Control Plans • Timing restrictions will be in place to limit the time of day for construction activities, as required by municipal by-laws • All stockpiled materials will be fenced; construction footprint area will be minimized to confirm that the construction zone does not extend beyond that which is necessary • Construction schedule delays will be avoided to the extent possible in order to minimize the time over which construction will occur
Recreational Uses, Parks and Open Space	Potential effects on recreational uses, parks, and open space due to increased noise, vibration, and dust	• Mitigation measures implemented to address effects on residential, commercial, and institutional uses will also be implemented to address effects on recreational uses, parks and open spaces
Aesthetic and Visual Effects	Short-term effect on aesthetics due to construction trailers, laydown areas, stockpiling of materials, construction activities and construction fencing, removal of trees within the City of Toronto property and in the vicinity of Mimico Creek bridge	• Provide screened enclosure for the site with graphics that create visual interest • Locate stockpile and laydown areas away from Park Lawn Road and Lake Shore Blvd • Compensation of loss of trees in accordance with City of Toronto by-laws and TRCA requirements
Safety, Security and Light Spillage	Light spillage may occur from the proposed station or from light reflecting on trains at night	• External visors on floodlights • Light location, height and settings will be designed to minimize light spillage • Use of shielded fixtures

AIR QUALITY

EXISTING CONDITIONS

- Sensitive and Critical Receptors were selected to determine compliance:
  - Schools
  - Medical Clinics
  - Child Care Centers
  - Residential Developments
  - Senior Care Centers
- Based on the dispersion modelling results, the Existing Conditions (2020) indicate that the emissions in the vicinity of the Project are mostly negligible at the selected sensitive and critical receptors:
  - High background levels of benzo(a)pyrene (B(a)P) and benzene exceeded the applicable daily and annual limits



LEGEND

- Proposed Project Footprint (approximate)
- Study Area - 300 Metres
- Railway
- Permanent Watercourse

Receptors

- Critical
- Sensitive

AIR QUALITY

- Two Scenarios were considered:
  - Future, without Park Lawn GO Station (2028) (No-Build)
  - Future, with the Park Lawn GO Station (2028) (Build)
- Major source of emissions come from trains along the Lakeshore West Corridor
- Concentrations of B(a)P and benzene exceeded daily and annual limit values, however this is due to high background concentrations
- For both Future scenarios, effects on air quality associated with the station are not significant due to the contaminant levels decreasing or remaining the same as existing conditions due to constant introduction of new pollution control technologies



AIR QUALITY
EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Air Quality (Construction)	Fugitive dust emissions from construction activities, emissions from the use of construction equipment and vehicles, elevated localized pollutant levels as a result of increased traffic congestion	• Implementation of dust suppression measures and best management practices to control fugitive dust emissions • Preparation and implementation of a Dust Management Plan • Stockpiling of soil and other friable materials in locations that are less exposed to wind • Modifying work schedules when weather conditions could lead to adverse impacts (i.e., very dry soil and high winds) • Reducing unnecessary traffic and implementation of speed limits on any unpaved surfaces • Ensuring that all construction vehicles, machinery, and equipment is equipped with current emission controls; that equipment is properly and regularly maintained; and compliant with applicable federal and provincial regulations for off-road diesel engines • Monitoring wind direction and weather conditions at the site to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby sensitive receptors
Air Quality (Operations)	Fugitive dust emissions may be generated from vehicles travelling on paved surfaces and adjacent driveways	• Allow for future connections to Multi-Use Paths to increase number of passengers that are walking or cycling to access the new GO Station

NOISE AND VIBRATION

- Sensitive Receptors were selected to determine noise and vibration level compliance
- Represent a variety of conditions, including near-proximity to the proposed GO Station and tracks, full and partial exposure to the station and the tracks, low-density and high-density sensitive uses, and locations that would exhibit different background noise conditions
- Noise Assessments considered:
  - Construction equipment
  - Operational transportation sound levels
  - Operational train sound levels
  - Operational stationary sound levels
- Vibration Assessments considered:
  - Construction equipment and activities
  - Operational train vibration levels



NOISE AND VIBRATION

NOISE AND VIBRATION IMPACT ASSESSMENT

NOISE IMPACT ASSESSMENT

- Construction sound levels at sensitive receptors near construction sites will not exceed the applicable criteria during weekday daytime construction conditions
- Construction sound levels are expected to exceed sound level criteria during nighttime and weekend daytime construction conditions limited to the upper-level north-facing units in the two condominium buildings located at 88-90 Park Lawn Road
- During operation, noise levels at all sensitive receptors will be within the applicable sound level criteria – no control measures are required

VIBRATION IMPACT ASSESSMENT

- The vibration zone of influence extends 8 metres from the construction zone limit
- The zone of influence falls within the property at 88-90 Park Lawn Road and within the building located at 96 Park Lawn Road



NOISE AND VIBRATION

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Lands adjacent to the Park Lawn GO (Pre-Construction/Construction) - Noise	Exceedance of sound level criteria during the nighttime and weekend (88-90 Park Lawn Road)	• Construction Best Management Practices to minimize adverse effects from noise such as: using muffling devices, coordinating “noisy” operations, minimizing drop heights, notifying local residents when construction activities are scheduled outside of daytime hours • Development of a Noise and Vibration Control Plan
Lands adjacent to the Park Lawn GO (Operations) - Noise	Increased vehicle movements in and out of the station, PA system, speed and throttle setting variation of rolling stock	• Stationary sound levels related to the station will remain within MECP’s Noise Pollution Control (NPC-300) sound level limits
Lands adjacent to the Park Lawn GO - Vibration	Nuisance to adjacent building occupants, potential damage to properties (88-90, 96 Park Lawn Road)	• Construction Best Management Practices to minimize adverse effects from vibration such as: substituting equipment whenever possible, scheduling construction activities generating high vibration levels during daytime hours • West of Park Lawn Road, construction equipment will operate at a minimum of 8 metres away from the site perimeter whenever possible • Vibration control measures will not be required during the operations/maintenance phase of Park Lawn GO Station, as train speeds are expected to decrease due to the introduction of the GO Station • Pre-condition surveys are recommended on structures on the north side of 88-90 Park Lawn Road • Vibration monitoring is required on the north side of the building located at 96 Park Lawn Road



TRANSPORTATION

EXISTING CONDITIONS

- Area road network currently operating within theoretical capacity; a number of intersections/movements are in high demand
- Bicycle infrastructure in the area includes a number of off-road trails; on-road facilities are limited
- Utilization of the TTC services vary - streetcar services in highest demand
- Pedestrian infrastructure: sidewalks along both sides of key roads in the area, with signalized intersections providing crossing opportunities
- Mid-block connections are limited – the 2150 Lakeshore property is currently a large impermeable block which prevents through connections

TRANSPORTATION

NEAR TERM HORIZON (2028) CONDITIONS

- The Station is projected to generate a peak hour ridership of 1,050
- Travel to/from the Station is projected to include:
  - 315 local transit trips,
  - 630 walking trips,
  - 50 bicycle trips and
  - 55 Pick-Up and Drop-Off (PUDO) trips (110 two-way vehicle trips)
- Future traffic can be adequately accommodated, with several transportation network improvements, including the construction of the Relief Road
- Transit and active transportation improvements being contemplated by other area studies which are assumed to be in place for the Near Term Horizon (2028) are expected to provide adequate transit, pedestrian and bicycle access to the Station

TRANSPORTATION

NEAR TERM HORIZON (2028) FACILITIES

- Station Access is proposed to be located from:
  - Station Square (upper level of station building)
  - Lower level of Station on north side of rail corridor
  - East side of Park Lawn Road, south of rail corridor
- 192 covered bicycle parking spaces (at-grade) are to be provided within the Station; and an additional minimum of 96 secured bicycle parking spaces will be integrated into the 2150 Lakeshore development

TRANSPORTATION

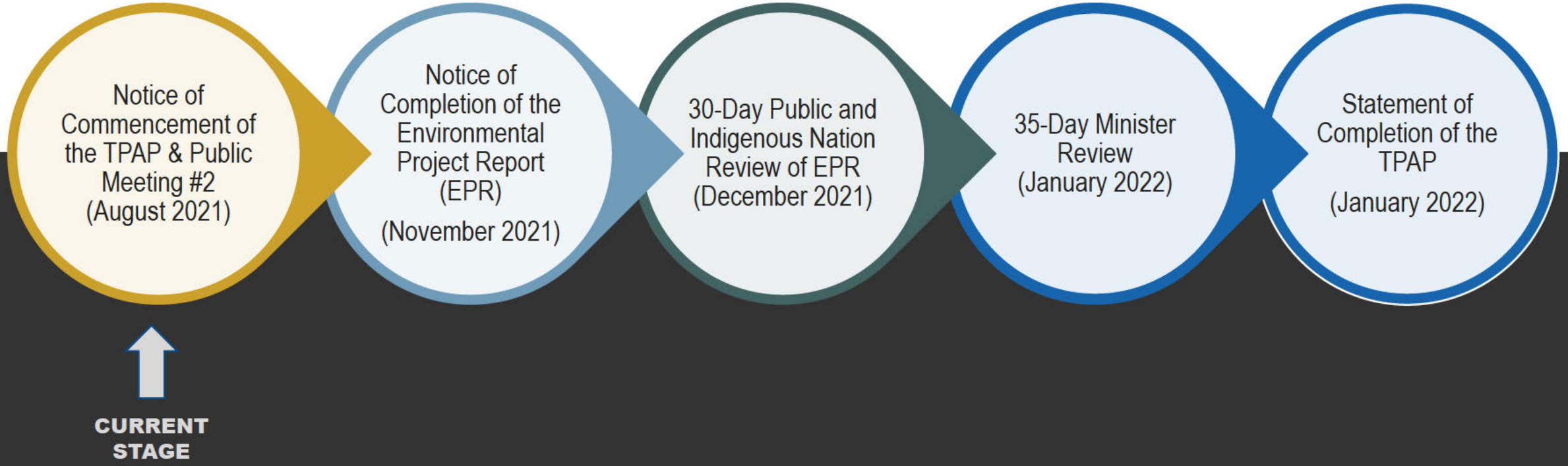
LONG TERM (2041) CONDITIONS

- The Station is projected to generate peak hour ridership of 1,600
- Travel to/from the Station is projected to include:
  - 480 local transit trips
  - 960 walking trips
  - 80 bicycle trips
  - 80 PUDO trips (160 two-way vehicle trips)
- Vehicle trips associated with the Station not expected to have a significant impact on the operation of the surrounding road network
- The Station itself is expected to reduce vehicle trips generally in the area
- Transit infrastructure and active transportation improvements (by other area studies) expected to provide adequate transit, pedestrian and bicycle access to the Station in the Long Term Horizon (2041)
- 30 PUDO spaces to be located:
  - On surface laybys and underground facilities within the 2150 Lake Shore Development
- Pedestrian entrances and bicycle parking facilities consistent in 2028 and 2041

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Transportation (Pre-Construction/ Construction)	Impacts to travelling public, including Active Transportation users, vehicular movement, rail traffic	• Implementation of traffic control plans, utilizing traffic control devices, undertaking public information campaigns, developing worker safety plans

NEXT STEPS


Notice of Commencement of the TPAP & Public Meeting #2 (August 2021)
Notice of Completion of the Environmental Project Report (EPR) (November 2021)
30-Day Public and Indigenous Nation Review of EPR (December 2021)
35-Day Minister Review (January 2022)
Statement of Completion of the TPAP (January 2022)
CURRENT STAGE

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
- Project team will consider input/feedback received for incorporation into the final EPR
- Comments and feedback received between August 27th and September 17th, 2021 will be included in the Public Meeting Summary Report, which will be published on the project website in October 2021



Appendix B

Notification

B.1 Newspaper Notices

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METROLINX

FIRST CAPITAL

Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting

Proposed Park Lawn GO Station

The Project

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The Process

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Join Us Online and Learn More

Along with the formal commencement of the TPAP, we are also conducting a Public Meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Due to COVID-19 and the ongoing 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 open house presentation will be available at **2150lakeshore.com/transitea** from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.

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

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FIRST CAPITAL

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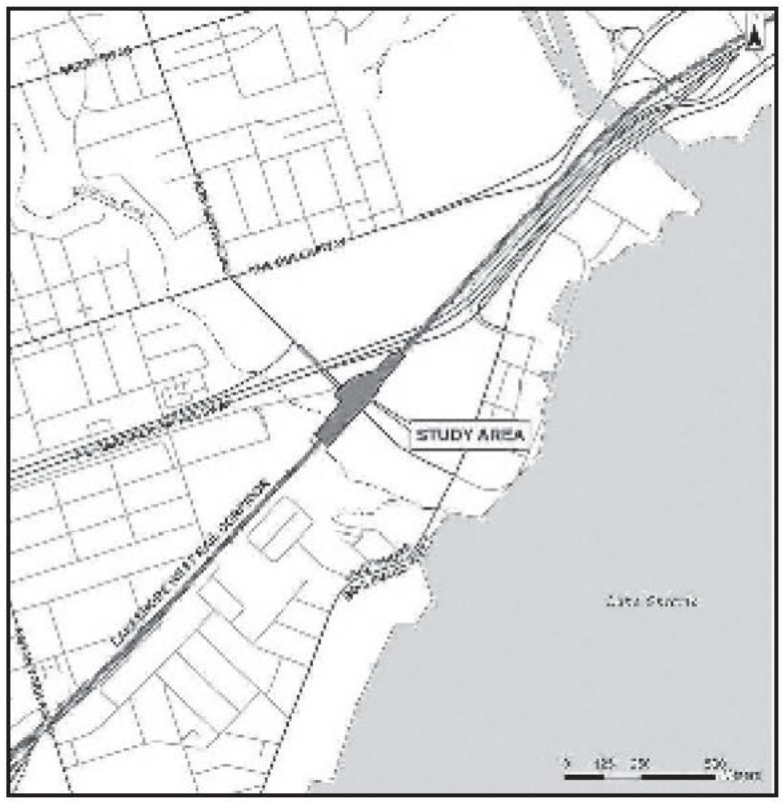
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CRIME



Toronto Police Service photo

Toronto police are looking to identify a suspect after a driver allegedly fled the scene after hitting a pedestrian in Etobicoke on Tuesday, Aug. 17.

SUSPECT SOUGHT IN HIT-AND-RUN

TORONTO NEWSROOM
newsroom@toronto.com

Toronto police are asking for the public's help identifying a suspect in a hit-and-run that critically injured a senior standing at a bus stop in central Etobicoke.

Police were called to the area of Martin Grove Road and Eglinton Avenue at approximately 3:04 p.m. on Tuesday, Aug. 17. According to police, a 74-year-old man was standing at a bus stop at the southeast corner of the intersection when a car mounted the southeast curb and hit the man and a bus shelter.

The car, which police said was a grey 2007 Volkswagen Jetta, was reportedly travelling south on Martin Grove and turning east onto Eglinton at the time. The driver allegedly fled the scene, with police reporting the vehicle was abandoned a short distance away.

The pedestrian was rushed to hospital with critical injuries.

Police are looking to identify the driver, and on Aug. 18 released a photo of a suspect.

The suspect is described by police as having blond-tipped dreadlocks. He was reportedly last seen leaving the Warrender Avenue area, near Eglinton between Martin Grove and Kipling Avenue, in a ride-sharing vehicle — a black Hyundai Santa Fe.

Anyone with information about the suspect or investigation, and anyone with security or dashcam video from the area, is asked to contact Traffic Services at 416-808-1900. Anonymous tips can be provided through Crime Stoppers at 222tips.com or 416-222-TIPS (8477).



Toronto Police Service photo

Adrian Hurley has been identified as the man found dead in Etobicoke's Long Branch neighbourhood on Aug. 27.

POLICE IDENTIFY VICTIM FOUND WITHOUT VITAL SIGNS

TORONTO NEWSROOM
newsroom@toronto.com

A man who was pronounced dead after being found without vital signs in Etobicoke's Long Branch neighbourhood has been identified by Toronto police.

On Friday, Aug. 27, police said they responded to a medical call in the area of Thirty Ninth and James streets, near Lake Shore Boulevard and Brown's Line, at 6:07 a.m. They said officers found a man without vital signs, with visible signs of trauma, lying in the intersection. He was pronounced dead, and police noted the circumstances of his death were considered suspicious.

On Saturday, Aug. 28, police provided an update, saying the man had been shot and identifying him as Adrian Hurley, 23, of Toronto. He is the city's 52nd murder victim of the year.

Anyone with security or dashcam video from the area, or information about the investigation, is asked to contact the homicide squad at 416-808-7400. Anonymous tips can be provided through Crime Stoppers at 222tips.com or 416-222-TIPS (8477).

METROLINX

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METROLINX

FIRST CAPITAL

Avis de lancement du Processus d'évaluation des projets de transport en commun et Consultation publique

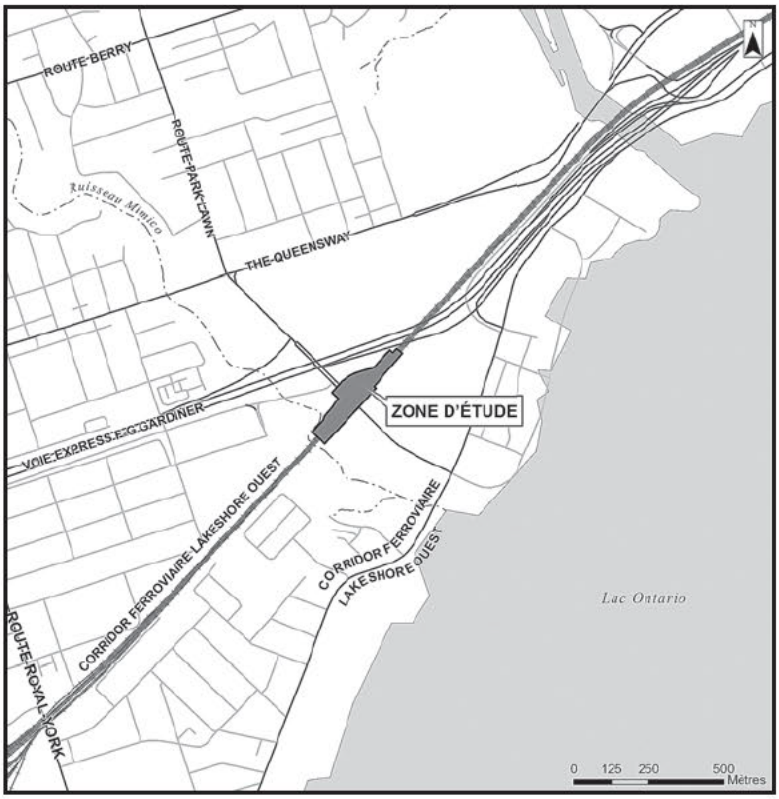
Proposition concernant la station GO Park Lawn

Le projet

First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée 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. La station GO proposée 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, 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 GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales,* débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur **2150lakeshore.com/transitea**.



