

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Community Notice - Monitoring survey work on Dibble Street - work taking place on December 29, 2020  
**Date:** Thursday, December 24, 2020 9:21:00 AM  
**Attachments:** [OLine - Monitoring Survey work - Dibble Street - work starting December 29.pdf](#)  
[image001.png](#)

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Hello [REDACTED]

Please find attached a notice about monitoring survey work on Dibble Street taking place on December 29, 2020 and ending on the same day.

Notices will also be carried by field crew carrying out the work, to be shared with any inquiring residents or businesses.

Let us know if you have any questions or need further details.

Wishing you all the best for the holiday season and the new year!

**The Ontario Line Community Relations Team**



**From:** [REDACTED]  
**To:** Ontario Line  
**Cc:** Josh Vandezande <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [REDACTED]  
**Subject:** Re: New Metrolinx Community Notice - Investigative drilling work at Gerrard-Carlaw Parkette - work starting January 12, 2021  
**Date:** Friday, January 15, 2021 12:15:24 PM  
**Attachments:** [mage008.png](#)  
[mage009.png](#)  
[mage002.png](#)  
[mage003.png](#)

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Hi Simon: Thank you very much for responding to community concerns and your continued oversight of this sensitive dog park area

[REDACTED]

On Fri, Jan 15, 2021 at 11:37 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED].

I hope this email finds you well. I'm writing to provide an update on fencing at the Gerrard-Carlaw Parkette. Metal fencing approximately 6 feet high will be put up around the construction site later today. We will also be stopping by the worksite this afternoon to make sure the fencing is in place.

Thank you for your email and please let me know if you have any questions.

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line

Metrolinx

[REDACTED]

---

**From:** Ontario Line  
**Sent:** January 14, 2021 3:21 PM  
**To:** [REDACTED]  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [REDACTED]  
**Subject:** RE: New Metrolinx Community Notice - Investigative drilling work at Gerrard-Carlaw Parkette - work starting January 12, 2021

Hi [REDACTED].

Thanks for sharing the feedback about the work at the Gerrard-Carlaw Parkette. We have received your email, will look into the matter and be in touch soon.

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line

Metrolinx

[REDACTED]

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**From:** [REDACTED]  
**Sent:** January 14, 2021 2:32 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [REDACTED]  
**Subject:** Re: New Metrolinx Community Notice - Investigative drilling work at Gerrard-Carlaw Parkette - work starting January 12, 2021

Hi Simon:

We've seen this drilling site and have some feedback on it from neighbours - the fencing looks barely 4 feet high and is that soft plastic roll kind. Many neighbours rightly think a dog could get caught in it and/or just jump right over it.

Can you see if they can find a better fencing solution that is much taller??

Thank you

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

On Fri, Jan 8, 2021 at 2:57 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

We know the dog park is important to the community which is why we planned the work to minimize our footprint and ensure that the park will continue to be accessible to nearby residents (and their furry friends) throughout the duration of the work. The crew will have copies of the notice to give out and a direct line to contact me if anyone has questions.

The work area will be secured by a construction fence approximately 6 feet high to prevent unauthorized access by both humans and dogs, with safe walkways outside the fence. Additionally, the borehole in the work area will be covered by a metal cap at the end of each working day. Only essential equipment will remain overnight on site, likely the drill rig and storage drums, and all this will be securely stored within the fenced work area.

I'm on my way to deliver notices to area residents and businesses now and will be posting some at the entrance to the park. We'll be on site again on the day work starts to put additional notices on the construction fence.

We will be on site regularly to monitor the work in the area and will continue to work with our contractors to minimize disruptions.

Let me know if you have any further questions.

Best,

Simon

**Simon Granat**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

**From:** [REDACTED]

**Sent:** January 8, 2021 11:35 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [REDACTED]

**Subject:** Re: New Metrolinx Community Notice - Investigative drilling work at Gerrard-Carlaw Parkette - work starting January 12, 2021

Hi Josh: 3 weeks of drilling in the dog park! This is very short notice for a Tuesday start. How high is the fence they are putting around the equipment? Safety of the dogs is one of the big issues here.

Do you know if they will also be posting signage around the site for information? They should be doing this ASAP. Many people use this dog park who are not directly around the area - further east mostly. Can you widen your area of mailers as well?

I have cc'd my Gerrard/Carlaw area Reps, but would be good if you can widen your notification area around the dog park further east and get signage out in the park ASAP.

Thank you

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)  
[REDACTED]

On Fri, Jan 8, 2021 at 10:53 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Happy new year to you! Hope you had some time to rest and recharge over the holidays.

Please find attached a notice about investigative drilling work planned to start January 12, 2021. The Gerrard-Carlaw dog park will remain open to the public during work hours and the work area will be secured by a construction fence. Only essential work equipment will be on site and stored within the fenced area. You can find more details in the attached notice.