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

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur **2150lakeshore.com/transitea** à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.

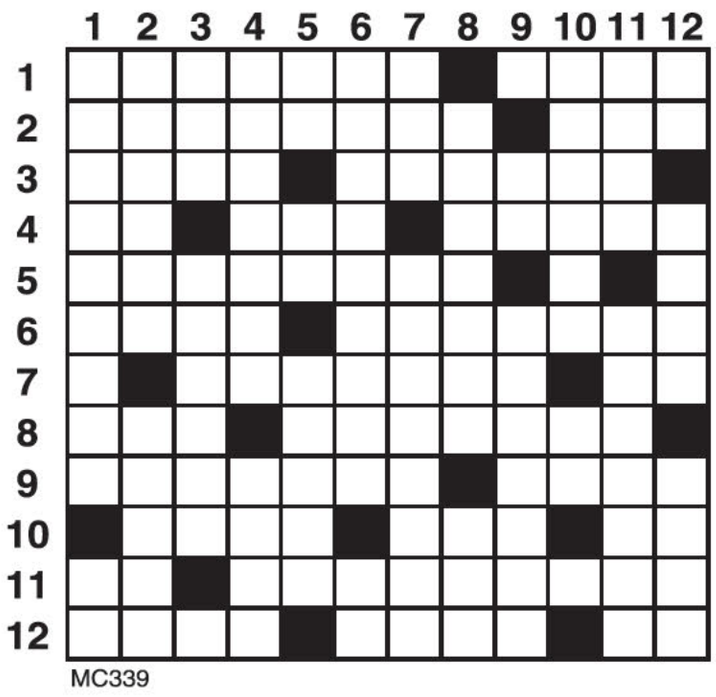
Pour en savoir plus sur le Plan de transport régional de Metrolinx pour la région du Grand Toronto et de Hamilton, ainsi que sur GO Transit, PRESTO et Union Pearson Express visitez le www.metrolinx.com.

Des commentaires?
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Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 2150lakeshore.com/transitea

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Cet avis a été publié pour la première fois le 27 août 2021.

MOTS CROISÉS



MC339

HORIZONTALEMENT

1 Ôter son éclat à - Compétition.
2 Engager du personnel - Adverbe.
3 Puits naturel - Ballotter.
4 Examiné - Surface formant le plancher d'une maison - Pointus.
5 Oubli.
6 Dressé - Foulure.
7 Arbre du groupe des agrumes - Infinitif.
8 Personnel - Dont on ne se sert pas souvent.
9 Aplatie - Fleuve d'Irlande.
10 Personne qui inspire et dirige - Signe de tête - Découvert.
11 Démonstratif - Remettre en son premier état.
12 Défalquée - Éculée - Sud-est.

VERTICALEMENT

1 Chose qui a peu d'importance - Cobalt.
2 Plante potagère - Multiplet comprenant huit éléments binaires.
3 Ancienne arme défensive - Partie dure des dents.
4 Natter - Le coin du feu.
5 Sera une goutte d'eau dans la mer - Problème - Qui ne manque pas d'argent.
6 Romaine - Dont on a été informé.
7 Les fleurs y sont très rares - Médicaments.
8 Pas bourrues - Oiseau palmipède.
9 Titane - Dirigé.
10 Mettre quelqu'un dans une situation sans issue - Unité d'angle.
11 Qui n'a subi ni lavage ni blanchiment - Qui lui appartiennent.
12 Négation - Avoir très chaud - Se jette dans la Seine.

SOLUTION AU PROCHAIN NUMÉRO

	1	2	3	4	5	6	7	8	9	10	11	12
1	M	I	G	N	O	N	N	E	T	T	E	■
2	A	D	O	U	C	I	E	■	M	I	D	I
3	S	I	S	■	T	E	S	S	E	R	E	S
4	T	O	I	S	O	N	■	O	S	E	■	O
5	O	T	E	■	P	T	O	S	E	■	T	L
6	D	■	R	H	O	■	B	I	S	T	R	E
7	O	C	■	E	D	I	T	E	■	R	I	S
8	N	A	G	U	E	R	E	■	T	I	C	■
9	T	U	E	R	■	I	N	N	E	■	H	A
10	E	S	S	E	N	T	I	E	L	L	E	S
11	S	E	T	■	E	I	R	E	■	O	U	I
12	■	R	E	V	E	S	■	S	B	I	R	E

SOLUTION DU DERNIER NUMÉRO

Les voix du Chemin de Compostelle : une marche qui a changé une vie



PAUL-FRANÇOIS SYLVESTRE

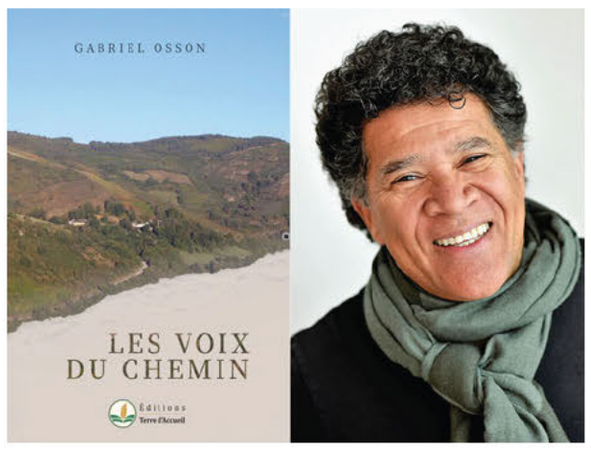
C'est en écoutant les voix du chemin de Compostelle que Gabriel Osson a compris qu'il pouvait se donner la permission de changer de vie. Partir à pied pour Santiago a été comme une pause, un répit vital.

Gabriel Osson a parcouru le chemin de Saint-Jacques-de-Compostelle en 2006 et a publié un récit de son expérience en 2015, sous le titre *J'ai marché sur les étoiles : sept leçons apprises sur le chemin de Compostelle*. Il revient à la charge avec de nouvelles réflexions dans un ouvrage intitulé *Les voix du Chemin*.

Ce vade-mecum est publié par Terre d'Accueil, une nouvelle maison d'édition située à Ajax, qui est dédiée aux auteurs de l'immigration. Gabriel est originaire d'Haïti.

Faire le chemin de Compostelle pour « comprendre »

Ce n'était sans doute pas clair au début, mais Gabriel a marché pour « essayer de comprendre, de donner un sens à la vie, à MA vie, d'écouter les voix que ne voulais entendre ». Faire le Camino était une occasion de ralentir les bruits dans sa tête. Il avait l'impression de vivre dans « un état de constante agitation ».



Gabriel Osson, Les voix du Chemin, récit, Ajax, Éditions Terre d'Accueil, 2021, 224 pages, 24,95 $.

Plusieurs vous le diront, « il faut apprendre à se perdre pour se retrouver, savoir se dépasser physiquement et mentalement ».

Pour qui sait abandonner le superflu de pensées, l'expérience de Compostelle peut devenir une occasion de « se libérer de ce qu'on l'on était pour se donner la chance de découvrir et laisser s'épanouir cet autre soi qui ne demande qu'à s'éveiller sur le Camino ».

Rester dans un état d'émerveillement

Gabriel a été surpris de croiser des pèlerins qui couraient d'une étape à l'autre sur les 800 km entre Saint-Jean-Pied-de-Port (France) et Santiago (Espagne), ratant ainsi l'occasion « de vivre la route à chaque pas, à chaque découverte ».

Il est important de toujours rester dans un état constant d'émerveillement pour savourer tout ce qui nous entoure.

Il n'est pas toujours facile de raconter un mois de solitude, de privations, de joies et de bonheur à ceux qui n'ont pas fait la route.

De plus, dans ce nouveau récit d'une expérience qui remonte maintenant à quinze ans, Gabriel partage des pages de vie très intimes : crise familiale, divorce après trente années de vie commune, suicide de sa fille, maladie (AVC).

Principes, préceptes et prescriptions de Gabriel Osson

Aussi pénétrante et éclairante que soit la nouvelle démarche de Gabriel en publiant *Les voix du Chemin*, je me suis demandé s'il n'y avait pas un trop grand étalage de principes, préceptes et prescriptions.

C'est utile pour qui songe à prendre la route, mais un peu agaçant pour qui désire plus un survol qu'un envol planifié au quart de tour.

L'ouvrage comprend, en appendice, un livret de réflexion de 50 pages (plus de 110 questions), et une liste des objets à emporter sur le chemin. Le plus important consiste à ne jamais laisser les autres, la maladie ou les déboires entraver votre marche victorieuse.

Vous n'êtes pas 100 % à l'abri des coups de soleil sous un parasol

LAURIE NOREAU
AGENCE SCIENCE-PRESSE

S'étendre sous un parasol donne un répit aux vacanciers. Mais protège-t-il des coups de soleil ? Faisons la lumière sur cette croyance.

On imagine souvent les rayons du soleil comme des lignes droites qui tombent du ciel et s'arrêtent au premier obstacle venu — par exemple, un parasol.

Or, de nombreuses choses peuvent faire rebondir les rayons ultraviolets (UV) dans notre direction.



L'ombrage offert par un parasol donne un faux sentiment de sécurité.
PHOTO : GERD ALTMANN, PIXABAY

Le sable et l'eau réfléchissent des rayons UVB

Plus une surface est claire, plus elle réfléchira la lumière en grande quantité. C'est pourquoi la neige au sol produit un effet aveuglant, puisqu'elle réfléchit de 60 à 90 % de la lumière.

De la même façon, lors d'une journée à la plage, le sable peut réfléchir environ 15 % des rayons UVB. Bien que la couche d'ozone bloque en partie ce type de rayons ultraviolets, les UVB sont responsables de la majorité des cancers de la peau.

Si le parasol se trouve à proximité d'un plan d'eau, ce sont environ 8 % des rayons lumineux qui parviendront jusqu'à nous. Le gazon, parce qu'il est plus sombre, ne réfléchit que 4 % des rayons émis par le soleil.

Coups de soleil sous les nuages

Même une journée nuageuse ne met pas à l'abri des rayons du soleil. L'eau contenue dans les nuages renvoie vers le ciel une partie des rayons UV, mais 50 % d'entre eux réussissent tout de même à traverser la couverture nuageuse.

Bien que ça semble superflu quand on se tient à l'ombre, il faut donc aussi appliquer de la crème solaire.

En fait, la combinaison des deux, parasol et crème, semble être la solution la plus efficace pour éviter les coups de soleil.

Inutile de dire que le parasol doit être ajusté selon l'angle du soleil, qui atteint son zénith à midi, mais qui décline tranquillement au cours de l'après-midi. L'idéal est de voir le moins de ciel possible sous une source d'ombre.

Les rayons du soleil modifient l'ADN des cellules de la peau

Selon une étude américaine parue en 2015 dans *Science*, les effets délétères du soleil sur notre peau dureraient jusqu'à trois heures après l'exposition aux rayons ultraviolets.

On sait que les rayons du soleil endommagent les cellules de la peau en modifiant leur ADN.

À mesure que ces dommages s'accumulent, les cellules de la peau deviennent plus susceptibles de développer un cancer de la peau, mieux connu sous le nom de mélanome.

Coups de soleil : faux sentiment de sécurité

L'ombrage offert par un parasol donne un faux sentiment de sécurité. Les rayons ultraviolets du soleil peuvent rebondir sur toutes sortes de surfaces à proximité et atteindre tout de même notre peau. Rien ne vaut une couche d'écran solaire, même à l'ombre.

METROLINX

FIRST CAPITAL

Avis de lancement du Processus d'évaluation des projets de transport en commun et Consultation publique

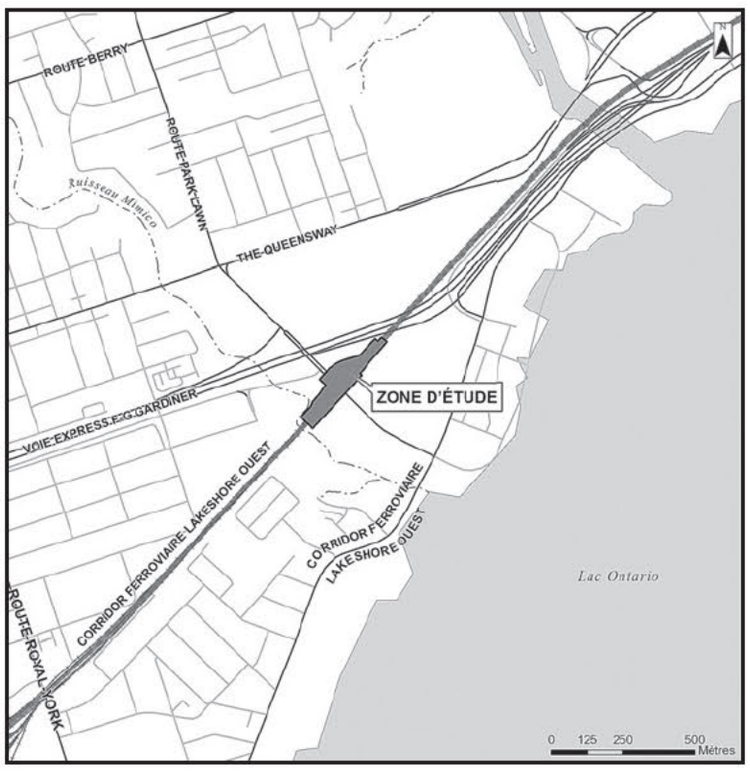
Proposition concernant la station GO Park Lawn

Le projet

First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée 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. La station GO proposée 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, 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 GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales,* débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur **2150lakeshore.com/transitea**.



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

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur **2150lakeshore.com/transitea** à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.

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 Jennifer Arezes :
Par téléphone: 289-326-2770
Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 2150lakeshore.com/transitea

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« Adopter » une aînée : nouvelle forme de cohabitation multigénérationnelle

suite de la une

Encourager les initiatives flexibles

D'un point de vue plus personnel, Jean-Luc Racine habite lui-même avec sa conjointe et ses beaux-parents dans une maison multigénérationnelle, qu'il partageait aussi jusqu'à récemment avec son fils et la copine de celui-ci.

« J'ai vu, avec mes beaux-parents, que si on n'avait pas été là, ça aurait été beaucoup plus difficile. L'anxiété, le fait de ne plus pouvoir conduire, ça aurait précipité l'institutionnalisation », affirme-t-il.

« Mais on est déterminés à les garder le plus longtemps possible, à les aider. Il faut aussi encourager les initiatives [comme celle de Marike Finlay et Karin Cope] qui permettent beaucoup plus de flexibilité. »

« Personne ne veut aller dans ces hospices »

C'est également le point de vue de Marike Finlay. « Parfois, je me fâche quand on pense que toute solution à tout problème doit provenir de l'État. Tout le monde parle des résidences d'aînés, des soins à long terme organisés par l'État, du désastre durant la covid. »

« On devrait quand même, à la radio et à la télé, présenter des alternatives ! Personne ne veut aller dans ces hospices. On devrait, comme société, penser à des alternatives pour prendre soin des personnes âgées. »

Elle estime tout de même que le gouvernement aurait un rôle à jouer pour faciliter ce type de modèles qui sortent des sentiers battus, car en ce moment, « le gouvernement —surtout le ministère du Revenu — ne comprend pas très bien ».

« Il n'y a aucun incitatif financier, on ne peut pas être considérées comme une famille par le gouvernement pour les impôts ou les héritages. On a dû faire des testaments qui nous donnent aux trois le droit de parole sur les décisions médicales, ce n'est pas automatique », déplore Marike.

Surmonter la solitude et l'isolement

Elle-même ne se serait toutefois pas vue vivre avec ses propres parents ni avec ceux de sa partenaire. « Je fais la blague que parfois, c'est peut-être plus facile d'adopter quelqu'un d'autre que vos parents, et vous pouvez espérer que quelqu'un adoptera aussi vos parents ! » lance-t-elle en riant.



Karin Cope (à droite) et Marike Finlay considèrent Elisabeth Bigras (à gauche) comme leur « ancienne ».

« Ce n'est certainement pas une relation enfants-parents que nous avons avec Elisabeth, c'est beaucoup plus une relation d'égales. Elle est notre amie, mais aussi notre "ancienne", notre *elder* [...] Elle contribue beaucoup à notre vie de famille, mais elle ne pourrait pas vivre seule », précise Marike.

Celle qui voit dans la solitude et l'isolement « la plus grande maladie de notre société » encourage tout un chacun à « laisser de côté le narcissisme qui nous isole et imaginer d'autres compromis, d'autres manières de vivre ».

Communication et adaptation

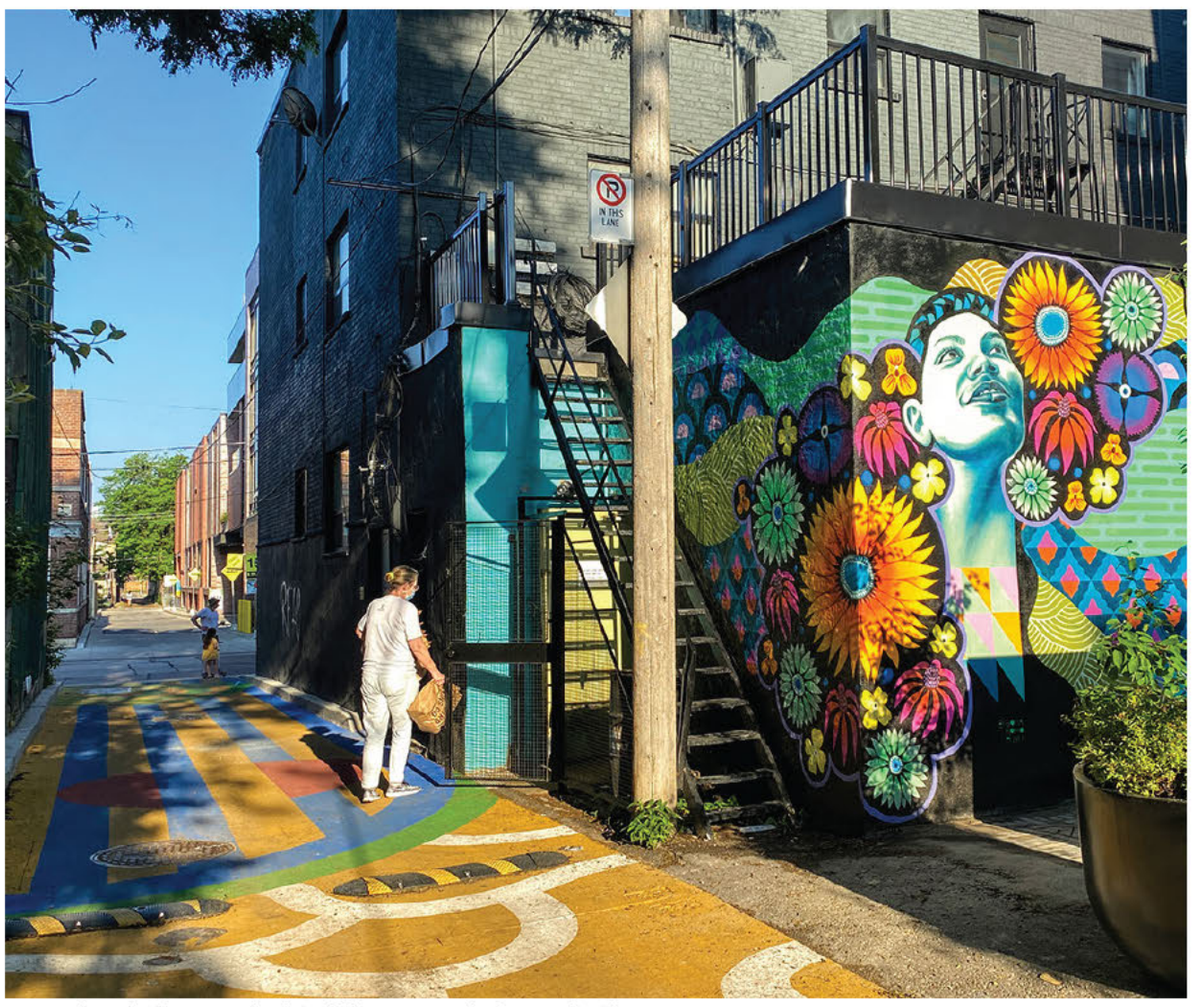
« Il faut l'essayer, et il faut mettre des limites. Ce n'est pas possible d'être tout le temps tout le monde ensemble », souligne Marike. « Nous avons organisé la maison pour que Karin et moi ayons un espace pour nous deux, et Elisabeth a son studio et sa chambre de l'autre côté de la maison. »

Au fil des 16 dernières années, il aura fallu aux trois femmes beaucoup de communication et d'adaptation pour en arriver à cet équilibre qui leur convient aujourd'hui.

Aux dires de Marike, aucune d'entre elles n'a toutefois regretté la décision d'aménager ensemble, car les bénéfices se sont avérés largement supérieurs aux contraintes.



Le site **J'ai pour mon lire** offre régulièrement des comptes rendus de livres de langue française. Les auteurs sont souvent de l'Ontario ou de Québec, parfois l'Acadie, de l'Ouest canadien, de la France, de la Suisse et, en traduction, de la Suède et des États-Unis. Pourquoi ne pas fréquenter au moins une fois par mois le site **www.jaipourmonlire.ca?**



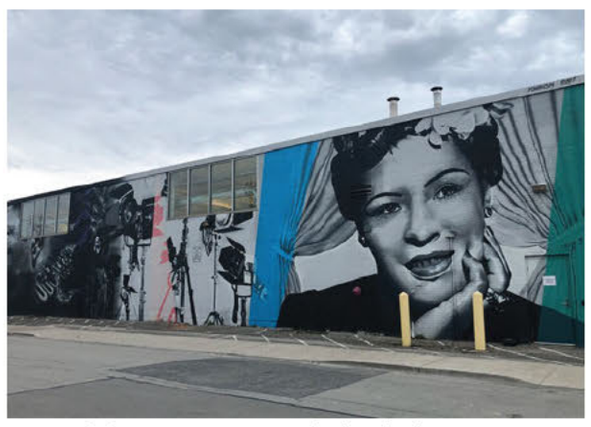
Une ruelle colorée perpendiculaire à l'avenue Booth dans Leslieville. PHOTOS: NATHALIE PRÉZEAU



Chez Delysées Luxury Desserts.



Une ruelle dans Leslieville, près d'Eastern et McGee.



La murale de Omen sur Logan près de Lakeshore.



La murale de Omen sur la rue Morse.

Balade autour de Delysées Luxury Desserts dans Leslieville

Balades pour les curieux de Toronto

Si vous êtes gourmand, le seul but de cette balade sera d'en profiter pour commander les desserts de la pâtisserie fine Delysées Luxury Desserts, dans le quartier de Leslieville. Les curieux se serviront de cette halte gourmande comme excuse pour explorer les petits coins cachés de ce quartier branché.



NATHALIE PRÉZEAU

Planifiez de vous arrêter à la pâtisserie à la fin de votre balade. Avec un peu de chance, vous trouverez des espaces de stationnement gratuits sur la rue Logan.

Delysées Luxury Desserts

La pâtisserie Delysées Luxury Desserts (20 avenue Logan, ouverte de 8h30 à 14h, fermée le dimanche) est arrivée sans fanfare ni trompettes dans mon quartier. Elle se trouvait avant dans l'ouest de la ville, et j'y arrêtais souvent pour déguster sur place leurs créations.

En déménageant dans l'Est, et pour faire avec la covid, ils ont opté pour un simple comptoir, sans places assises. Ils se concentrent sur les commandes en ligne, qu'ils livrent où qu'on peut passer prendre.

Pour se simplifier la vie, ils ont réduit leur offre de gâteaux individuels et créé des boîtes d'assortiments de gâteaux, d'éclairs (six pour 39$), de macarons (douze pour 37.50$), de croissants et brioches (douze pour 45$, avec petits pots de confiture et de Nutella).

Ils font aussi de grands gâteaux de toute beauté allant de 28$ à 50$. Une de leurs spécialités est leur gâteau au chocolat sans farine nappé d'un glaçage strié pour 40$.

Comme je connaissais déjà la grande qualité de leurs produits, je n'ai pas hésité à commander leur superbe sélection de cinq pâtisseries en forme de fruits pour 39$, pour célébrer la promotion d'un ami. Quel festin, pour les papilles et pour les yeux!

Balade de 2.6 km dans les recoins de Leslieville

J'ai concocté ce court circuit de 2.6 km en incluant plusieurs murales qui valent le détour au sud de la rue Queen est. À commencer par la grande murale de l'artiste Omen sur la rue Logan, faisant presque face à Délysées. Elle représente la chanteuse Billie Holiday et le musicien John Coltrane.

Remontez vers l'avenue Eastern et tournez vers l'ouest. Au coin de Booth et Eastern, notez la vieille enseigne du Tasty Restaurant qui figure encore sur cette maison résidentielle.

À la rue McGee, tournez vers le nord pour voir le joli petit parc McCleary, meublé de chaises taillées dans le bois d'un immense arbre mature qu'on y a coupé il y a des années.

L'art de Philip Cote et de Michelle Senayah

Puis allez vers l'est sur la petite allée Graham Place, pour traverser la rue Empire et déboucher sur l'avenue Booth. On y trouve une belle addition dans le quartier: la murale de Philip Cote, qui orne la rampe de l'édifice au coin de Booth et Louis Kesten Lane. Montez cette rampe jusqu'à l'entrée pour voir l'oeuvre complète.

L'édifice est nouveau et, lors de ma dernière visite, il n'y avait toujours pas de nom à ce qui deviendra probablement une garderie.

On continue sur Louis Kesten jusqu'à la prochaine ruelle à l'est de Logan. Remarquez au passage l'ange rigolo sur le côté de la maison colorée au bord de la ruelle.

Quand l'oeuvre d'art au sol est arrivée dans le quartier en avril 2021, elle fait le bonheur des habitants du quartier. Il s'agit d'une initiative de l'excellent organisme The Laneway Project, fondé par Michelle Senayah. C'était une jeune femme passionnée et visionnaire, dont je viens d'apprendre le décès soudain le 29 juin!

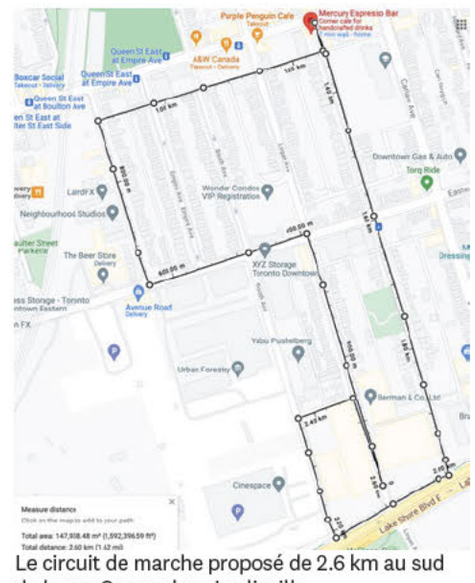
Murales impressionnantes de Omen

Temps pour une pause-café? Au coin de la rue Morse et de Queen est, il y a l'excellent café indépendant Mercury Espresso Bar (915 rue Queen est, ouvert de 6h30 à 16h30 la semaine et de 8h à 16h le weekend).

Redescendez maintenant la rue Morse jusqu'au bout pour admirer l'immense murale le long de l'édifice d'Urbacom. Il s'agit d'une autre oeuvre à grande échelle et spectaculaire de l'artiste Omen.

Pour terminer sur une touche amusante, longez le Lake Shore vers l'ouest puis tournez sur la rue Booth et cherchez au 29 avenue Booth l'empreinte d'une patte de chat imprimée dans la brique.

Nathalie Prézeau est l'auteure locale du guide de marche **Toronto BEST Urban Strolls**. Cette chronique est le complément de sa balade #24. Vous pouvez vous procurer son guide sur **amazon.ca** et **www.indigo.ca** ou en communiquant directement avec l'auteure: **nathalie@torontourbangems.com**. Vous pouvez passer prendre votre commande au 299 avenue Booth. L'auteure livre aussi dans Torontoet Poste Canada s'occupe des autres destinations.



Le circuit de marche proposé de 2.6 km au sud de la rue Queen dans Leslieville.



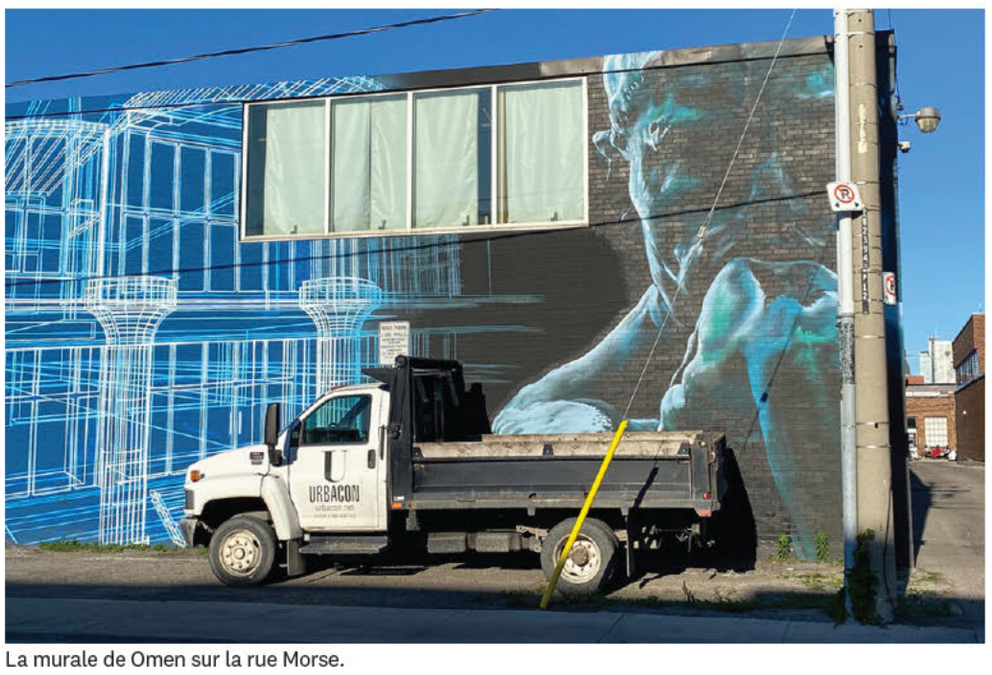
L'art de Philip Cote près de l'avenue Booth.



Trouvez la trace de chat dans la brique?



L'empreinte de chat dans la brique.



La murale de Omen sur la rue Morse.

METROLINX

FIRST CAPITAL

Avis de lancement du Processus d'évaluation des projets de transport en commun et Consultation publique

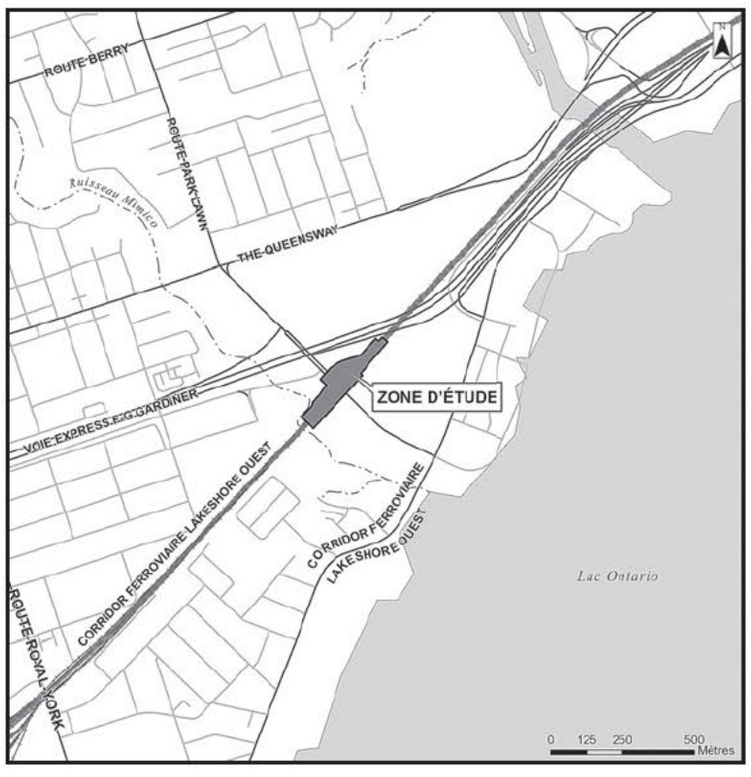
Proposition concernant la station GO Park Lawn

Le projet

First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée 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. La station GO proposée 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, 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 GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales,* débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur **2150lakeshore.com/transitea**.



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

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur **2150lakeshore.com/transitea** à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.

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 Jennifer Arezes :
Par téléphone: 289-326-2770
Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 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 27 août 2021.

B.2 Emails to Elected Officials

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Jasiak, Izabela

From: Toronto West <TorontoWest@metrolinx.com>
Sent: Friday, August 27, 2021 4:08 PM
To: christine.hogarth@pc.ola.org
Cc: Susan Walsh; Luiza Sadowski
Subject: Park Lawn GO Station TPAP Commencement and Public Engagement

Dear MPP Hogarth,

Public consultation is an essential part of planning for future transit connections. First Capital (Park Lawn) Corporation (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, at 2150 Lake Shore Boulevard West. The proposed Park Lawn GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road. The proposed GO Station could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations

The Transit Project Assessment Process (TPAP), a type of environmental assessment specific to transit projects in Ontario is now starting. Along with the formal commencement of the TPAP, we are also conducting a virtual public meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the proposed station as a result of the impact assessments. We invite you to join us online to find out more.

The open house presentation will be available at 2150lakeshore.com/transitea from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.

Please don't hesitate to reach out if you have any questions.

Thank you,

COLIN BURNS
Community Relations & Issues Specialist
Toronto West Office I Metrolinx
2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3
Kindly subscribe to our regional Toronto West e-newsletter here

Jasiak, Izabela

From: Toronto West <TorontoWest@metrolinx.com>
Sent: Friday, August 27, 2021 4:30 PM
To: 'councillor_grimes@toronto.ca'
Cc: Susan Walsh; Luiza Sadowski
Subject: Park Lawn GO Station TPAP Commencement and Public Engagement

Dear Councillor Grimes,

Public consultation is an essential part of planning for future transit connections. First Capital (Park Lawn) Corporation (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, at 2150 Lake Shore Boulevard West. The proposed Park Lawn GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road. The proposed GO Station could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations

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Please don't hesitate to reach out if you have any questions.

Thank you,

COLIN BURNS
Community Relations & Issues Specialist
Toronto West Office I Metrolinx
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647-920-0741 | Colin.Burns@metrolinx.com
Kindly subscribe to our regional Toronto West e-newsletter here

B.3 Letters to Indigenous Nations

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Jasiak, Izabela

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, August 27, 2021 4:38 PM
To: [redacted]
Cc: [redacted]; Gretel Green; Jennifer Smith; Colin O'Meara
Subject: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review
Attachments: Attachment 1. Notice of Commencement of the TPAP and Public Meeting #2.pdf; Attachment 3. Tree Species.pdf; Attachment 4. Natural Environment Mitigations.pdf; Attachment 2. Bird Species.pdf; Park Lawn Go Station_Notice of Commencement and Draft EPR - [redacted].pdf

Dear [redacted]

Metrolinx continues to advance the Park Lawn GO Station project. It will be assessed through the Transit Project Assessment Process (TPAP). To that end, Metrolinx wishes to inform you that it is issuing a Notice of Commencement for this project, which begins the up to 120 day review period under the TPAP.

Please find attached a letter outlining the project, as well as a copy of the Draft Environmental Project Report for your review and comment. We've highlighted relevant information regarding the natural environment, and archaeology within the letter, and provided a table outlining the potential impacts and proposed mitigation measures that were identified as part of the study for ease.

The full set of draft technical documents and reports is available for review at the following link: https://www.dropbox.com/sh/drpoztpczeziv9k/AAC0pe7VWOJcFZAhYTZptw2fa?dl=0

Metrolinx welcomes any interest your Nation may have in this project, and asks that you share any comments on the draft technical reports by **October 15 2021**.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you,

Jaimi

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

METROLINX

August 27, 2021

[redacted]

Delivered by Email

Dear [redacted],

RE: Park Lawn GO Station – Notice of Commencement and Notice of Public Meeting #2

Metrolinx seeks to continue to build a strong, constructive, and respectful relationship with [redacted]. Metrolinx appreciates and respects [redacted] desire to be appropriately informed and aware of projects. The purpose of this letter is to announce the formal commencement of the Transit Project Assessment Process (TPAP) as well as to share the draft technical studies and draft Environmental Project Report (EPR) for [redacted] review and comment. We also wish to inform [redacted] of the second online Public Meeting for the project. We continue to welcome any interest in engagement with [redacted] on this project.

Project Description

As previously communicated on July 2, 2020, Metrolinx is overseeing the proposed Park Lawn GO Station, which is envisioned to provide a stop on the Lakeshore West rail corridor between Mimico GO Station and Exhibition GO Station. The new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver GO Stations and other public transit infrastructure with third-party investment and expertise, in this case from First Capital REIT (FCR). The TOC program allows for unique GO stations to be integrated with higher density, mixed use development with funding from private partners. This ultimately improves local community benefits including access to transit services.