Notices will be shared with area residents and businesses, carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

The Ontario Line Community Relations Team



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Josh Vandezande](#)  
**Subject:** Re: New Metrolinx Community Notice - Installing survey stakes within and adjacent to the rail corridor from Gerrard to Eastern Ave - work starting January 19  
**Date:** Friday, January 15, 2021 3:54:39 PM  
**Attachments:** [REDACTED]

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Awesome Thanks and have a good weekend

[REDACTED]

On Fri, Jan 15, 2021, 2:55 p m Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for your email For the upcoming surveying, the surveyors will meet and park in a parking lot adjacent to the corridor and work and travel entirely by foot within the corridor There will be no driving through or parking within the parks

Please don't hesitate to contact us if you have any further questions,

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line

Metrolinx

[REDACTED]

**From:** [REDACTED]  
**Sent:** January 15, 2021 12:17 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** Re: New Metrolinx Community Notice - Installing survey stakes within and adjacent to the rail corridor from Gerrard to Eastern Ave - work starting January 19

Hi Simon & Josh: Thanks for the notice Is it possible to ensure that contractors do not drive through the parks and park their vehicles there? With dogs running around and kids all over, it's an accident waiting to happen

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

On Fri, Jan 15, 2021 at 12:06 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Please find attached a community notice regarding installing survey stakes within and adjacent to the rail corridor from Gerrard to Eastern Avenue, starting January 19 and ending January 20 Work will be taking place within the Metrolinx ROW corridor The surveyors will only be using handheld equipment to hammer the survey stakes into the ground

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19 Contractors and staff are instructed to follow all health and safety requirements

Notices will be carried by field crew carrying out the work, to be shared with any inquiring residents or businesses

Please let us know if you have any questions

**The Ontario Line Community Relations Team**

[REDACTED]

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**From:** [REDACTED]  
**To:** Josh Vandezande  
**Cc:** Ontario Line  
**Subject:** Re: FW: Small's Creek - Technical Materials - (1 of 4)  
**Date:** Friday, January 22, 2021 1:04:22 PM  
**Attachments:** [image001.png](#)

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Whoops. I found the parks! Sorry. THANK YOU!

On Fri, Jan 22, 2021 at 12:52 PM [REDACTED] wrote:

Hi Josh - The Arborist Report skips over Jimmie Simpson and surrounding parks - that is what we really want to see - is that on purpose? There is info from Don Valley to Queen, but then nothing again until Pape east.

We really want to see this section on the parks - I understand the impacts are not confirmed but it's good the community to understand how the trees are being assessed by the Arborist to begin with. Then we can see the impacts from design later on.

Please can we get our park overheads from Appendix B Tree Resources Maps?

Thank you.  
[REDACTED]

On Thu, Jan 21, 2021 at 4:56 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

We couldn't agree more! I found the report a bit tough to figure out myself, so I'll do my best to explain it and you should feel free to give me a call to discuss. The inventory portion of the entire Lakeshore East (West) corridor from the Don Valley to Midland is included in this report. However, only impacts from Pape eastward have been confirmed. Impacts west of that will be determined later this year, once Ontario Line/joint corridor designs are further along.

<http://www.metrolinx.com/en/greaterregion/projects/docs/lakeshoreeast/LSE-W-Arborist-Report.pdf> is where the report is posted on the website.

As you know, Appendix A (starting on page 19) lists each tree, by number. Unfortunately the list isn't divided up by the segments show in the map on page 6. However, if you scroll to Figure 2 (starting on page 54) you can see each tree, with its number, in an aerial photograph.

I hope this helps.

You may have noticed some media reports regarding expropriations for the Ontario Line. While it's true that we do plan to use the parking lots and land south of Front Street between Parliament Street and Berkeley Street for the project, no expropriation has been initiated there or anywhere else along the alignment. We're working to correct this misinformation but I thought I'd mention it.

Talk soon,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

**From:** [REDACTED]  
**Sent:** Wednesday, January 20, 2021 4:11 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: FW: Small's Creek - Technical Materials - (1 of 4)

Hi Josh: I think it would be in Metrolinx's best interest to release the information they have now to the community - Small's Creek ravine is a perfect example of why the community needs to understand these assessment reports. Also, the Environmental Conditions Report was released without showing impacts - and I don't see why this report is any different. It will give us the knowledge that what is being further assessed because of the coming impacts, like a noise wall, is required. Mostly it will give us an understanding of what trees we have, types etc., and how they are viewed by an Arborist.

I think it should have been released along with the ECR information.

Please can you push for this?? Please?!

[REDACTED]

On Wed, Jan 20, 2021 at 3:55 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

I'm doing well, thank you. The Arborist's report includes the summer 2020 tree inventory for the entire Lakeshore East – West portion of the corridor but only anticipated impacts/removals east of Pape Avenue. A subsequent report regarding impacts from Ontario Line and GO Expansion work west of Pape will be completed once Ontario Line plans are sufficiently advanced. As you can imagine, determining a tree-by-tree impact requires a certain level of design detail. This information will be shared with the community as part of Ontario Line / joint corridor environmental reporting later this year. I'll get you an updated timeline as soon as I can.