For more information about the TOC program please visit: Metrolinx's TOC program website

The GO Station, shown in **Figure 1** below, 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 transportation hub that will provide improved local and regional transit access. The proposed GO Station would include a fully accessible GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit.

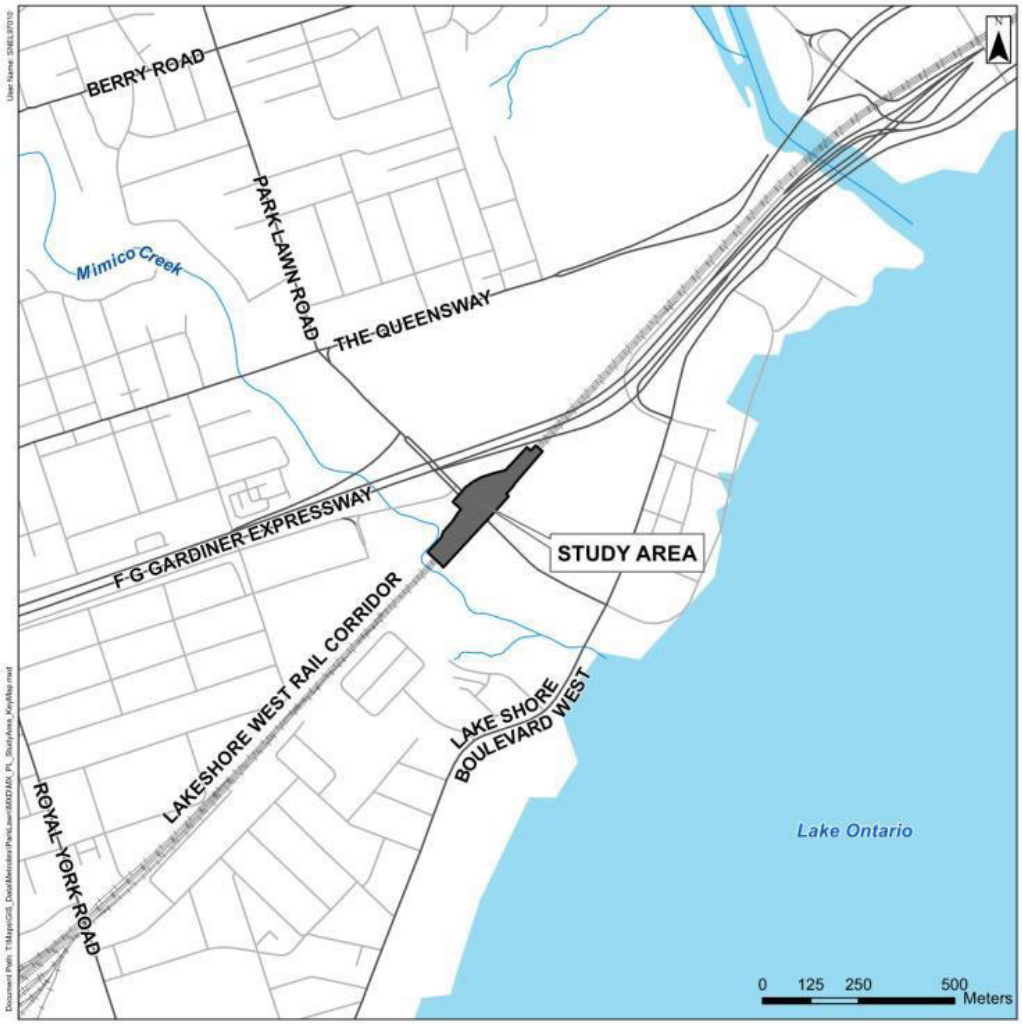


Figure 1. Park Lawn GO Station location map

Transit Project Assessment Process (TPAP)

To facilitate the implementation of the 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*. The TPAP is a self-assessment process, that provides a defined framework to follow in order to assess the potential environmental effects of a proposed transit project, in this case the Park Lawn GO Station. As an accelerated Environmental Assessment, the TPAP must be completed within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review.

Project and TPAP Timeline	
Public Meeting #1	June 25 to July 20, 2020

Project Introduction Letter	July 2, 2020
Notice of Commencement • Start of up 120 days consultation period	August 26, 2021
Public Meeting #2	August 27 to September 10, 2021
Notice of Completion • Public review of EPR (30 days) • Minister's review of EPR (up to 35 days)	Anticipated November 2021 to January 2022
Statement of Completion	January 2022

*Timelines are subject to change as required.

This letter serves as notice that Metrolinx is formally commencing the TPAP process, and the Notice of Commencement is attached as **Attachment 1**. The attached Notice of Commencement will be available on the Project webpage at www.2150lakeshore.com/transitea as of August 26, 2021 for up to 120 days.

Natural Environment

The Environmental Project Report (EPR) and Technical Reports assessed existing conditions and their significance, including natural heritage. The Park Lawn GO Station northwest platform and alternative entrances will encroach slightly into the Mimico Creek natural system. As design progresses, these impacts will be minimalized where possible. Details can be found in the draft Technical Reports, available to download here. Please find a brief summary below of field studies:

Aquatic Environment

There are no in water works associated with this project.

I. Study Area falls within the Mimico Creek Watershed
II. Habitat observed within the Study Area is suitable to support warmwater tolerant species that prefer lake habitats (i.e., Black Crappie, Freshwater Drum, White Bass) and are likely moving between Lake Ontario and habitat in Mimico Creek near the lake.
III. The riffles with cobble substrates likely provide spawning habitat for minnow and sucker species

Terrestrial Environment

I. No Species at Risk (SAR) plants or vegetation communities have been observed in the Study Area during initial field investigations
II. 23 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments (Mimico Creek). Please see **Figure 2**.

III. 42 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
IV. The Tree Inventory Plan identifies 183 trees that may be removed, but as design progresses tree impacts should be reduced, additional details can be found in **Attachment 3** and in the Tree Inventory Plan.
V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no impacts identified at this time for Species at Risk (SAR). Assessment will continue through detail design.

I. American Eel has the potential to be found in all tributaries of Lake Ontario.
II. Bank Swallow and Barn Swallows (Threatened):
    a. Confirmed to be foraging on site
    b. No critical habitat was observed within the Study Area
III. SAR Bats (Endangered) Acoustic monitoring studies suggest that the area has low bat activity with no history of SAR Bats.
    a. 38 potential bat snags identified within the Study Area
    b. 4 potential bat snags identified in Project Footprint

Impacts and Mitigations

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the Draft EPR that may be of interest to [redacted]. If [redacted] has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment was prepared and shared with [redacted] October 13, 2020.

The property inspection only assessed lands not previously subject to archaeological assessments within the Study Area, predominantly from publicly accessible access points. The Study Area follows the existing Lakeshore West corridor from the Gardiner Expressway overpass to Mimico Creek. The west half of the Study Area consists of residential condominiums north and south of the rail corridor, steeply sloping creek banks on the west of the creek, and a treed parkland to the east. East of Park Lawn Road consists of scrubland, billboard towers and the open construction lands at 2150 Lake Shore Boulevard.

The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area and is not within 50 metres. The property

inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey.

In light of these results, the following recommendations are made:

A. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed. These lands do not require further archaeological assessment; and,
B. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands (ASI, 2021). In this case, Metrolinx acknowledges that [redacted] should be aware of and engaged regarding any future archaeology assessments.

Upcoming Public Meeting

For your awareness, an online presentation will be posted online in lieu of a public meeting and will be hosted at www.2150lakeshore.com/transitea between August 27, 2021, and September 10, 2021. The presentation will focus on sharing information and receiving feedback from the general public and local stakeholders. We extend an open invitation to you and members of your Nation to attend this meeting; however, this would not preclude any request from you to meet with Metrolinx directly.

Engagement

Metrolinx would appreciate any comments that [redacted] may have in relation to Park Lawn GO Station and the draft technical reports and EPR. We would appreciate if [redacted] could provide any comments or feedback by October 15, 2021. Metrolinx would welcome the opportunity to meet with [redacted] to provide more information and discuss any interests or questions that your Nation may have.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager of Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

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

Thank you for your time in reviewing this letter.

Yours Truly,

Gretel Green
Manager, Environmental Programs and Assessment, Metrolinx

cc: [redacted]

[redacted]
Indigenous Relations, Metrolinx
Colin O'Meara, Metrolinx
Jennifer Smith, Metrolinx

Encl.:
Attachment 1: Notice of Commencement of the TPAP and Public Meeting #2
Attachment 2: Bird Species
Attachment 3: Tree Species
Attachment 4: Natural Environment Mitigations

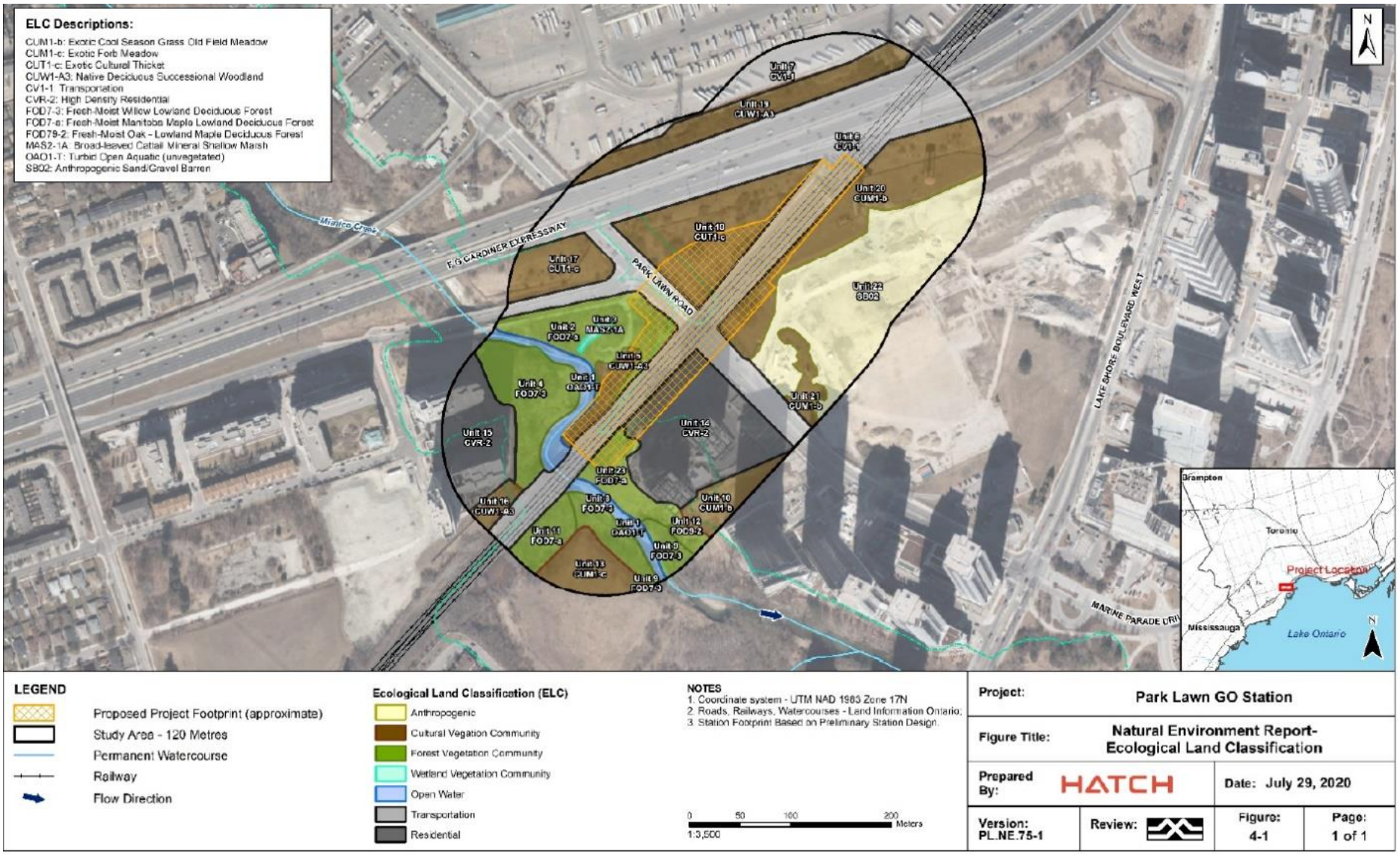


Figure 2. Ecological Land Classification

Appendix 2. Bird Species confirmed on Project Site

Common Name	Scientific Name
American Crow	*Corvus brachyrhynchos*
American Goldfinch	*Spinus tristis*
American Robin	*Turdus migratorius*
Baltimore Oriole	*Icterus galbula*
Bank Swallow	*Riparia riparia*
Barn Swallow	*Hirundo rustica*
Belted Kingfisher	*Megaceryle alcyon*
Black-crowned Night Heron	*Nycticorax nycticorax*
Blue Jay	*Cyanocitta cristata*
Brown-headed Cowbird	*Molothrus ater*
Brown Creeper	*Certhia americana*
Common Grackle	*Quiscalus quiscula*
Double-crested Cormorant	*Phalacrocorax auritus*
Downy Woodpecker	*Picoides pubescens*
Eastern Pheobe	*Sayornis phoebe*
European Starling	*Sturnus vulgaris*
Golden Crowned Kinglet	*Regulus satrapa*
Great Blue Heron	*Ardea herodias*
Grey Catbird	*Dumetella carolinensis*
Hairy Woodpecker	*Leuconotopicus villosus*
House Finch	*Haemorhous mexicanus*
House Sparrow	*Passer domesticus*
Killdeer	*Charadrius vociferus*
Mallard	*Anas platyrhynchos*
Mourning Dove	*Zenaida macroura*
Northern Cardinal	*Cardinalis cardinalis*
Northern Flicker	*Colaptes auratus*
Northern Mockingbird	*Mimus polyglottos*
Northern Rough-winged Swallow	*Stelgidopteryx serripennis*
Red-tailed Hawk	*Buteo jamaicensis*
Red-winged Blackbird	*Agelaius phoeniceus*
Rock Pigeon	*Columba livia*
Ring-billed Gull	*Larus delawarensis*
Savannah Sparrow	*Passerculus sandwichensis*
Song Sparrow	*Melospiza melodia*
Spotted Sandpiper	*Actitis macularius*
Swainson's Thrush	*Catharus ustulatus*
Tree Swallow	*Tachycineta bicolor*
Warbling Vireo	*Vireo gilvus*
White-throated Sparrow	*Zonotrichia albicollis*
Willow Flycatcher	*Empidonax traillii*
Yellow Warbler	*Setophaga petechia*

Appendix 3. Tree Species

Field investigations were undertaken April 20, and June 2-3, 2020 within the Park Lawn GO Study Area. A total of 242 trees were surveyed; in addition, stem counts were completed for Ravine and Natural Feature Plan (RNFP) and Toronto and Regio Conservation Authority (TRCA) Regulated Areas where they intersected the project limit.

Thirty-one species and varieties were identified for the Project that were greater than 10 cm diameter at breast-height (DBH). These include:
- Apple spp. (*malus spp.*),
- Black Locust (*Robinia pseudoacacia*),
- Black Walnut (*Juglans nigra*),
- Black Willow (*Salix nigra),*
- Blue Beech (*Carpinus caroliniana*),
- Blue Spruce (*Picea pungens*),
- Cottonwood (*Populus deltoides*),
- Dogwood (*Cornus spp.*),
- Eastern White Cedar (*Thuja occidentalis*),
- Flowering Dogwood (*Cornus florida*),
- Green Ash (*Fraxinus pennsylvanica*),
-Hackberry (*Celtis occidentalis*),
- Kentucky Coffee Tree (*Gymnocladus dioicus*),
- Manitoba Maple (*Acer negundo*),
- Norway Maple (*Acer platanoides*),
- Norway Spruce (*Picea abies*),
- Red Cedar (*Juniperus virginiana*),
- Russian Olive (*Elaeagnus angustifolia*),
- Scots Pine (*Pinus sylvestris*),
- Serviceberry (*Amelanchier sp.*),
- Siberian Elm (*Ulmus pumila*),
- Staghorn Sumac (*Rhus typhina*),
- Sugar Maple (*Acer saccharum*),
- Sweet Cherry (*Prunus avium*),
- Trembling Aspen (*Populus tremuloides*),
- White Birch (*Betula papyrifera*),
- White Elm (*Ulmus americana*),
- White Mulberry (*Morus alba*),
- White Pine (*Pinus strobus*),
- White Spruce (*Picea glauca*), and
- Yellow Birch (*Betula alleghaniensis*).