Hope you stay warm, well and safe too!

Josh

From: [REDACTED]  
Sent: Wednesday, January 20, 2021 2:05 PM  
To: Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
Subject: Fwd: FW: Small's Creek - Technical Materials - (1 of 4)

Hi Josh: Hope you are staying safe.

David Phalp has given us parts of the Arborist Report for the Small's Creek Ravine work.

See below.

Can we please get the other sections of it that pertains to our Ontario Line section- Particularly the section from the Don River to Leslie Street? [Sections A to H on main map view.](#)

We can see the report is completed and we were previously told we could have access to it from Metrolinx.

Is it possible to have this info now please???

Sincerely,

[REDACTED]

----- Forwarded message -----  
From: David Phalp <[David.Phalp@metrolinx.com](mailto:David.Phalp@metrolinx.com)>  
Date: Mon, Jan 18, 2021 at 5:04 PM  
Subject: FW: Small's Creek - Technical Materials - (1 of 4)  
To: [REDACTED]

As promised, please find attached the hydrology report as well as the arborists report for the Lakeshore East rail corridor. I've had to break the documents up into smaller parts – sorry for the trouble. We will post of the copies online shortly – but wanted to share them with you at this time.

The hydrology report outlines drainage and stormwater management for the Lakeshore East corridor, including the applicable guidelines that must be met (section 3.1), as well as the specific design criteria from those guidelines that must be met in this corridor (section 3.2). Detailed design for the Small's Creek Culvert is documented in the Culvert Design Report within Appendix C (page 78). The new culvert will meet current design standards for stormwater management and allow free passage of water during a 25-year storm event and allow the passage of water during a 100-year storm event with a headwater no deeper than 1.5 meters. The culvert will also reduce flood elevations on the north side of the corridor.

Also attached, is an approximate footprint of the slope if it were a geotechnical slope rather than contained within a retaining wall. This is a best guess approximation from the engineers at Hatch, and should help our discussion with the communities technical experts tomorrow.

The arborist report documents a tree inventory for the entire Lakeshore East corridor (Don Valley to Kennedy), as well as a tree impact assessment for the Lakeshore East-West project (Pape to Kennedy only). The impact assessment provides recommendations for tree protection, removals and mitigation measures. Only trees that are determined to be impacted by the project may be removed. Final tree removals will be determined once the contractor is on board and will fall within what is outlined in the report. We can discuss this as well as the restoration plan at our second technical meeting, which should give you some time to review the report. Once the contractor is on board, we can review once again.

Finally, please see below a link that contains all the EPR studies including Natural Environment, Socio-Economic and Traffic.

[http://www.metrolinx.com/en/aboutus/publications/environmental\\_assessment.aspx#lse-donriver](http://www.metrolinx.com/en/aboutus/publications/environmental_assessment.aspx#lse-donriver)

I look forward to our meeting tomorrow.

DAVID PHALP



Senior Manager (A), Community Relations – Toronto East/Durham

Metrolinx

10 Bay Street | Toronto, ON | M5J 2R8

(o) 416.202.5993 | (m) 416.659-9470

[Redacted]

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Josh Vandezande](#)  
**Subject:** Re: New Metrolinx Community Notice - Noise and vibration study at Jimmie Simpson Recreation Centre - work starting January 21  
**Date:** Friday, January 22, 2021 10:03:58 AM

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Thank you so much for this information. We really appreciate it and will look to further studies for the Impact Assessment Report.

[REDACTED]

On Fri, Jan 22, 2021 at 9:39 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I talked to the team about yesterday's study that was done in the area of the Jimmie Simpson Recreation Centre.

The purpose of the study is to measure vibration levels resulting from passing trains, and only short-term vibration measurements are needed to achieve this. The noise measurements are to verify that noise levels are not being impacted by vibration, and these are also short-term measurements. The additional testing will be used to inform vibration impact analysis which will be documented in the Environmental Impact Assessment Report (EIAR).

Further studies will be identified as project planning and design advance to inform design development, assess potential impacts and develop mitigation measures that will be outlined in the early works report and the Environmental Impact Assessment Report.

Please don't hesitate to let me know if you have any further questions.

Simon

**From:** [REDACTED]  
19, 2021 2:21 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** Re: New Metrolinx Community Notice - Noise and vibration study at Jimmie Simpson Recreation Centre - work starting January 21

Thanks Simon: I went and looked up the vibration studies on the south section and they were for a one-day 24hr period. But their equipment was put on ground level and in the basements of these locations.

My thinking is that a hand-held instrument isn't as sensitive to building vibrations. Is that correct? If not, more details would be helpful if you can get them.

I've attached an image of the vibration equipment from the ECR below.

Also, no vibration monitoring was done on our OL section nor around the JS Centre specifically. That's why these baselines are very important.

Thank you

[REDACTED]

On Tue, Jan 19, 2021, 1:22 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for your question.

The study beginning this Thursday will build on existing information from previous studies in this area. However, I will get some more information on plans for noise and vibration measurement and modelling in support of upcoming environmental reports and get back to you.

Best,

Simon

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line

Metrolinx

[Redacted]  
**From:** [Redacted]  
**Sent:** January 19, 2021 10:52 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[josh.vandezande@metrolinx.com](mailto:josh.vandezande@metrolinx.com)>  
**Subject:** Re: New Metrolinx Community Notice - Noise and vibration study at Jimmie Simpson Recreation Centre - work starting January 21

Thanks for the update. Exactly how effective is a one day noise & vibration hand held study? We note that other sites along the route, such as the Alumni Theatre were studied for much longer periods, over 10 days I believe, with equipment that was not hand held

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

On Tue, Jan 19, 2021 at 9:20 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [Redacted],

Please find attached a notice about noise and vibration monitoring in the area of Jimmie Simpson Recreation Centre, starting January 21 and ending on the same day. You can find more details in the attached notice.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

Notices will be carried by field crew carrying out the work, to be shared with any inquiring residents or businesses.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**

[Redacted]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Hydrogeology work at Dundas Street East, Tiverton Avenue and Logan Avenue - work starting January 28  
**Date:** Tuesday, January 26, 2021 9:04:00 AM  
**Attachments:** [OLine - Dundas Street East, Tiverton Avenue and Logan Avenue - work starting January 28.pdf](#)  
[image001.png](#)

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Hello [REDACTED],

Please find attached a notice about hydrogeology work at Dundas Street East, Tiverton Avenue and Logan Avenue, starting Thursday, January 28. Work will include hydrogeology activities including well development, gas monitoring and groundwater sampling by pumping out water from existing wells into steel drums or buckets to gather information and evaluate underground conditions. This hydrogeology work is expected to be quieter than the investigative drilling work that took place in these locations previously and actual hydrogeology work will be sporadic over this time period because pumping will not be required every day at each location. The field crew will work for a few hours at each location before moving to the next marked location. You can find more details in the attached notice.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials and community groups. It will also be hand-delivered to area residents and businesses, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Hydrogeology work on and adjacent to Pape Avenue from Westwood Avenue to Riverdale Avenue - work starting February 2  
**Date:** Friday, January 29, 2021 9:47:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Hydrogeology along and adjacent to Pape Avenue - work starting February 2.pdf](#)

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Hello [REDACTED]

Please find attached our latest community notice regarding hydrogeology work on and adjacent to Pape Avenue from Westwood Avenue to Riverdale Avenue, starting Tuesday, February 2 and ending Wednesday, February 3. Some parking spots will not be accessible for the duration of the work. Due to the narrow streets where the work areas are located, and the need for trucks and other equipment to move in and out, we have made a note in the notice that residents with parking spaces in the work areas listed on the notice may wish to move their vehicles out before 8 a.m. on both days. In the event that a vehicle is blocking access to the work area, a paid duty officer and the field crew will work with the vehicle owner to relocate the vehicle as necessary. The field crew will work for a few hours at each location before moving to the next marked location. You can find more details in the attached notice.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials and community groups. It will also be hand-delivered to area residents and businesses, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



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**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** February 10, 2021 4:07 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Follow UP - & Draft Early Works Report and Minutes approved and Link to our Minutes with Metrolinx?

Hi [REDACTED]

Thanks again for your patience as we wrestled with getting the website up-to-date.

The [website with the minutes of LSE CAC](#) is being updated with the missing documents and they should be "live" by tonight. I've copied Simon on this message so he can confirm once it's done – he worked with David to get this sorted. We'll be setting up similar pages for the Ontario Line later this year.

Our team is continuing environmental studies for the early works reports for the Lower Don Bridges and Lakeshore East Joint Corridor, allowing additional time for the technical team's design and coordination that is required with GO Expansion plans. Within a week, we should be able to provide you with an updated timeline, including proposed dates for an advance meeting on noise & vibration / noise walls.

Take care,

Josh

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**From:** Josh Vandezande  
**Sent:** Tuesday, February 02, 2021 8:01 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Follow UP - & Draft Early Works Report and Minutes approved and Link to our Minutes with Metrolinx?

Hi [REDACTED]

Simon and I are checking on this and will get back to you before the end of the week.

Thanks

Josh

---

**From:** [REDACTED]  
**Sent:** Tuesday, February 02, 2021 11:35 AM

To: Josh Vandezande <Josh.Vandezande@metrolinx.com>

Cc: [REDACTED]

Subject: Follow UP - & Draft Early Works Report and Minutes approved and Link to our Minutes with Metrolinx?

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Hi Josh,

I'm emailing to follow up on a number of items and find out current timelines for their public release.

Firstly, following up the list of our [CAC Minutes](#) I sent you for a link to the Mx website posting. Is this ready yet for us to link our webpage to?

Secondly, according to the Ontario Line Timeline you gave us in Oct. the *draft Early Works Report* was to be released last fall, and then in our discussion before the holidays, you thought it would be released by the end of January. Can we have an update on when this report is coming please? We will need to review it but would like to meet with Mx and go through it with our questions.