Appendix 4. Natural Environment Mitigations

NATURAL ENVIRONMENT
EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Soils	Erosion, compaction, drainage alterations, soil mixing, bank degradation, soil contamination	• A Soil Management Plan (SMP) will be prepared by a Qualified Professional • Erosion and Sediment Control (ESC) measures will be implemented prior to project construction and maintained during the construction phase in accordance with an ESC Plan • Spill Prevention and safe Hazardous Materials Handling measures will be implemented prior to project construction and maintained during the construction phase in accordance with a Spill Prevention and Contingency Plan and a Hazardous Materials and Fuel Handling Plan • Disturbed areas within the construction site will be stabilized and re-vegetated
Watercourses, Hydrological Features, and Aquatic Environment	Loss of aquatic and riparian habitat, water quality degradation and flow alterations within Mimico Creek	• ESC measures will reduce impacts to habitat and hydrological features • In-water work, if required, will take place outside of the sensitive timing windows for warmwater fish species • If in-water work will occur during construction, the area will be isolated using cofferdams and dewatered in accordance with a Dewatering Plan prepared during detailed design • Fish removals will be conducted by qualified biologists in isolated areas prior to dewatering • Fish will be released unharmed into suitable habitat downstream • Riparian vegetation removal will be kept at a minimum • Fuel and equipment requiring fuel will be stored in designated areas only, a minimum of 30m from Mimico Creek, and refueling is to occur at least 30 m from Mimico Creek; if this distance cannot be maintained, a spill tray is to be placed under the fueling point
Vegetation	Loss of vegetation communities, proliferation of invasive species, habitat loss	• A Vegetation Management Plan shall be developed to identify site specific vegetation management including the delineation of vegetation removal zones, timing restrictions, revegetation protocols; removal and preventing the spread of invasive/noxious vegetation, and other mitigation measures • Compensation for areas that have permanently lost their form or function will occur through the City of Toronto and Toronto and Region Conservation Authority (TRCA) • Equipment will be thoroughly cleaned, approved seed mixes will be used for revegetation, and proper stockpiling and soil removal measures will be followed • Trimming and clearing of trees will be kept at a minimum • If an invasive species is encountered, it will be removed and disposed of in an appropriate off-site location

NATURAL ENVIRONMENT

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Birds	Destruction of nests and habitat during tree clearing activities	• Vegetation will be removed outside of the breeding bird window between September 1 and March 31 of any given year. If vegetation must be removed during the breeding bird timing window, nesting activity searches will be conducted in areas defined as simple habitat by a qualified Ecologist/Avian Biologist no more than 24 hours prior to vegetation removal • If an active nest is observed a buffer will be applied and removal will be not permitted until the young have fledged from the nest • Human-made structures will be thoroughly inspected for evidence of active bird nests prior to construction
Herpetofauna and Mammals	Habitat loss	• The site shall be swept prior to each day to ensure no mammals or herpetofauna are found within the construction limits • Exclusionary fencing shall be installed to eliminate access to the project area in advance of construction to prevent reptiles, amphibians and some mammals to the site
Species at Risk	Loss of habitat, injury/loss of life	• During the detailed design phase, the Park Lawn GO Station construction (including pre-construction land clearing) will be designed to avoid the loss of any Confirmed Habitat of Endangered or Threatened Species to the extent possible • Timing windows for any necessary removal of any confirmed Endangered or Threatened Species habitat will be developed in consultation with the Ministry of the Environment, Conservation, and Parks (MECP) in association with any self-registration or permitting requirements

TREE INVENTORY PLAN

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Trees (Pre-Construction/ Construction)	Removal of trees within the Project Footprint	• Adhering to municipal By-laws and policies for tree removals and tree protection measures on municipal and private properties • Tree replacement as required to compensate for tree removals; compensation will be determined in accordance with municipal policies, regulations, and Metrolinx Vegetation Guideline. Detailed restoration and compensation plans will be prepared prior to project construction in discussion and coordination with the City of Toronto and TRCA • Where permits are required on City of Toronto or private property lands within the Study Area, First Capital will work with stakeholders to obtain the necessary permits and approvals • Tree protection barriers will be installed and routinely inspected as per the construction specifications and applicable City of Toronto specifications. All supports and bracing will be placed outside the Tree Protection Zone (TPZ) • All removals will be restricted to the work area to ensure that damage does not occur to surrounding trees. Upon completion of the tree removals, trees that have been cut down will be removed from the site, and all brush chipped. All brush, roots and wood debris should be shredded into pieces that are smaller than 25 mm in size to ensure that any insect pests that could be present within the wood are destroyed • As required, trees will be pruned in a manner that minimizes physical damage and promotes quick wound closure and regeneration • An International Society of Arboriculture (ISA) Certified Arborist and/or licensed Landscape Architect will advise the City of Toronto and TRCA during the preparation of restoration and compensation plans and will be responsible for carrying out tree pruning and maintenance
Trees (Operations/Maintenance)	Deterioration of tree vitality over time	• Maintenance and pruning of trees to be carried out by an ISA Certified Arborist • Efforts will be made during removal operations to prevent the spread of invasive plant species

FLUVIAL GEOMORPHOLOGY AND SLOPE STABILITY

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Fluvial Geomorphology	Bank migration	• Maintain existing armourstone, gabion basket and concrete toe wall retaining system • Regular inspection of existing retaining system to prevent weakening of the walls and damage to the rail line as a result of erosion
Slope Stability	Failure of existing retaining wall system	• Use of a rigid retaining wall to limit encroachment into the Mimico Creek valley system. • Design aspects such as independence of the wall from the lateral support of the soil retained by the existing retaining system (passive resistance), embedment of the wall into the rock mass to a depth that will provide an adequate level of overturning resistance • Site grading will be designed to divert all surface run-off away from the existing tracks • Vegetation cover and tree roots on the existing slopes will be maintained in order to minimize soil erosion at the slope surface • Positive surface drainage will be provided to collect surface run-off and divert water away from the Site. Any standing water, ponding and saturated soil conditions will be avoided

B.4 Letters to Agencies

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FIRST CAPITAL

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

Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

2150 Lake Shore Tran it EA tran itea@2150lake hore com Thu, Aug 26, 2021 at 6 05 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Cc: Gretel.Green@metrolinx.com, colin.omeara@metrolinx.com, zakariya.khawaja@metrolinx.com, ana.carrillo@metrolinx.com, mark.armstrong@hatch.com, izabela.jasiak@hatch.com, melissa.alexander@hatch.com
Bcc cott moon@bell ca, banjamin lucki@enbridge com, ann newman@enbridge com, SecondaryLandU e@hydroone com, utility.circulations@mtsallstream.com, YuSan.Ong@hydroone.com, cindy.batista@ontario.ca, anne.cameron@ontario.ca, solange.desautels@ontario.ca, heather.malcomson@ontario.ca, joanna.brown@infrastructureontario.ca, ainsley.davidson@infrastructureontario.ca, "cc:" <noticereview@infrastructureontario.ca>, neil.coburn@ontario.ca, ray demp ter@ontario ca, bob freeman@ontario ca, "Karla (MHSTCI)" karla barboza@ontario ca , andrew.theoharis@ontario.ca, jeff.thompson@ontario.ca, stewart.chisolm@ontario.ca, maya.harris@ontario.ca, heather.watt@ontario.ca, maria.jawaid@ontario.ca, robert.greene@ontario.ca, jason.white@ontario.ca, michael.vallins@cn.ca, debra_rasinger@viarail.ca

August 26, 2021

RE: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Dear Sir/Madam,

As a follow up to our previous communication on June 18, 2020, First Capital (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road in partnership with Metrolinx. The proposed Park Lawn GO Station is 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 at the north end of the former Mr. Christie Cookie factory ite (municipally known a 2150 Lake Shore Boulevard We t) The 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

To facilitate the implementation of the 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*, and is a Transit Oriented Communities undertaking

The purpose of this letter is to announce the formal commencement of the TPAP, as well as provide an invitation to the second online Public Meeting for the project. The draft technical studies and the draft Environmental Project Report (EPR) are available on the Project website for review and comment

Please find attached the Notice of Commencement of the TPAP and Public Meeting #2 which includes additional information on the Project. Additional information is also available on the Project website:
https //www 2150lakeshore com/

The Statement of Completion of the TPAP is currently planned for January 2022 to conclude the Environmental Assessment. Should you require additional project information, please contact the Project Team at
tran itea@2150lake hore com

We invite and encourage your input

Sincerely,

Melissa Alexander
Project Manager
Hatch - Environmental Services Group

cc: Gretel Green, Metrolinx
Colin O Meara Metrolinx
Zakariya Khawaja, Metrolinx
Ana Carrillo Metrolinx
Mark Armstrong, Hatch
Izabela Jasiak Hatch

Attachment Notice of Commencement of the TPAP and Public Meeting #2

Park Lawn GO Station - Notice of Commencement of the TPAP and Public Meeting 2021-08-27.pdf
740K

Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting

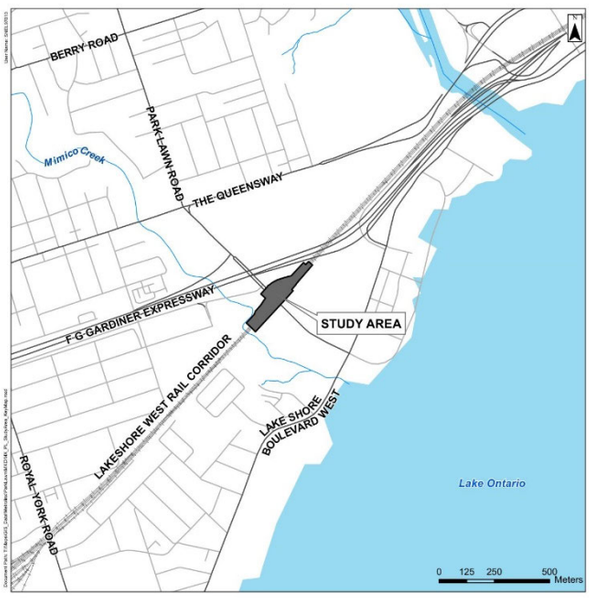
Proposed Park Lawn GO Station

The Project

First Capital (Park Lawn) Corporation (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 could 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 could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, is now commencing for the Park Lawn GO Station. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review. As part of the TPAP, an Environmental Project Report (EPR) is being prepared. The proposed GO Station is still subject to government approval following the ongoing consultation. Documents related to the project including environmental studies and consultation materials, are available at **2150lakeshore.com/transitea**



Join Us Online and Learn More

Along with the formal commencement of the TPAP, we are also conducting a Public Meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Due to COVID-19 and the ongoing 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 open house presentation will be available at **2150lakeshore.com/transitea** from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.

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: Jennifer Arezes
Telephone: 289-326-2770
Email: 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 August 26, 2021.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.

Avis de lancement du Processus d'évaluation des projets de transport en commun et consultation publique

Proposition concernant la station GO Park Lawn

Le projet

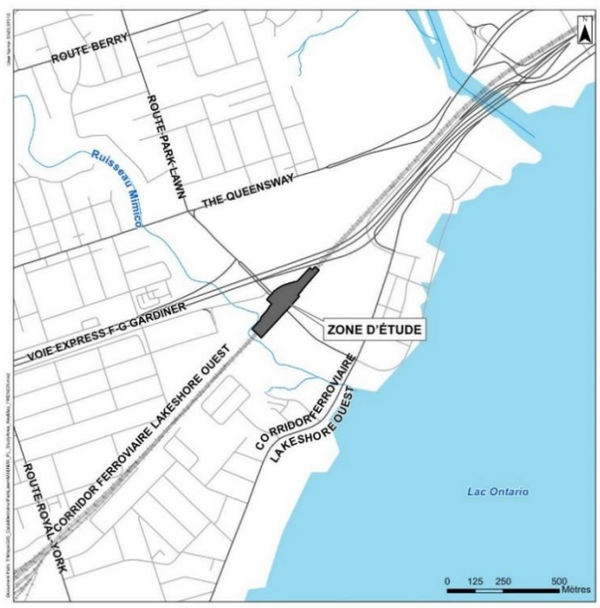
First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. La station GO proposée 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, 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 GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales*, débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur **2150lakeshore.com/transitea**.

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

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur **2150lakeshore.com/transitea** à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.



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 : Jennifer Arezes
Par téléphone : 289-326-2770
Par courriel : transitea@2150lakeshore.com
Sur le site Internet : 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 27 août 2021.

FIRST CAPITAL

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

Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

2150 Lake Shore Tran it EA tran itea@2150lake hore com Thu, Aug 26, 2021 at 6 17 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Cc: Gretel.Green@metrolinx.com, colin.omeara@metrolinx.com, zakariya.khawaja@metrolinx.com, ana.carrillo@metrolinx.com, mark.armstrong@hatch.com, izabela.jasiak@hatch.com, melissa.alexander@hatch.com
Bcc commentaire @c dcc edu on ca, bertrabdm@c viamonde ca, info@torontohi tory net, director' office@td b on ca, transportation@torontoschoolbus.org, Rory.McGuckin@tcdsb.org, Greg.Tokarz@toronto.ca, Kate.Goslett@toronto.ca, Eric.Mann@toronto.ca, Tayo.Apampa@toronto.ca, officeofthechief@torontopolice.on.ca, yasmina.shamji@toronto.ca, ladouceurm@csviamonde.ca, tfscomments@toronto.ca, clerk@toronto.ca, emsplanning@toronto.ca, Michael Dandrea@toronto ca, Shalin Yeboah@toronto ca, Andrea Robert @toronto ca, Vera Gavrilova@toronto ca, Robyn.Shyllit@toronto.ca, alannah.slattery@trca.ca, Sharon.Lingertat@trca.ca, Zack.Carlan@trca.ca, Sinthujan.Navaratnavel@trca.ca, Mahdi.Esmaeili@trca.ca, Jehan.Zeb@trca.ca, Jason.Solnik@trca.ca, hbsca@rogers.com, jbr1616@rogers.com, etobicoketransit@yahoo.ca, info@mimicoresidents.ca, lakeshorenetwork@gmail.com, mimicobia@hotmail com, dadolph@icloud com, humberbay hore @gmail com, chri tine hogarth@pc ola org, James.Maloney@parl.gc.ca, mayor_tory@toronto.ca, dlougheed@innisfil.ca

August 26, 2021

RE: Park Lawn GO Station Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Dear Sir/Madam,

As a follow-up to our previous communication on June 18, 2020, First Capital (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road in partnership with Metrolinx The proposed Park Lawn GO Station is 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 at the north end of the former Mr Chri tie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The 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.

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The purpose of this letter is to announce the formal commencement of the TPAP, as well as provide an invitation to the second online Public Meeting for the project The draft technical studies and the draft Environmental Project Report (EPR) are available on the Project website for review and comment.

Please find attached the Notice of Commencement of the TPAP and Public Meeting #2 which includes additional information on the Project Additional information is also available on the Project website https //www 2150lakeshore.com/

The Statement of Completion of the TPAP is currently planned for January 2022 to conclude the Environmental Assessment Should you require additional project information, please contact the Project Team at transitea@2150lakeshore.com.

We invite and encourage your input.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore com

Park Lawn GO Station - Notice of Commencement of the TPAP and Public Meeting 2021-08-27.pdf
740K

Appendix C

Agency Consultation

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FIRST CAPITAL

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

Hydro One Response: Metrolinx Park Lawn GO Station

SECONDARY LAND USE Department <SecondaryLandUse@hydroone.com> Tue, Oct 12, 2021 at 10:52 AM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Plea e ee the attached for Hydro One' Re pon e

Hydro One Network Inc
SecondaryLandUse@HydroOne.com

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited If you have received thi email in error, plea e notify the ender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

20211012-NoticeOfPIC2-Metrolinx Park Lawn GO Station.pdf
331K

Hydro One Networks Inc
483 Bay St
Toronto, ON

October 12, 2021

Re: Metrolinx Park Lawn GO Station

Attention:
Jennifer Arezes

Thank you for sending us notification regarding (Metrolinx Park Lawn GO Station). In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

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

Sent on behalf of,

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

FIRST CAPITAL

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

Park Lawn GO Station - EA Notice Response

Huynh, Christine (IO) <Christine.Huynh@infrastructureontario.ca> Fri, Sep 3, 2021 at 4:02 PM
To: "transitea@2150lakeshore.com" <transitea@2150lakeshore.com>

Good afternoon,

Thank you for sending us the Notice of Commencement for **Park Lawn GO Station.**

Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. In this regard, please let us know if MOI land may be required for your project so we can advise you of our process to acquire this land. If MOI land is not required for your project, please continue to consult us as a directly affected party.
While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:

- His Majesty the King
- Her Majesty the Queen
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.
Additionally, please remember to send notices to our dedicated notice email address: **noticereview@infrastructureontario.ca**

Warm regards,
Christine Huynh

Infrastructure Ontario

Chri tine Huynh (he, her)
Infrastructure Ontario

Co op Student, Environmental Management
christine.huynh@infrastructureontario.ca
www infra tructureontario ca

Work Number: +1 343-302-5572

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any di emination or copying of thi email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

FIRST CAPITAL

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

Park Lawn GO Station - EA Notice Response

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 9:55 AM
To: "Huynh, Christine (IO)" <Christine.Huynh@infrastructureontario.ca>
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear Chri tine,

Thank you for your comment and interest in the proposed Park Lawn GO Station.

The land owned by the Mini ter of Government and Con umer Service ha been tran ferred to the City of Toronto We anticipate that all future communications regarding acquisition and/or impacts to these lands will be the responsibility of the City of Toronto. We will reach out if there are any changes.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station - EA Notice Response

ASL-Huynh, Christine (IO) <Christine.Huynh@infrastructureontario.ca> Wed, Oct 6, 2021 at 9:56 AM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Please be advised Christine Huynh is no longer with Infrastructure Ontario. Please contact David.Chang@ infra tructureontario ca for further a i tance

FIRST CAPITAL

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

Park Lawn GO Station - EA Notice Response

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:59 AM
To: David.Chang@infrastructureontario.ca

Dear David,

Please see our correspondence with Chrstine below.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

---------- Forwarded message ---------
From: **2150 Lake Shore Transit EA** <transitea@2150lakeshore.com>
Date: Wed, Oct 6, 2021 at 9:55 AM
Subject Re Park Lawn GO Station EA Notice Re pon e
To: Huynh, Christine (IO) <Christine.Huynh@infrastructureontario.ca>

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Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

On Fri, Sep 3, 2021 at 4 02 PM Huynh, Chri tine (IO) Chri tine Huynh@infra tructureontario ca wrote

> Good afternoon,
>
> Thank you for ending u the Notice of Commencement for **Park Lawn GO Station.**
>
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> - Her Majesty the Queen
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> - Hydro One Networks Inc.

- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
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- Ontario Realty Corporation (ORC)

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Additionally, please remember to send notices to our dedicated notice email address: **noticereview@infrastructureontario.ca**

Warm regards,
Christine Huynh

Christine Huynh (she, her)
Infrastructure Ontario
Co-op Student, Environmental Management
christine.huynh@infrastructureontario.ca
www.infrastructureontario.ca

Work Number: +1 343-302-5572

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FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

TFS Comment TFSComment @toronto ca Thu, Aug 26, 2021 at 6 17 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

This response acknowledges receipt of your submission to Toronto Fire Services. From the information received, we will contact you within two (2) business days.

Should you require immediate assistance, please contact our general phone line at 416-338-9050. General office hours are from 8 00 a m to 4 00 p m Monday to Friday, except Statutory Holidays

For further information on Toronto Fire Services and the services we provide including Fire Prevention, fire safety presentations, report requests, fire station locations or a career within Fire Services, we welcome you to visit our web pages at www.toronto.ca/fire.

Toronto Fire Services

4330 Dufferin Street

Toronto, ON M3H 5R9

General Phone: 416-338-9050

General Fax: 416-338-9060

Email tfscomments@toronto ca

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Mayor Tory Mayor Tory@toronto ca Thu, Aug 26, 2021 at 6 17 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Thank you for getting in touch!

This is to let you know that my office has received your email. Your message is important to me. My staff read and review every incoming email My office receive a high volume of corre pondence and we do our be t to reply to each constituent with the information and services they require.

There may be instances when, given the concerns you have raised and the need to address them effectively, we will forward a copy of your correspondence to the appropriate City official and/or your local City councillor for review and response.

Your actions can help reduce the spread of COVID-19. Please remember to:

* Get vaccinated against COVID-19.
* Get tested for COVID-19 if you have one or more symptoms of COVID-19, you were a close contact of someone who has COVID-19 or you are concerned you may have been exposed to someone who might have COVID-19.
* Read the Reopening Guide for Toronto Residents for more information about the province's reopening process.