Thirdly, we spoke about having a Noise & Vibration meeting with the OL Team specifically to address our concerns and to find out what is being planned for the noise wall and further N&V studies in our community. We'd like this to happen asap. in order to help us understand the mitigations that will be offered around the Early Works construction this year. Is that possible?

Lastly, we had also spoken about more detailed design renderings being released on the section of track from East Harbour to Gerrard Stn. When will this happen?

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Ontario Line  
**To:** [REDACTED]  
**Cc:** Josh Vandezande; [REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th  
**Date:** Friday, February 19, 2021 1:46:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Hydrovac work near the rail corridor Eastern to Gerrard - work resuming February 22.pdf](#)

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Hello [REDACTED]

Please find attached the updated community notice regarding the investigative hydrovac work along the rail corridor from Eastern Avenue to Gerrard Street East. The work will be resuming on February 22<sup>nd</sup>, 2021, and based on information currently available to us, we have included the specific dates for work at various locations where possible. Once we confirm the work start dates for the remaining locations, we'll be sharing the notices with nearby residents and businesses at minimum 48 hours before work begins. The nature of the work is the same as before but you can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be hand-delivered to area residents and businesses, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

Simon

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[REDACTED]

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**From:** Ontario Line  
**Sent:** February 12, 2021 8:51 AM  
**To:** [REDACTED]  
**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>; Nicolas Valverde <nicolas.valverde@toronto.ca>; [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th

Hi [REDACTED]

While the work behind the Jimmie Simpson Recreation Centre is complete, I just wanted to give you an early heads up that the hydrovac work at the other locations along the rail corridor has been delayed due to conflicting utilities work in the area.

When we have further information from our contractors, who are working with the City on a timeline for resumption of this work, we will be sure to send over a revised notice at minimum 48



hours before work resumes, and work to provide specific start dates for each work location.

Thank you,

Simon

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[Redacted]

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**From:** Ontario Line

**Sent:** February 10, 2021 9:11 AM

**To:** [Redacted]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [Redacted]

**Subject:** RE: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th

Hi [Redacted]

As a quick update, the contractors wrapped up work behind the Jimmie Simpson Recreation Centre yesterday, and we are looking further into your question.

Thanks,

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[Redacted]

---

**From:** LSE CAC <[Redacted]>

**Sent:** February 9, 2021 4:04 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [Redacted]

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th

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Thanks to you both for staying on top of this work.

Can we have a specific schedule of where this truck will be and when on the corridor? This will help prepare the neighbourhood for the noise and give residents time to adjust their schedules so the noise is less disruptive to their day.

Thank you.

[REDACTED]

On Tue, Feb 9, 2021 at 3:46 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for your email. I completely understand—the noise from hydrovac trucks can be loud and annoying. We understand that this is important to the neighbours and community, and it is important to us too.

When we receive questions or complaints around noise impacts, we send them to the contractor for investigation, who then advises on how we can minimize potential impacts. We provide early notification that the work will occur to area residents and businesses ahead of work beginning, and in many cases, our team takes the extra step to go to the worksite in person and check out what's going on. Yesterday, Josh monitored the work behind the Jimmie Simpson Recreation Centre on the first day of work, and noted the sound levels were at a maximum of 87dB. We sent this information in addition to the community's complaint to the contractor, and the recommended mitigation was to reduce the work days in order to complete the work in the shortest time period possible. We expect work behind the JSRC to finish today ahead of schedule, and will continue to work with the contractor to ensure that disturbances are minimized where possible for the other work areas to come.

Thanks for letting me know about the complaints at Woodbine, we'll pass those along to our Toronto East colleagues in Metrolinx.

Thanks again for your email,

**SIMON GRANAT**  
Community Relations and Issues Specialist – Ontario Line  
Metrolinx

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**From:** [REDACTED]

**Sent:** February 9, 2021 10:02 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [REDACTED]

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th

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Hi Simon: Thanks for the update. I would like to understand how you will be handling noise complaints as indicated in my last email.

What monitoring is in place for this and monitoring of noise levels, and what further mitigations will be forthcoming as stated in your own Mx guidelines? Are you not following them?

High decibel levels have been complaints during the day as well as evening hours in the Woodbine area.

Thank you.

[REDACTED]  
[REDACTED]

On Tue., Feb. 9, 2021, 9:10 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

The work at Jimmie Simpson went well yesterday and we are hoping to be able to complete it today – well ahead of schedule. We're evaluating the conditions at each site separately but at this time the noise does not exceed anticipated levels. We'll continue monitoring. We are also following up to determine why staff at Jimmie Simpson were not aware of the work plans given all the necessary permits were in place and are looking into this further.

At this time, we are hoping to conduct all work during daytime. If the City requires Metrolinx to conduct work during nighttime hours, we will provide advance notice to the community of any revisions to the work plans, including additional mitigations, before any nighttime work begins.

We will continue to work closely with our contractor to minimize disruptions to the

community, recognizing of course that the work they are doing is by its nature quite disruptive.

Thanks again for writing and I'll reach out again later today with a further update. If you're available, Josh and I would also appreciate a chance to connect by phone after 5pm today.

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

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**From:** [REDACTED]  
**Sent:** February 8, 2021 3:27 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca);  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Re: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Simon: I wanted to follow up with the sections from Metrolinx's "**ENVIRONMENTAL GUIDE FOR NOISE AND VIBRATION IMPACT ASSESSMENT 2020**" as it pertains to the Hydrovac work on our corridor for next 10 weeks.

We note the following from **section 8.8:**

"If construction is likely to last longer than one month, include pile driving, occur over nighttime, or create a negative response from the community, a policy for disseminating information to the public and addressing complaints must be in place."

"If a complaint is received, the following information should be recorded to forward to **the monitoring engineer** to verify and rectify the complaint:

- Contact information for the complainant;
- Date, time, and duration of the noise or vibration issue;
- Details regarding the issue and suspected source of noise or vibration (if known);

The complaint will be forwarded to the monitoring engineer immediately upon receipt. The monitoring engineer will review the details of the complaint and determine if the construction noise or vibration levels were exceeded.

If necessary, the monitoring engineer will conduct additional measurements to determine and rectify the source of the complaint. Metrolinx will respond to the complainant within 48 hours of receipt of a complaint."

[REDACTED]

In section 8.6.4 it states, "8.6.4 **Mitigation Options:** "Further mitigation measures are to be investigated when the project is expected to exceed the noise and vibration limits or when a complaint has been received from local residents despite control plans and the application of best practices. This approach is applicable to both noise and vibration levels created by the construction activities.

If the previous measures cannot be implemented or cannot mitigate noise and vibration sufficiently other measures should be investigated. They include, but are not limited to:

- **Temporary noise barriers;**
- **More effective noise reduction mufflers;**
- **Equipment enclosures; and**
- **Offsite fabrication of project parts components"**

Please confirm that these mitigation measures are being implemented as work begins for the Hydrovac work?

Where do residents complain about noise, and what is the investigation procedure undertaken to address their concerns.

Sincerely,

[Redacted signature block]

On Fri, Feb 5, 2021 at 3:33 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [Redacted]

Thank you for reaching out and relaying the concerns from residents.

We connected with our contractor about the hydrovac truck equipment which is being used for this work. In terms of noise reduction features, the hydrovac trucks have an air exhaust sound silencer with anti-noise foam plates. When the truck is in use, the expected decibel range is equal to or less than 85dB at 15 feet behind the truck. For comparison, a power lawn mower is 80 to 90 dB. Our contractors are expected to follow all the requirements set out in the City's work permit which is already in hand before any work begins. In addition, Josh will be onsite on Monday to monitor the work being done from Eastern Avenue to Gerrard Street East.

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

**Simon Granat**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

---

**From:** [REDACTED]  
**Sent:** February 5, 2021 11:31 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>  
**Subject:** Re: New Metrolinx Ontario Line Community Notice - Hydrovac work near the rail corridor from Eastern Avenue to Gerrard Street East - Work starting February 8th

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Josh: Thanks for the notice. I'd like to confirm that the Hyrovac vehicle being used is one that has **noise buffering**, as in this link:

<https://atlasdewatering.com/products/pumps/diesel-pumps/critically-silenced-pumps/>

We've had nothing but noise complaints from residents close to this work further west, as the vehicle has **no sound buffering**. Decibel levels are off the charts and residents who report their ears are ringing from it inside their homes.

Please confirm this is the **silenced** version and if not we will ask the Councillor Fletcher's Office to review the city permit conditions.

Thank you.

[REDACTED]

On Fri., Feb. 5, 2021, 8:48 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Please find attached our latest community notice regarding investigative hydrovac work along the rail corridor from Eastern Avenue to Gerrard Street East, including the area behind Jimmie Simpson Recreation Centre, starting Monday, February 8<sup>th</sup>. You can find more details in the attached notice.

While all permits are in hand for the upcoming daytime work, there is a chance that one or two locations will be designated for night work in order to maintain good traffic flow in the area. If work is designated as night-time work for some locations, we will revise the notice

and ensure we provide the updated details to you and the community.

This notice is being emailed to Elected Officials and community groups. It will also be hand-delivered to area residents and businesses, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**

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**From:** [REDACTED]  
[Josh Vandezande](#)  
**Subject:** Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1  
**Date:** Friday, February 26, 2021 9:50:00 AM  
**Attachments:** [REDACTED]

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Hello [REDACTED]

Please find attached a notice about surveying work that will be resuming as of Monday, March 1<sup>st</sup> and continuing for up to 6 months in order to support the Ontario Line project design, with the possibility of work times being shortened pending weather and field conditions.