Residents can book an appointment at immunization clinics in Toronto using the Province’s vaccination registration y tem or by calling the Provincial booking y tem at 1 833 943 3900 (TTY 1 866 797 0007)

For more information and re ource , plea e vi it http //www toronto ca/home/covid 19/

You can al o contact Toronto Public Health' dedicated hotline at 416 338 7600

Here are a few re ource that may addre your email before we get a chance to re pond to you

* **Call 311 if you require immediate assistance** from the City of Toronto regarding services such as waste collection, now removal and/or road afety A cu tomer ervice repre entative from 311 will be available to help you right away.
* If there’ an **event** you would like me to attend, plea e complete the online Event Reque t form at www.toronto.ca/invitethemayor

* If you would like to request a **Letter of Greeting**, **Congratulatory Scroll** or a **Proclamation**, you can do so by completing an online form at: www.toronto.ca/protocol.

Thank you again for contacting my office. Please stay in touch with me through Twitter, Facebook and Instagram.

Sincerely,

John

--

John Tory

Mayor of Toronto

City Hall, 2nd Floor

100 Queen Street West

Toronto, ON M5H 2N2

416-397-CITY (2489)

We are committed to accountability and transparency. If you are contacting the Office of the Mayor or any staff on behalf of any for-profit enterprise, or a group that represents for-profit enterprises, you need to confirm that you are in compliance with the Lobbyists' Code of Conduct. For more information, please contact the Lobbyist Registrar at 416-338-5858 or lobbyistregistrar@toronto.ca, or visit www.toronto.ca/lobbying.

FIRST CAPITAL

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

Automatic reply: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

Maloney, Jame M P Jame Maloney@parl gc ca Thu, Aug 26, 2021 at 6 26 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>

Thank you for contacting my office. My team and I are here to help.

My office receives a high volume of emails and priority will be given to Etobicoke- Lakeshore constituents, so if you have not already provided your address please do so by responding to this email.

I am here to help so do not hesitate to contact my office (613) 995 9364 in Ottawa or (416) 251 5510 in Toronto

Stay safe and please practice physical distancing.

Thank you,

James Maloney

MP for Etobicoke Lakeshore

P S Due to your interest in federal politics you will be automatically signed up for my E newsletter to help keep you up to date on the latest government initiatives. If you do not want to receive my E-newsletter please respond to this email and I will take you off the list

Appendix D

Public Comments

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FIRST CAPITAL

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

Proposed Park Lawn GO Station

[redacted] Wed, Sep 1, 2021 at 3:02 PM

To: transitea@2150lakeshore.com

Hello [redacted]

I own a condo at [redacted] Lakeshore Blvd West and am very interested in First Capital's proposal.
Can you please a e to the study's mailing list?

I read the notice of commencement and the assessment process sounds like a lot of bureaucracy to deal with - good luck!!

Best regards,
[redacted]

FIRST CAPITAL

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

Proposed Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:55 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station Project contact list. You will be included in all future communications about the Project.

We look forward to working with you on the Project!

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Proposed Park Lawn GO Station

[redacted] Thu, Sep 23, 2021 at 10:58 AM

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

Thank you!

Sent from my mobile phone

[Quoted text hidden]

FIRST CAPITAL

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

Trying to submit question on the Metrolink Go Strain station at Parklawn

[redacted] Fri, Aug 27, 2021 at 1:22 PM

To: transitea@2150lakeshore.com

Hello,

I went to your website and typed a question after viewing the video. This was not successful as it said I already had an account and needed a password. I didn't know I had an account or with whom. I submitted to change the password which said I would receive an email within a few minutes too change the password. This did not happen.

I'm now completely confused of how to submit a question as all the correspondence from your emails and the website is not clear.

Please advise.

Regards,

[redacted]

FIRST CAPITAL

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

Trying to submit question on the Metrolink Go Strain station at Parklawn

[redacted] Fri, Aug 27, 2021 at 1:34 PM

To: transitea@2150lakeshore.com

Ok I've submitted the password change again and it appears to work. However it sent me to and old town hall meeting which stated "Have a question about the project or plans for 2150 Lake Shore Blvd. W? Please submit it in the text box below. **You can continue to submit your questions until June 5th, 2020.** "

[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Trying to submit question on the Metrolink Go Strain station at Parklawn

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Aug 27, 2021 at 4:00 PM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Hi [redacted]

Thanks for your email and we apologize for any issues you may have had while trying to access the Q and A features on our website.

Every person is required to enter an email address and screen name in order to ask a question through our website. The website would have recognized your email if you participated in our last Public Meeting in 2020 as it would have been required to ask a question. Please use the following URL for Public Meeting #2 (currently underway): **engage.2150lakeshore.com/transitea.** If for any reason you are still having trouble accessing the Q and A feature at this link, please enter your email address as [redacted]

Please let us know if you encounter any problems.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Go station

[redacted] Wed, Sep 1, 2021 at 2:28 PM

To: transitea@2150lakeshore.com

This area is in desperate need of a GO station and well suited towards promoting public transit! The location is also ideally suited between Mimico and the Ex. Too much of a gap now!!!

FIRST CAPITAL

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

GO Station

[redacted] Wed, Sep 1, 2021 at 2:41 PM

To: transitea@2150lakeshore.com

Pls. keep my info confidential 🤫

FIRST CAPITAL

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

Parklawn GO station

[redacted]

Wed, Sep 1, 2021 at 2:23 PM

To: transitea@2150lakeshore.com

Pls add me to mailing list

FIRST CAPITAL

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

Parklawn GO station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:54 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station Project contact list. You will be included in all future communications about the Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Road access to and from the proposed Park Lawn Go Station from the East is inadequate

[redacted] Fri, Aug 27, 2021 at 11:01 AM

To: transitea@2150lakeshore.com

Cc [redacted]

To whom it may concern,

I am totally in favour of the addition of the Park Lawn Go Station. However, I am against the proposed creation of streets to access the new station.
There is ready access from the Gardiner Expressway from the West since the collector lane for Kipling, Islington and Park Lawn goes directly into the 2150 Lake Shore property.
However, a collector lane is not planned to access 2150 Lake Shore from the Gardiner Expressway. The proposed Option 4C (attached) provides street access rather than collector access to 2150 Lake Shore from the East. This configuration creates a bottleneck for the proposed North/South street, Lake Shore Blvd and street A of 2150 Lake Shore. This makes street access that much more difficult for the people who currently live in Humber Bay Shores.

The best option to provide collector access to 2150 Lake Shore from both the East and the West of the Gardiner Expressway is to select Option 3 (attached). This alleviates adding any more traffic burden on Lake Shore Blvd.

At one of the presentations where the proposed six street options were discussed, when the speaker was questioned as to why Option 3 was not being considered, he said that they didn't want to have collector access from the East to "bother" the people that live in 2150 Lake Shore. This is not a direct quote. It is just the essence of his comment. This was an inane comment given that there will be a number of 3 bedroom units planned at 2150 Lake Shore, and people with 3 bedrooms normally have children that need to be driven to and from schools and other activities. Limiting the people that live at 2150 Lake Shore to city streets to access the Gardiner Expressway Eastbound is not an optimum solution.

Having collector lane access for the Gardiner Expressway from both the East and the West of 2150 Lake Shore provides better access to the proposed Park Lawn Go Station. Option 3 should be reconsidered for 2150 Lake Shore.

Please note. I am not in favour of the Legion Road Extension. I suggest that the Legion Road Extension project be cancelled, and that the money earmarked for it should go to building the ramps for Option 3 of the proposed street configurations.

[redacted]

image005.png



367K



Future Do Nothing



Additional Traffic Capacity



Additional Traffic Capacity with Modified Gardiner Ramps and New Lake Shore Ramp



Neighbourhood Main Streets



Neighbourhood Main Streets with a 4-Lane Lake Shore



Neighbourhood Main Streets with a 4-Lane Lake Shore and No Legion Road Extension

FIRST CAPITAL

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

Road access to and from the proposed Park Lawn Go Station from the East is inadequate

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:27 AM

[redacted]

Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. These studies have included the completion of a Transportation Brief to review existing conditions, near-term conditions, and the potential impacts and mitigation approaches for the construction of the proposed Park Lawn GO Station. Draft technical reports, including the draft Transportation Brief, are available for review at the website noted above.

Your concerns about potential road configurations are noted. Please note that the future road network in the vicinity of the Park Lawn GO Station is being guided by the City of Toronto, through the ongoing Christie's Secondary Planning process and Park Lawn Lake Shore Transportation Master Plan (TMP). The Transportation Brief prepared in support of the Park Lawn GO Station TPAP documents existing conditions and assesses the potential effects of the new GO Station on area transportation networks, including those planned as part of the above-noted processes.

To be added to the TMP Contact List - please visit http://www.toronto.ca/parklawnlakeshore or contact Robyn Shyllit Robyn.Shyllit@toronto.ca.

We look forward to working with you on the Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO TPAP

[redacted] Sat, Aug 28, 2021 at 1:31 PM

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

I was on the list for First Capital but somehow that did not translate to the TMP or GO or TTC. Please include me on all lists.

Thank you.

[redacted]

FIRST CAPITAL

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

Park Lawn GO TPAP

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:30 AM
To [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station Project contact list. You will be included in all future communications regarding the Project. To be added to the contact list for the Park Lawn Lake Shore Transportation Master Plan, please visit http://www.toronto.ca/parklawnlakeshore or contact Robyn Shyllit Robyn.Shyllit@toronto.ca.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO TPAP

[redacted] Sun, Aug 29, 2021 at 11:22 AM

To: transitea@2150lakeshore.com

Hi,

During this project, do you have the residents living closeby in consideration, especially 90 Park Lawn?
For example, how do you control extra noise during the construction; and how do you control the dust during construction and post construction?

During the demolition of the site, we suffered extreme dust, we could not even open doors and windows, could not use our balcony, even walking on the Park Lawn Road was horrible.

Can you limit the construction to weekdays only?
Can you sprinkle water on the construction site and on the streets regularly?

[redacted]

FIRST CAPITAL

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

Park Lawn GO TPAP

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:34 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station construction and operations. Draft technical reports, including the draft NVIA, are available for review at the website noted above.

The NVIA identified that during daytime construction, sound levels are not expected to exceed current noise levels. However, nighttime and weekend construction sound levels are expected to exceed existing levels at the two condominium buildings at 88-90 Park Lawn Road. The following mitigation measures have been identified in the Draft Environmental Project Report (EPR) and NVIA as future commitments to limit these potential impacts:

- If construction needs to be undertaken outside of the normal daytime hours, local residents and municipalities will be informed beforehand of the type of construction planned and the expected duration

- Equipment will be well-maintained and equipped with efficient muffling devices

- Idling of equipment will be restricted to the minimum necessary to perform the specified work

- Unnecessary revving of engines will be avoided and equipment will be switched off when not required

- "Noisy" operation will be coordinated so that they do not occur simultaneously, wherever possible

- Rubber linings will be used in chutes and dumpers to reduce noise, wherever possible

- When reversing equipment, automatic audible reversal broadband alarms will be used instead of tonal alarms

- Site layouts will be adjusted to minimize reversing

- Silencers will be provided for supply air ventilation fans when underground work is required

- Drop heights of materials will be minimized,

- Haulage/dump trucks will be routed to main roads wherever possible and quiet residential roads will be avoided, and

- A Construction Noise and Vibration Monitoring Plan will be prepared prior to the start of construction activities. This will include pre-construction consultations with neighbouring properties and community members.

Additionally, a complaints procedure will be in place to address any concerns raised by neighboring land owners, municipalities, and the public.

In addition to the NVIA, an Air Quality Impact Assessment (AQIA) was completed to determine potential impacts on air quality as a result of increased rail traffic, construction, and operations at the Park Lawn GO Station. To mitigate potential impacts on air quality in the surrounding area, the following mitigation measures have been identified in the AQIA and Draft EPR as future commitments:

- Dust suppression measures will be implemented as needed to control fugitive dust emissions (such as the application of water wherever appropriate)

- Soil and other friable materials will be kept in locations that are less exposed to wind

- Dump trucks with retractable covers will be used for the transport of soils and other friable materials

- The number of loadings and unloading of soil and other friable materials will be minimized

- Drop heights will be minimized, enclosed chutes will be used, and cover bins for debris associated with deconstruction of affected structures will be applied

- Unnecessary traffic will be reduced and speed limits will be implemented

- Equipment will be washed and mud mats will be used where practical at construction site exits to limit the migration of soil and dust off-site

- All construction vehicles, machinery, and equipment will be equipped with current emission controls, which are in a state of good repair, and

- Dust-generating activities will be minimized during windy conditions.

It should be noted that air quality is not expected to deteriorate due to the GO Station's operations. A Dust Management Plan will be prepared and implemented prior to construction. Additionally, a complaints procedure will be in place to address any concerns raised by neighboring land owners, municipalities, and the public.

We look forward to working with you on this Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Issues regarding new proposed Go Train Station on Christie Site

[redacted] Sun, Aug 29, 2021 at 3:54 PM

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

This project plan disproportionately affects the 88-90 Park Lawn condominium buildings and plans around privacy as well as sound need to be addressed. Our unit is at eye level with the proposed design meaning thousands of people boarding the trains daily have a clear view into our unit and balcony. On top of this, the daily sound of trains coming to a halt will be incredibly disruptive. Both of these factors ruin the living experience of our unit and are of utmost concern. How will these be addressed?

The green space and everything we loved about living in our unit will essentially be eliminated with those proposed project. I think all development should be limited to the Christie site and not encroach across Park Lawn. If this is going to be the case, I need a high concrete wall or barrier, sountthing soundproof and that can block the line of site into our unit.

Regards,

[redacted]

FIRST CAPITAL

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

Issues regarding new proposed Go Train Station on Christie Site

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:38 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

As part of the Transit Project Assessment Process (TPAP), we have undertaken a number of technical studies to investigate the potential impacts that construction and operations of the Park Lawn GO Station may have on the surrounding community. In addition to identifying the potential effects of the Project, the technical studies have identified mitigation measures and approaches for minimizing any potential impacts that may occur. The draft technical reports are available for public review at: https://www.2150lakeshore.com/transitea/

We recognize the importance of privacy for those residents at 88-90 Park Lawn Road. This concern has been passed on to the design team with your suggestions and mitigation measures for consideration.

We recognize there are concerns about increased noise in the area and the impact this may have on residents at 88-90 Park Lawn Road. A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station operations.

The NVIA identified that during operations of the Park Lawn GO Station, noise effects may include increased movement of vehicles in and out of the station, the PA system, and speed and throttle setting variation of rail cars. However, the predicted impacts of operation-related noise are not considered to be “significant” (i.e., between a 5 and 9.99 decibel increase). Stationary sound levels related to the station are also expected to stay within the regulatory sound level limits. Therefore, no noise control measures have been identified.

The NVIA identified that during operations of the Park Lawn GO Station, vibration effects may include train pass-bys. However, vibration levels are expected to decrease as a result of the construction of the GO Station. Thus, no vibration control measures have been identified for the operations and maintenance phase.

For both Noise and Vibration related impacts, a formal complaints procedure will be in place to address any comments and concerns raised by neighbouring land owners, municipalities, and members of the public.
Any City-owned green space that is required for the Project will be compensated for through the exchange of suitable lands, or temporarily impacted lands and will be restored to City of Toronto and Toronto and Region Conservation Authority standards.

We look forward to working with you on the Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]
[Quoted text hidden]

FIRST CAPITAL

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

sense

[redacted] Sun, Aug 29, 2021 at 4:27 PM

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

Hello,

Explain to me how it makes sense economically to have two stations so close together. What's the travel time between the two? 30 seconds?

Thanks,

[redacted]

FIRST CAPITAL

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

sense

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:40 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

The proposed Park Lawn GO Station will be located approximately 1.5 km from the Mimico GO Station.

The Updated Initial Business Case, released by Metrolinx in 2020, suggests that service improvements are expected at both Park Lawn and Mimico Stations as a result of the GO Station construction. Service will increase to every 15 minutes or better, all day, in both directions. Additionally, it is expected that local trains will be able to stop at both Park Lawn and Mimico GO Stations without incurring upstream rider travel time loss. This recently proposed change supports the goals identified in the 2018 GO Expansion Full Business Case, including the provision of 15 minute or better service to the core parts of the Metrolinx rail network. With both Park Lawn and Mimico GO Stations in operation, passengers will have more flexible transit options for their lifestyles.

We look forward to working with you on the Project!

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

2150 Lakeshore // Updates

[redacted] Mon, Aug 30, 2021 at 6:39 PM

To: transitea@2150lakeshore.com

Hi,

I am a resident of [redacted] Park Lawn, north side. I think this proposed station gonna have a huge negative impact on us.

We will be extremely close to the station don't know about the standard distance. Maybe it is standard, but it is going to increase the noises we already have. I don't know how much exactly. And also removing the trees which we are enjoying every day to looking at them will be very painful.

If this project has to be done for the sake of the neighbourhood, and there is no other place to put the station other than behind our backyard, could you please at least start once the trains are all replaced by electric ones. And also, instead of cutting the trees, move those trees a little bit farther. And also for noise, I don't know maybe put another wall or glass behind our wall or some other noise reducers.

Thanks,

Best regards,

[redacted]

FIRST CAPITAL

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

2150 Lakeshore // Updates

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:42 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

As part of the Transit Project Assessment Process (TPAP), we have undertaken a number of technical studies to investigate the potential impacts that operations and construction of the Park Lawn GO Station may have on the surrounding community. In addition to identifying the potential effects of the Project, the technical studies have identified mitigation measures and approaches for managing any potential impacts that may occur.

We recognize the importance of privacy of those residents within 88-90 Park Lawn Road. This concern has been passed on to the design team with your suggestions and mitigation measures for consideration.

We recognize there are concerns about increased noise in the area and the impact this may have on residents at 88-90 Park Lawn Road. A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station operations.

The NVIA identified that during operations of the Park Lawn GO Station, noise effects may include increased movement of vehicles in and out of the station, the PA system, and speed and throttle setting variation of rail cars. However, the predicted impacts of operation-related noise are not considered to be “significant” (i.e., between a 5 and 9.99 decibel increase). Stationary sound levels related to the station are also expected to stay within the regulatory sound level limits. Therefore, no noise control measures have been identified.

A formal complaints procedure will be in place to address any comments and concerns raised by neighbouring land owners, municipalities, and members of the public.

We recognize the importance of trees and green spaces in the community. A number of trees northeast of the condominium buildings will be preserved adjacent to the rail corridor. We will continue to explore alternatives to preserve as many trees as possible in this area as the design progresses. This has been passed on to the Project design team as a mitigation measure for consideration.

Regarding the electrification of the trains, 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.

We look forward to working with you on the Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Study's mailing list

[redacted] Tue, Aug 31, 2021 at 2:44 PM

To: transitea@2150lakeshore.com

To Whom This May Concern:

Please include me in your study's mailing list.