The work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment which will be monitored at all times, and not be left overnight at any point. A field crew of one or two persons will also use monitoring equipment to locate utilities in the field and use water soluble paint marking to note their locations, while a second crew will take measurements. All work will be carried out within public roadways with no impacts to traffic or transit. Please see attached for the notice which contains further details, a map that highlights where the work will be taking place in your area, and an image of the equipment that will be used.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials, businesses and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [REDACTED]  
**Cc:** [TorontoEast](#)  
**Subject:** RE: Diesel Service Projections?  
**Date:** Friday, March 5, 2021 10:04:00 AM  
**Attachments:** [REDACTED]

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Hi [REDACTED]

Thank you for your email. I'm doing well and looking forward to some sunny weather. Hope you're well, too.

I have shared your question with our colleagues in the Toronto East team, and they will reach out to you with a response.

Have a great weekend,

**Simon Granat**

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



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**From:** [REDACTED] >  
**Sent:** March 4, 2021 12:06 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Diesel Service Projections?

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Hi Simon: Hope all is well? I'm hoping you can point me in the right direction? We are looking for Go Diesel service projections numbers for the LSE corridor? Would you know where I find this info? I've been looking all over and can't see anything that shows the next 10 or 20 years.

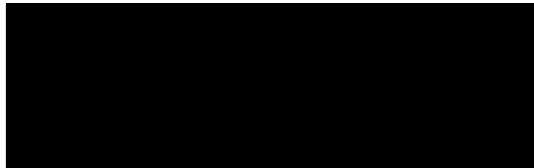
Many thanks!

[REDACTED]

**From:** [Lakeshore East Community Advisory Committee LSE CAC](#)  
**To:** [Josh Vandezande](#)  
**Cc:** [KaufmanR@ndp.on.ca](#); [Daryl Finlayson](#); [Rakocevic-CO, Tom](#); [REDACTED]  
**Subject:** Re: Questions and Follow Up from our March 25th meeting with the LSE CAC  
**Date:** Wednesday, April 7, 2021 10:52:35 AM

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Okay - but where did these boundaries come from to begin with? They are clearly not the property line for the corridor.



On Wed, Apr 7, 2021 at 9:55 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

If you recall from December 2020, the Lakeshore East Early Works information that was released included some maps to show where along the corridor work would be happening. The maps showed areas where new infrastructure would be added but the locations were representative, not exact, and the maps were labelled “for illustrative purposes only.” As we continue with design work and environmental studies for the joint corridor, we will be sharing more detailed drawings so the community can see the recommended locations of tracks and retaining and noise walls.

Hope this helps.

Josh

---

**From:** Lakeshore East Community Advisory Committee LSE CAC

[REDACTED]

**Sent:** Tuesday, April 06, 2021 5:14 PM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [KaufmanR@ndp.on.ca](#); [Daryl Finlayson](#) <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>; [Rakocevic-CO, Tom](#) <[TRakocevic-CO@ndp.on.ca](mailto:TRakocevic-CO@ndp.on.ca)>; [REDACTED]

[REDACTED]

ntario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Questions and Follow Up from our March 25th meeting with the LSE CAC

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Thanks for clarification.

Can you find out why these pink boundaries were listed on the GO Expansion maps in December as 'Ontario Line Noise walls'?

[Js Park bordered by Wardell and Booth.jpg](#)

[Over QueenStrange.jpg](#)

On Tue., Apr. 6, 2021, 4:04 p.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

No problem. Those are the Metrolinx property boundaries. What the team is looking at now is how to safely construct the necessary infrastructure, including the retaining/noise walls, within those boundaries while minimizing impacts to the parks and trees.

---

**From:** Lakeshore East Community Advisory Committee LSE CAC  
[REDACTED]

**Sent:** Tuesday, April 06, 2021 2:38 PM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>;

Rakocevic-CO, Tom <[TRakocevic-CO@ndp.on.ca](mailto:TRakocevic-CO@ndp.on.ca)>; [REDACTED]  
[REDACTED]

[REDACTED] Ontario Line

<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Questions and Follow Up from our March 25th meeting with the LSE CAC

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Hi Josh: Thanks for the information and for the heads up on the new map - can you clarify what the black dotted lines are that border the corridor? Is this the placement of the noise wall boundaries?

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

On Tue, Apr 6, 2021 at 2:02 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for the email. We will work with our project teams to provide information to respond to these questions and use them to help guide our future discussions.

Continuing to refine plans for the Ontario Line is an important part of the initial project design phase that we are currently in. The Environmental Conditions Report looked at existing conditions. The early works reports and Environmental Impact Assessment Report will set out the detail of anticipated impacts but those reports require a detailed level of design that has not yet been reached. As I mentioned prior to our last meeting, Metrolinx is taking this extra time to conduct further due diligence and refine initial designs so that we minimize impacts

throughout the corridor as much as possible.

We know the community wants to be part of this process and we will continue to share updated graphics and information as soon as it is available, following a thorough discussion with city staff. We are working on updated maps for the East segment and just released a [new blog](#) that includes a graphic showing the six track corridor fitting mostly within the Metrolinx property lines. We are looking forward to a virtual open house where we can share updates with the community, answer questions and receive public feedback. As soon as we have a date, I will let you know.