Regards,
[redacted]

Sent from my iPad

FIRST CAPITAL

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

Study's mailing list

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:47 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station Project contact list. You will be included in all future communications about the Project.

Sincerely

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Questions - ParkLawn Go station

[redacted] Wed, Sep 1, 2021 at 9:48 AM

To: transitea@2150lakeshore.com

Hi

As someone who would be impacted by the proposed ParkLawn Go Train (My condo windows literally look out onto where the platform would be , at eye level), I had a few quick questions/concerns

1. Will there be departing/arriving bells at the station? You can imagine as someone who looks at the station at the same level and only 100 yards away, I have concerns regarding the noise pollution.

2. Once the Park Lawn Go station is built, will it be put into use after the electrification of the corridor, or before?

3. What is the estimated timeline on new trains to start using the electrification?

Thanks!

FIRST CAPITAL

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

Questions - ParkLawn Go station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:52 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

As part of the Transit Project Assessment Process (TPAP), we have undertaken a number of technical studies to investigate the potential impacts that operations and construction of the Park Lawn GO Station may have on the surrounding community. In addition to identifying the potential effects of the Project, the technical studies have identified mitigation measures and approaches for managing any potential impacts that may occur.

We recognize the importance of the privacy of those residents within 88-90 Park Lawn Road. This concern has been passed on to the design team for consideration.

We recognize there are concerns about increased noise in the area and the impact this may have on residents at 88-90 Park Lawn Road. A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station construction and operations. As per Sections 7.2.1.2 and 7.2.1.3 of the Metrolinx Environmental Guide for Noise and Vibration Impact Assessment, bells associated with the arrival of trains at a station are considered to be insignificant sources of noise and as a result, impacts are not assessed under the current policy. As a rail operator, Metrolinx follows the Railway Safety Act, Canadian Rail Operating Rules and other applicable legislations for rail operations along Metrolinx-owned and federally-regulated rail corridors. These rules require the sounding of whistles when trains enter and exit stations or pass level crossings (i.e., where a railroad and a road cross at the same level) in the interest of public safety.

The NVIA identified that during operations of the Park Lawn GO Station, noise effects may include increased movement of vehicles in and out of the station, the PA system, and speed and throttle setting variation of rail cars. However, the predicted impacts of operation-related noise are not considered to be “significant” (i.e., between a 5 and 9.99 decibel increase). Stationary sound levels related to the station are also expected to stay within the regulatory sound level limits. Therefore, no noise control measures have been identified.

A formal complaints procedure will be in place to address any comments and concerns raised by neighbouring land owners, municipalities, and members of the public.

Regarding the electrification of the trains, 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.

Please note that the Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.

We look forward to working with you on the Project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Feedback on GO station at Christie Cookie Factory

[redacted] Wed, Sep 1, 2021 at 10:07 PM

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

Hello,

This is my input for the proposed GO station at Christie Cookie Factory. Please build it, as the Humber Bay Shores community could significantly benefit from it.

Thanks,

[redacted]

FIRST CAPITAL

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

Feedback on GO station at Christie Cookie Factory

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Thu, Sep 23, 2021 at 9:57 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment and interest in the proposed Park Lawn GO Station. We look forward to working with you on the Project!

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

Date of contribution	Q&A Question	Contributor Details	
		Login (Screen name)	Contributor Summary (Signup form Qs - Detailed breakup on the right >)
Aug 27 21 01:38:08 pm	The City Parklawn / Lakeshore Transportation Master Plan recommends reducing Parklawn from the existing 4 lane to 2, one north and one south. With all the access needed to the new go train station do you think this is achievable?	[redacted]	[redacted]
Aug 27 21 02:56:22 pm	TEST	[redacted]	[redacted]
Aug 28 21 02:15:09 pm	How many years will Metrolink take to build the station and what will be the impact on traffic during the construction? I do think the added station is a good idea as it will cut down on vehicular traffic on the highway.	[redacted]	[redacted]
Aug 28 21 04:38:44 pm	Wouldn't it make more sense to have the new Park Lawn station located completely east of Park Lawn Road. That would make construction simpler, make it a little further from the Mimico station and minimize the disturbance to residents of 88-90 Park Lawn Road	[redacted]	[redacted]
Aug 29 21 03:50:17 pm	This project plan disproportionately affects the 88-90 Park Lawn condominium buildings and plans around privacy as well as sound need to be addressed. Our unit is at eye level with the proposed design meaning thousands of people boarding the trains daily have a clear view into our unit and balcony. On top of this, the daily sound of trains coming to a halt will be incredibly disruptive. Both of these factors ruin the living experience of our unit and are of utmost concern. How will these be addressed? I need a high concrete wall or barrier to eliminate these concerns	[redacted]	[redacted]

Aug 31 21 05:39:19 pm	It is inevitable to notice the proposed Park Lawn GO Station is close to existing Mimico Station, possibly making them the 2 closest stations in the entire line. That should also impact the maximum speed (acceleration) the train can reach when moving from one to the other. Are you able to estimate how long a travel between Union and Mimico Stations will take, and compare with the current timings? Are there plans to minimize the impact of this extra full stop for the rest of the westbound line, such as alternate schedules stopping in those 2 stations, or even deactivation of the Mimico Station?	[redacted]
Sep 03 21 01:00:31 am	Project timeline completion shows TPAP process completion January 2022, does this mean the entire project will be completed on January 2022 , if not then when can we expect the Go Station to be in functional for residents ? Thanks	
Sep 06 21 03:59:06 pm	Will the station be designed in the architectural language of the development (in conformance with the master plan by Allies & Morrison / Urban Strategies) or will it use Metrolinx's Subway Station Architecture Design Standard (which is too modernist, doesn't have respect for context & character, and is pretty ugly)?	
Sep 06 21 09:04:29 pm	What kind of Dust Suppression methods will you be implementing?	
Sep 07 21 09:29:30 pm	Can you re-assess the potential of parking availability for this project. We already have a non resident parking issue because of the lake and businesses in the area. Ignoring the reality of commuters will not make them go away.	

Sep 09 21 11:14:36 am	It's arts/culture part of the conversation here? Is there a way to engage the local or wider cultural community here? Transit hubs like kings cross in London or Gare de lyon in Paris are cultural hubs as well and act as civic anchors. It would be nice to look at the stop in Humber bay as a destination worth stopping through, as well as providing musicians, performers and makers an opportunity to contribute to this 'feeling in the air' that world-class cities echoe. The west-end is the heart of Toronto's art scene, please build on this.	[redacted]
Sep 09 21 02:12:27 pm	Are there any plans to improve the access from Park Lawn heading NORTH to QEW WESTBOUND?	
Sep 09 21 03:01:04 pm	where are the proposed access points to the GO Station platform. There are quire a number of condo buildings located on the south side of Lake shore between Brookers lane and Park Lawn. I am particulary interested in walking to the station from these areas	
Sep 09 21 03:03:00 pm	As an owner of a [redacted] I think it is imperative that a public transportation link in the GO Train system be approved and built at the former Christy property. The population increase in the Parklawn and Lake Shore area has been extremely great and access to fast public transportation is essential for residents to travel to work and for business. Please push this project along as quickly as possible because it is so much needed. From the slides I don't think this project would be too damaging to the environment because it is already pretty damaged and I think the builders of the new community at Christie property will beautify it and provide a much more attractive space with plants and trees, where there is nothing currently. And you can take advantage of the rail tracks that are there already. [redacted]	

Sep 09 21 06:14:22 pm	Great presentation and overall I think this is a good idea. What improvements will be made to Park Lawn Road to handle the additional traffic resulting from dropping people off and leaving the station? Right now that area is very congested especially at the turn off to the Gardner expressway ramp.	[redacted]
Sep 13 21 05:33:20 pm	Is there an option to connect to UP from the new station?	
Sep 15 21 10:31:45 am	I have submitted a concern through this portal but have not yet received a response. This project plan disproportionately affects the 88-90 Park Lawn condominium buildings and plans around privacy as well as sound need to be addressed. Our unit is at eye level with the proposed design meaning thousands of people boarding the trains daily have a clear view into our unit and balcony. On top of this, the daily sound of trains coming to a halt will be incredibly disruptive. Both of these factors ruin the living experience of our unit and are of utmost concern. How will these be addressed? The green space and everything we loved about living in our unit will essentially be eliminated with those proposed project. I think all development should be limited to the Christie site and not encroach across Park Lawn. If this is going to be the case, I need a high concrete wall or barrier, sountthing soundproof and that can block the line of site into our unit	

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 10:40 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: The City Parklawn / Lakeshore Transportation Master Plan recommends reducing Parklawn from the existing 4 lane to 2, one north and one south. With all the access needed to the new go train station do you think this is achievable?

A: As part of the TPAP, a Transportation Brief has been completed to assess impacts of the proposed station on current and future traffic conditions. The Park Lawn GO Station is not envisioned to increase traffic in the area, but rather to encourage residents to take alternate means of transport, through the creation of active transportation and through public transit to access the GO Station. Connections to the Park Lawn GO Station are being considered as part of the City of Toronto's Transportation Master Plan (TMP). Metrolinx continues to monitor the development of the TMP to ensure that the needs of the Park Lawn GO Station are adequately met. This includes ensuring that all forms of mobility are included when developing the station, such as pedestrian routes, cycling routes, and accessible access points.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Expected completion date of Parklawn station

[redacted] Thu, Sep 9, 2021 at 2:16 PM

To: transitea@2150lakeshore.com

Cc: [redacted]

Dear [redacted]

When will work start and be completed on the Parklawn station

I am a resident of Grand Harbour on Lske Shore West

Thank you

Kind regards

[redacted]

Sent from my iPhone

FIRST CAPITAL

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

Expected completion date of Parklawn station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 10:45 AM
To: [redacted]
Cc [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station.

The Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.

We look forward to working with you on the project!

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 10:51 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: How many years will Metrolink take to build the station and what will be the impact on traffic during the construction? I do think the added station is a good idea as it will cut down on vehicular traffic on the highway.

A: The Park Lawn GO Station planning is still in early stages. Therefore, a more concrete construction timeline cannot be provided at this time.

Impacts to traffic during construction will be dependent on the manner that the Station is constructed, and the levels of construction related activity during each respective construction phase. Traffic management plans will be prepared prior to construction. Additional details will be provided as the design progresses.

We look forward to working with you on the project!

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 10:54 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Wouldn't it make more sense to have the new Park Lawn station located completely east of Park Lawn Road. That would make construction simpler, make it a little further from the Mimico station and minimize the disturbance to residents of 88-90 Park Lawn Road

A: The Park Lawn GO Station is currently envisioned to be built on the east side of Park Lawn Road with the platform extending across Park Lawn Road in order to accommodate a full length GO train platform.

We recognize there are concerns about the impacts that the construction and operation of the Park Lawn GO Station may have on residents at 88-90 Park Lawn Road . The platform needs to extend west over Park Lawn Road because a shorter platform would not provide sufficient access to the GO trains. The Park Lawn GO Station is designed to accommodate GO's 12 car commuter trains and provide access to all cars from the platforms. This requires the platforms to be 315 metres long. Additionally, the Gardiner Expressway bridge and track signal equipment prevent the platforms from being moved further to the east than shown on the drawings.

As part of the Transit Project Assessment Process (TPAP), we have undertaken a number of technical studies to investigate the potential impacts that operations and construction of the Park Lawn GO Station may have on the surrounding community. In addition to identifying the potential effects of the project, the technical studies have identified mitigation measures and approaches for managing any potential impacts.

We encourage you to review our recommended mitigation measures at your convenience. The draft technical reports are available for public review at: https://www.2150lakeshore.com/transitea/.

We look forward to working with you on the project!

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:00 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: It is inevitable to notice the proposed Park Lawn GO Station is close to existing Mimico Station, possibly making them the 2 closest stations in the entire line. That should also impact the maximum speed (acceleration) the train can reach when moving from one to the other.
Are you able to estimate how long a travel between Union and Mimico Stations will take, and compare with the current timings? Are there plans to minimize the impact of this extra full stop for the rest of the westbound line, such as alternate schedules stopping in those 2 stations, or even deactivation of the Mimico Station?

A: We recognize there are concerns about the impacts of constructing the Park Lawn GO Station near the existing Mimico GO Station.

The proposed Park Lawn GO Station will be located approximately 1.5 km from the Mimico GO Station. The Updated Initial Business Case, released by Metrolinx in 2020, suggests that service improvements are expected at both Park Lawn and Mimico Stations as a result of the GO Station construction. Service will increase to every 15 minutes or better, all day, in both directions. Additionally, it is expected that local trains will be able to stop at both Park Lawn and Mimico stations without incurring upstream rider travel time loss. This recently proposed change supports the goals identified in the 2018 GO Expansion Full Business Case, such as providing 15 minute or better service to the core parts of the Metrolinx rail network. With both Park Lawn and Mimico GO Stations in operation, passengers will have more flexible transit options for their lifestyles.

We look forward to working with you on the Project!

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:03 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Project timeline completion shows TPAP process completion January 2022, does this mean the entire project will be completed on January 2022 , if not then when can we expect the Go Station to be in functional for residents ?

A: The TPAP is anticipated to be completed in January 2022, prior to construction of the Park Lawn GO Station. The Park Lawn GO Station planning is still in early stages. Therefore a more concrete construction timeline cannot be provided at this time.

We look forward to working with you on the project!

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:12 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: What kind of Dust Suppression methods will you be implementing?

A: As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. An Air Quality Impact Assessment (AQIA) was undertaken to assess the potential effects on nearby residents and building occupants as a result of GO Station construction and operations. Draft technical reports, including the draft AQIA, are available for review at the website noted above.

Best Management Practices (BMPs) will be implemented to mitigate potential air quality effects, such as dust associated with construction activities, which will be included in an Air Quality Management Plan. The AQIA identified the following measures to mitigate the impacts of dust emissions:

• Implementation of dust suppression measures (i.e., application of water wherever appropriate, or the use of approved non-chloride chemical dust suppressants, where the application of water is not suitable)
• Stockpiling of soil and other dust-emitting materials in locations that are less exposed to wind (i.e., protected from the wind by suitable barriers or wind fences/screens) and as far from nearby properties as possible;
• Seeding, paving, covering, wetting, or otherwise treating disturbed soil surfaces as soon as reasonably possible after disturbance. Permanently stabilizing exposed soil areas with non-erodible material (i.e., stone or vegetation) as soon as reasonably possible after construction;
• Modifying work schedules when weather conditions could lead to adverse impacts (i.e., very dry soil and high winds);
• Removing all loose or unsecured debris or materials from empty trucks prior to leaving the project site;
• Covering all truckloads of dust-producing material, including use of dump trucks with retractable covers for the transport of soils and other dust-emitting materials;
• Minimizing the number of loading and unloading of friable materials;
• Minimizing drop heights, using enclosed chutes, and covering debris bins used for deconstruction of affected structures;
• Reducing unnecessary traffic and implementation of speed limits on any unpaved surfaces;
• Vacuum sweeping or watering of all paved surfaces and roadways on which equipment and truck traffic enter and leave the construction areas;
• Washing of equipment and machinery, and use of wheel washes or mud mats where practical at construction site exits to limit the migration of soil and dust off-site; and
• Ensuring that all construction vehicles, machinery, and equipment is equipped with current emission controls, which are in a state of good repair, that equipment is properly and regularly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines.

A Dust Management Plan will also be prepared and implemented for construction. During the construction phase, site supervisors will monitor the site for wind direction and weather conditions to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby properties. The site supervisor will also monitor for visible dust and take action to determine the root-cause in order to counteract this. Specific details to this effect will be included in the construction site's Dust Management Plan.

Please note that air quality is not expected to deteriorate as a result of the GO Station's construction. Thus, air quality mitigation measures for the operations phase of the station will be minimal. During both the construction and operation phase, a complaints procedure will be in place to address any concerns raised by neighbouring properties, municipalities, or members of the public.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:26 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Can you re-assess the potential of parking availability for this project. We already have a non resident parking issue because of the lake and businesses in the area. Ignoring the reality of commuters will not make them go away.

A: As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. A Transportation Brief (TB) was undertaken to assess existing conditions, near-term conditions, and long-term conditions as a result of GO Station construction and operations. Draft technical reports, including the draft TB are available for review at the website noted above.

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.

We recognize that there are concerns about potential commuter abuse of condo and retail parking spots. Retail stores, condominiums and other nearby buildings should continue to enforce parking restrictions. 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.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:50 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: It's arts/culture part of the conversation here? Is there a way to engage the local or wider cultural community here? Transit hubs like kings cross in London or Gare de lyon in Paris are cultural hubs as well and act as civic anchors. It would be nice to look at the stop in Humber bay as a destination worth stopping through, as well as providing musicians, performers and makers an opportunity to contribute to this 'feeling in the air' that world-class cities echoe. The west-end is the heart of Toronto's art scene, please build on this.

A: We will pass on your suggestions regarding engagement of the wider cultural community to the development and design teams for their consideration.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:52 AM
To [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Are there any plans to improve the access from Park Lawn heading NORTH to QEW WESTBOUND?

A: There are no plans as part of the Transit Project Assessment Process (TPAP) to improve the access from Park Lawn heading north to QEW Westbound. Access to the QEW Westbound falls outside of the TPAP Study Area and is not within the current scope of the project.

It is noteworthy that there are a number of City of Toronto-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 Christie's Secondary Planning Study and the Park Lawn – Lake Shore Transportation Master Plan (TMP) that will identify future street improvements. The City's TMP can be found here: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:54 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: where are the proposed access points to the GO Station platform. There are quire a number of condo buildings located on the south side of Lake shore between Brookers lane and Park Lawn. I am particulary interested in walking to the station from these areas

A: There are two station platform access structures proposed north and south of the proposed station on both sides of the Lakeshore West Rail Corridor, with access provided on both sides of Park Lawn Road. While there are no direct access points from south of Lakeshore Boulevard West, there will be the opportunity for pedestrians to walk along Lakeshore Boulevard to connect to Park Lawn Road and access the proposed platform access structures.

It is noteworthy that there are also a number of other City of Toronto 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 Christie Secondary Plan Study and the Park Lawn – Lake Shore Transportation Master Plan, both of which will identify future street improvements. As part of the redevelopment of the 2150 Lakeshore Boulevard West Site, there is a new Relief Road planned to the north of the Station that will connect Park Lawn Road and Lake Shore Boulevard West. Other intersection improvements are proposed in addition to a series of internal roads within the 2150 Site.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:55 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform. We appreciate your support of the proposed station.

We look forward to working with you on the project!

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:58 AM
To: [redacted]
Bcc: izabela.jasiak@hatch.com, melissa.alexander@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Great presentation and overall I think this is a good idea. What improvements will be made to Park Lawn Road to handle the additional traffic resulting from dropping people off and leaving the station? Right now that area is very congested especially at the turn off to the Gardner expressway ramp.

A: As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. A Transportation Brief (TB) was undertaken to assess existing conditions, near-term conditions, and long-term conditions as a result of GO Station construction and operations. Draft technical reports, including the draft TB are available for review at the website noted above.

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 (TMP) studies that will identify future street improvements. The City of Toronto-led TMP can be found here: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/

As currently planned, the GO Station will include Pick-Up and Drop-Off (PUDO). However, PUDO facilities are still being contemplated within the 2150 Lakeshore West Development and will be split between underground and surface layby spaces. Accessible PUDO is proposed along the future Public Street 'A' (Relief Road) which is being contemplated as part of the preliminary preferred street network identified by the TMP and as part of the 2150 Lakeshore Development.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Wed, Oct 6, 2021 at 11:07 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Will the station be designed in the architectural language of the development (in conformance with the master plan by Allies & Morrison / Urban Strategies) or will it use Metrolinx's Subway Station Architecture Design Standard (which is too modernist, doesn't have respect for context & character, and is pretty ugly)?

A: The proposed GO station is being designed by First Capital Realty and its partners in compliance with Metrolinx Design Standards and Requirements. The design of the station will resemble other GO Stations; however, it will embrace the architectural language of the development as proposed by Allies and Morrison who is leading the design of the 2150 Lake Shore Development Masterplan. The Metrolinx Subway Design Standard is not expected to be used for this station as it is not a Subway Station.

We look forward to working with you on the project.

Sincerely,

The Transit EA Team

Transit EA Team
Email: transitea@2150lakeshore.com

FIRST CAPITAL

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

Park Lawn GO Station

[redacted] Fri, Oct 8, 2021 at 2:20 PM

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

Thank you very much for your response. You're right, it was kind of silly of me to think that a subway station design standard would be used for a GO station. I'm very happy to know that the station will evoke the architectural language of the development. Please make sure to make it a beautiful gateway to this already attractive project! Also, please don't reduce the development's quality during implementation. Build our city a beautiful new district and keep up the good spirit of the master plan! Thanks!

[redacted]

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Information

[redacted] Wed, Sep 15, 2021 at 10:45 AM

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

Hello,

My name is [redacted]nd I would like to receive updates and stay informed on the Park Lawn GO project. Any updates or info with regards to the project can be sent to this email address.

Thank you and have a great day.

[redacted]

FIRST CAPITAL

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

Park Lawn GO Information

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 15, 2021 at 10:59 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for your comment. Your name has been added to the Park Lawn GO Station project contact list. You will be included in all future communications about the project.

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

[redacted] Thu, Sep 16, 2021 at 9:32 PM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Cc: "melissa.alexander@hatch.com" <melissa.alexander@hatch.com>, "izabela.jasiak@hatch.com" <izabela.jasiak@hatch.com>

Hi Park Lawn GO (Humber Bay GO) TransitEA team,

Thanks for the updated information, and the new detailed reports.

For context, I reached out during the previous phase of the study raising a number of concerns from the residents of 88-90 Park Lawn. Wanted to share the updated view on these concerns given the new reports.

1. **Privacy** - There is still a major concern about privacy of the North Facing resdients in both 88 and 90. There was nothing in the reports to address this concern. There is even more concern given the vast removal of trees in the vicinty, which would now expose the area even more. We would like to know, why this was factor was excluded in the study and how and when it will be addressed?
2. **Noise** - There is concern around the reported increase in noise during construcation and potential damage from vibrations on the 88-90 buildings. We would like to get a clear and detailed report on how these will be mitigated, enforced, and what procedures will be in place to address any viloations. It's good to see that the opertaions will not impact noise levels, we would like to understand what NPC-300 standard sound limit means and in what the real increase in noise is from current benchmarks.
3. **Nature** - The 183 tree removal from the area is excessive. How can more trees be preserved to maintain the natural habitat in the are more? Great to see other natural impacts are minimal.
4. **Connectivity** - Great to see connection on both sides of Park Lawn. The east bound ramp on the west side of Park Lawn is positioned far from Park Lawn Road. We would like understand why this design decision is proposed and why a more logical placement of the ramp right next to Park Lawn is being ommited in these designs.
5. **Parking** - Great to see that this station will be an urban station without any dedicated parking to encourage active transportation to get to the station.

Looking forward to your response.

[redacted]

From: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Sent: August 27, 2021 10:12 AM
To: 2150 Lake Shore Transit EA <transitea@2150lakeshore.com>
Cc: melissa.alexander@hatch.com <melissa.alexander@hatch.com>; izabela.jasiak@hatch.com <izabela.jasiak@hatch.com>
Subject: Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Station – Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting #2

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 15, 2021 at 11:02 AM
To: [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station.

Privacy and Nature

We recognize the importance of the privacy of those residents within 88-90 Park Lawn Road. This concern has been passed on to the design team for consideration. We also recognize the importance of trees and green spaces in the community. A number of trees northeast of the condominium buildings will be preserved adjacent to the rail corridor. The trees that are currently marked for removal overlap with the proposed station footprint, and as a result will need to be removed to allow for the creation of the proposed infrastructure. However, we will continue to explore alternatives to preserve as many trees as possible in this area as the design progresses.

Noise and Vibration

As part of the Transit Project Assessment Process (TPAP) work we have undertaken a number of technical studies, detailed in the Public Meeting #2 online presentation at https://www.2150lakeshore.com/transitea/. A Noise and Vibration Impact Assessment (NVIA) was undertaken to assess the potential effects of noise and vibration on nearby residents and building occupants as a result of GO Station construction and operations, and identify mitigation measures to minimize those effects.. Draft technical reports, including the draft NVIA, are available for review at the website noted above.

With respect to noise, the NVIA identified that during daytime construction, sound levels are not expected to exceed current noise levels. However, nighttime and weekend construction sound levels are expected to exceed existing levels at the two condominium buildings at 88-90 Park Lawn Road. The following mitigation measures have been identified in the Draft Environmental Project Report (EPR) and NVIA as future commitments to limit these potential impacts:

- If construction needs to be undertaken outside of the normal daytime hours, local residents and municipalities will be informed beforehand of the type of construction planned and the expected duration

- Equipment will be well-maintained and equipped with efficient muffling devices

- Idling of equipment will be restricted to the minimum necessary to perform the specified work

- Unnecessary revving of engines will be avoided and equipment will be switched off when not required

- "Noisy" operations will be coordinated so that they do not occur simultaneously, wherever possible

- Rubber linings will be used in chutes and dumpers to reduce noise, wherever possible

- When reversing equipment, automatic audible reversal broadband alarms will be used instead of tonal alarms

- Site layouts will be adjusted to minimize reversing

- Silencers will be provided for supply air ventilation fans when underground work is required

- Drop heights of materials will be minimized

- Haulage/dump trucks will be routed to main roads wherever possible and quiet residential roads will be avoided

There will be continuous noise monitoring during construction on the north side of 88-90 Park Lawn Road. Additionally, a

complaints procedure will be in place to address any concerns raised by neighboring land owners, municipalities, and the public. A Construction Noise and Vibration Monitoring Plan will be prepared prior to the start of construction activities. This will include pre-construction consultations with neighbouring properties and community members, determining the time-periods and proposed instrumentation for noise monitoring, procedures to follow when exceedances are identified, and procedures to follow when complaints are received.

The NPC-300 standard sound limit is the Noise Pollution Control guideline identified by the Ministry of the Environment, Conservation, and Parks. This is a provincial guiding document for Stationary and Transportation Sources of noise which identifies the proper control measures needed for emissions of noise to the environment. The document provides sound level limits and is meant to minimize the potential conflict between noise sensitive land uses and proposed sources of noise emissions. For example, the predicted impacts of operation-related noise are not considered to be "significant" based on NPC-300 guidelines (i.e., between a 5 and 9.99 decibel increase). According to the NVIA and NPC-300 guidelines, the area surrounding the Park Lawn GO Station is considered a Class 1 Urban Area. The sound level criteria for this type of area is listed in Table 4-6 of the NVIA which can be found at the above mentioned link.

With respect to vibration, the NVIA identified possible nuisance vibration to adjacent building occupants resulting from construction activities. The following mitigation measures have been identified in the Draft Environmental Project Report (EPR) and NVIA as future commitments to limit these potential impacts:

- A Noise and Vibration Control Plan will be developed and implemented
- Equipment generating high levels of vibration will be substituted whenever possible
- Construction activities that have the potential to generate high levels of vibration will be scheduled during daytime hours
- Residential areas will be avoided when planning haul routes
- Access routes will be maintained to avoid the formation of potholes
- Shoring panel installation techniques using vibratory methods will be avoided
- West of Park Lawn Road, the operation of construction equipment will occur a minimum of eight metres away from the perimeter of the construction site, whenever possible

In addition to the above best practices, there will be continuous monitoring of vibration levels at 96 Park Lawn Road, as the building falls within the project's vibration zone of influence. In terms of current vibration benchmarks, a pre-condition survey has been recommended for the buildings at 88-90 Park Lawn Road. A Construction Noise and Vibration Monitoring Plan will also be prepared prior to construction. This document will include recommendations for:

- Pre-construction consultations with the occupants of properties at 88-90 and 96 Park Lawn Road
- Measurement of background vibration levels for the above listed buildings
- Development of a construction vibration monitoring procedure which will include determining the time-periods and proposed instrumentation for vibration monitoring
- Procedures to follow when exceedances are identified
- Procedures to follow when complaints are received

Construction activities will be monitored by a qualified Environmental Inspector. Should the Environmental Inspector confirm the prescribed mitigation measures and/or best practices are not functioning as planned, revised mitigation measures and/or best practices designed to improve effectiveness will be implemented.

Connectivity

The east bound ramp on the west side of Park Lawn Road is positioned due to property ownership constraints. The ramp cannot be placed right next to Park Lawn as suggested because the area immediately south of the rail corridor is private property. Therefore, Metrolinx and the developers are not authorized to build on this land.

We look forward to continuing to work with you on the project!

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

[Quoted text hidden]

FIRST CAPITAL

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

Park Lawn GO Station

2150 Lake Shore Transit EA <transitea@2150lakeshore.com> Fri, Oct 15, 2021 at 11:04 AM
To [redacted]
Bcc: melissa.alexander@hatch.com, izabela.jasiak@hatch.com

Dear [redacted]

Thank you for taking the time to provide us with your comments on the proposed Park Lawn GO Station through the Bang the Table Q and A platform.

Q: Is there an option to connect to UP from the new station?

A: At this time, there is no option to connect directly to the UP Express from the new Park Lawn station. Customers will be able to take the train to Union Station from the new station and transfer to the UP Express line from there.

We look forward to working with you on the Project!

Sincerely,

Transit EA Team
Email: transitea@2150lakeshore.com

Appendix H

Notice of Completion

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METROLINX Lakeshore Development Inc.

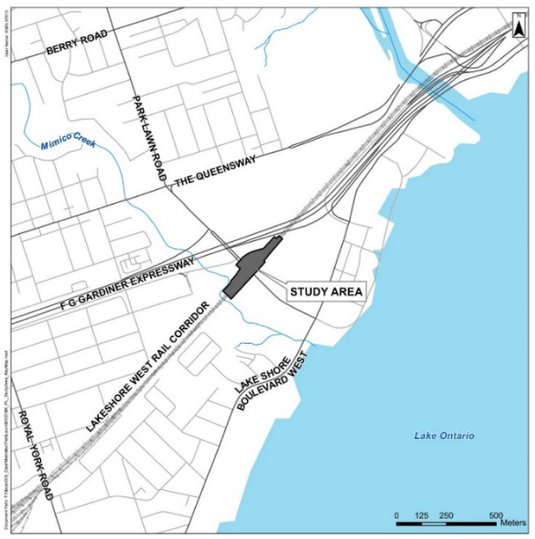
Notice of Completion of Environmental Project Report

Transit Project Assessment Process (TPAP)

Proposed Park Lawn GO Station

The Project

Lakeshore Development Inc. 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 could 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 could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations.



The Process

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, is now complete. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides a 30-day public and agency review of the Environmental Project Report (EPR) which has been prepared, and a further 35-day review period by the Minister of the Environment, Conservation and Parks. The proposed GO Station is still subject to government approval following the ongoing consultation.

30-Day Public Review: December 17th, 2021 to January 17th, 2022

The environmental impact of the transit project was assessed and an EPR has been prepared to document the findings, as well as proposed mitigation in accordance with the TPAP. The EPR is now available at **2150lakeshore.com/transitea** for a 30-day public review period, starting December 17th, 2021 and ending January 17th, 2022.

Interested persons are encouraged to review this document and provide comments by January 17th, 2022 to:
2150 Lakeshore – Park Lawn Transit EA Project
c/o Barry Stern
e-mail: transitea@2150lakeshore.com
tel: 289-326-2770

There are circumstances where the Ministry of the Environment, Conservation and Parks (MECP) has the authority to require further consideration of the project or impose conditions on it. These include if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referenced above, the Minister is required to consider any written objections to the transit project that he may receive within 30 days after the Notice of Completion of the EPR is first published. If you have discussed your issues with Metrolinx and you object to this transit project, you can provide a written submission to the Minister of the Environment, Conservation and Parks no later than January 17, 2022 to the address provided below. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance related to natural or cultural environment or constitutionally protected Indigenous Nations' treaty rights. Objections must be received within 30 days after the Notice of Completion of the EPR is first published.

Ministry of the Environment, Conservation and Parks
Environmental Assessment and Permissions Branch
Attention: Anne Cameron, Project Officer
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
tel: 416-314-1181
e-mail: anne.cameron@ontario.ca

If not already provided, a copy of the objection will be forwarded to the proponent by the Ministry.

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.

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.

This notice first published on December 16, 2021.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.

METROLINX

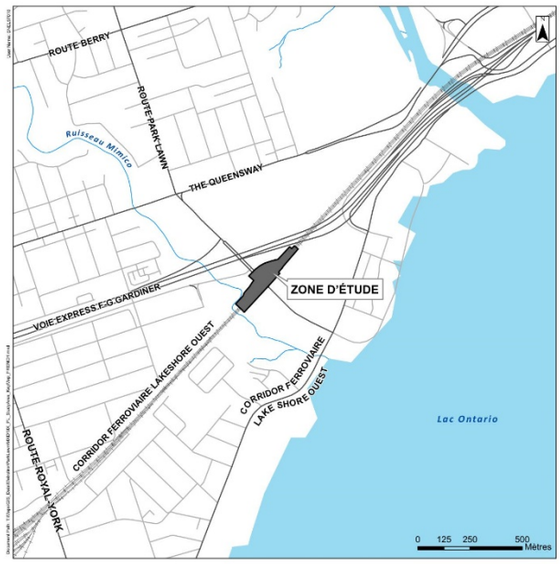
Lakeshore Development Inc.

Avis d'achèvement du rapport environnemental sur le projet Processus d'évaluation des projets de transport en commun

Proposition concernant la station GO Park Lawn

Le projet

Lakeshore Development Inc. a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée 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. La station GO proposée 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 trains au sein du corridor ferroviaire Lakeshore Ouest, entre la station Union à Toronto, la station West Harbour à Hamilton et la station Niagara Falls à Niagara Falls. Cette nouvelle station fournira un nouvel arrêt au sein du corridor ferroviaire Lakeshore Ouest, entre les stations GO Exhibition et Mimico.



Le processus

Le cadre du Processus d'évaluation des projets de transport en commun, tel que prescrit dans le *Règlement de l'Ontario 231/08* en vertu de la *Loi sur les évaluations environnementales*, est maintenant complété. Dans le Processus, le promoteur doit procéder à une auto-évaluation, qui fournit un cadre défini à suivre, afin de compléter l'évaluation accélérée des impacts environnementaux potentiels et la prise de décision, dans un délai de 120 jours. Lorsque cette période prend fin, le Règlement prévoit 30 jours afin que toutes personnes intéressées puissent examiner le rapport environnemental sur le projet. Par la suite, une période additionnelle de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Suite à la consultation publique, la station GO proposée reste sujette à toute approbation gouvernementale.

Examen public de 30 jours : 17 décembre 2021 au 17 janvier 2022

L'impact environnemental du projet de transport a été évalué et un rapport environnemental sur le projet a été préparé ainsi que des mesures d'atténuation proposées conformément au processus d'évaluation des projets de transport en commun. Le rapport environnemental sur le projet est disponible pour un examen public de 30 jours sur le site Internet **2150lakeshore.com/transitea** du 17 décembre 2021 au 17 janvier 2022.

Les personnes intéressées sont encouragées à examiner ce document et à faire part de leurs commentaires d'ici le 17 janvier 2022 à :
2150 Lakeshore – Projet Park Lawn Transit EA
À l'attention de : Barry Stern **courriel :** transitea@2150lakeshore.com **téléphone :** 289-326-2770

Dans certaines circonstances, le ministère de l'Environnement, de la Protection de la nature et des Parcs est autorisé à demander un examen approfondi d'un projet de transport en commun ou à imposer des conditions sur le projet. Il s'agit de situations durant lesquelles le Ministère croit que :

- le projet pourrait avoir une incidence négative sur une question d'importance provinciale en lien avec l'environnement naturel ou toute autre question ayant une valeur ou un intérêt pour le patrimoine culturel, ou
- le projet pourrait avoir un impact négatif sur les droits ancestraux des peuples autochtones et leurs droits issus des traités protégés par la Constitution.

Avant d'exercer ce droit mentionné ci-dessus, le Ministère doit tenir compte de toutes les objections écrites concernant le projet de transport en commun qu'il pourrait recevoir dans les 30 jours suivant la première publication de l'avis d'achèvement du rapport environnemental sur le projet. Si vous avez discuté de vos préoccupations avec Metrolinx et que vous vous opposez au projet, vous pouvez fournir une demande écrite au ministère de l'Environnement, de la Protection de la nature et des Parcs au plus tard le 17 janvier 2022 à l'adresse indiquée ci-dessous. Toutes les demandes doivent clairement préciser qu'une objection est soumise et décrire tout impact négatif sur des questions d'importance provinciale liées à l'environnement naturel, l'environnement culturel ou les droits ancestraux des peuples autochtones et leurs droits issus des traités protégés par la Constitution. Les objections doivent être reçues dans les 30 jours suivant la première publication de l'avis d'achèvement du rapport environnemental sur le projet.

Ministère de l'Environnement, de la Protection de la nature et des Parcs
Département des évaluations et des autorisations environnementales
À l'attention de : Anne Cameron, Chargée de projets
135 avenue St. Clair Ouest, 1er étage, Toronto (Ontario) M4V 1P5
Tél : 416-314-1181 Courriel : anne.cameron@ontario.ca

Si ce n'est déjà fait, une copie de l'opposition sera transmise au promoteur par le ministère.

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.

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.

Cet avis a été publié pour la première fois le 16 décembre 2021.