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

---

**From:** Lakeshore East Community Advisory Committee LSE CAC  
[REDACTED]

**Sent:** April 6, 2021 11:57 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>;  
Rakocevic-CO, Tom <[TRakocevic-CO@ndp.on.ca](mailto:TRakocevic-CO@ndp.on.ca)>; [REDACTED]  
[REDACTED]

**Subject:** Questions and Follow Up from our March 25th meeting with the LSE CAC

**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 Josh: I hope you had a relaxing long weekend?

Our CAC has put together questions from our March 25th meeting for the OL Project Team members, in the same format as we had asked questions from the draft ECR.

We were completely taken aback by the news that the Ontario Line tracks are being realigned to the west side of the corridor, especially after the ECR was finalized, and we don't understand why we were not told that this was on the Agenda for discussion.

We have now included questions about the realignment and we would like to request a meeting together as soon as you have more details and drawings to share with our community about this major shift.

Along with the City of Toronto, our community is asking Metrolinx to undertake a serious costing of an underground alternative away from the corridor.

Thank you.

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Visual surveying along the rail corridor - starting April 8  
**Date:** Wednesday, April 7, 2021 2:53:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Visual survey along rail corridor - starting April 8.pdf](#)

---

Hello [REDACTED]

Please find attached a notice about visual surveying work along the rail corridor starting April 8 and anticipated to be complete on the same day. The field crew will be carrying out visual assessments and taking measurements along the rail corridor using handheld cameras and measuring tools. This will support public information materials being developed regarding proposed noise walls. You can find more details in the attached notice.

As you may know, construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [REDACTED]  
**Cc:** [Josh Vandezande](#); [REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work and environmental sampling at 240 First Avenue - starting as early as April 12  
**Date:** Monday, April 12, 2021 2:14:00 PM  
**Attachments:** [image003.png](#)

---

Hi [REDACTED]

Circling back on that final piece of information. I have confirmed the contractor will be fully demobilizing at the end of each drilling day if they don't finish within the first day of drilling.

Let me know if you have any further questions,

**Daryl Gonsalves**  
**The Ontario Line Community Relations Team**



---

**From:** Ontario Line  
**Sent:** April 9, 2021 5:32 PM  
**To:** Lakeshore East Community Advisory Committee [REDACTED]  
[REDACTED] Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]  
[REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work and environmental sampling at 240 First Avenue - starting as early as April 12

Hi [REDACTED]

Here's some further context below in bold for reference:

1. Where is the work site located - on the tracks or on the ground in the area indicated, (we can't tell from the drawing)? Or is it both? This will impact noise levels if the site is elevated.

**The work area will be in the parking area that is adjacent to the 240 First Avenue physical building, and we have secured permission to enter from the property owner. The field crew will be accessing the site via Gerrard Street in order to minimize impacts to area residents and businesses. Please note that there also only two days of drilling taking place, the rest of the work duration will be for environmental sampling which will not generate noise impacts.**

2. Will the dog park be impacted? If so, what are the plans to protect the dogs and walkers around the site?

**No, the dog park will not be impacted. We have taped up signs at the entrance of the dog park earlier today in order to alert users of the type of work as they may see work taking place beyond the dog park fencing.**



3. What kind of decibel levels are generated by the drilling machine - are their plans to put up a temporary noise wall around the site?

**The contractor is aware that drilling work is disruptive to the community, and the recommended mitigation was to reduce the work days in order to complete the work in the shortest time period possible. We expect drilling work to complete in 2 days' time, and we will continue to work with the contractor to ensure that disturbances are minimized for the entire duration of the work beyond drilling.**

**In terms of the drilling work, it will be intermittent drilling. Drilling will take place in intervals in order to reach the depths needed to establish monitoring wells for the field crew to conduct sampling, so when drilling is not taking place, area residents and businesses can anticipate to hear noise that's comparable to a truck idling.**

4. Where will site vehicles be parked?

**Only essential vehicles will be parked onsite at the work area. The field crew are anticipating three vehicles to be parked onsite – one drill rig, one support truck and a field technician's vehicle (midsize car) for safety and emergency reasons.**

5. Where will the samples be stored and when will they be removed?

**Samples will be stored in soil drums onsite, and they are anticipated to be removed one business day after work concludes.**

6. What protections will be in place around the site after work hours?

**During the drilling work, there will be safety cones erected around the work area and equipment being used. I will get back to you this Monday on whether they will be demobilizing the drill rig if they don't finish work within the first day of drilling.**

I will get back to you on Monday with that final piece of information.

Speak soon,  
Daryl

**The Ontario Line Community Relations Team**



---

**From:** Lakeshore East Community Advisory Committee LSE CAC <[REDACTED]>

**Sent:** April 9, 2021 12:15 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Cc: Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Investigative drilling work and environmental sampling at 240 First Avenue - starting as early as April 12

**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 Josh: There are lots of questions about this work so hoping you can answer please.

1. Where is the work site located - on the tracks or on the ground in the area indicated, (we can't tell from the drawing)? Or is it both? This will impact noise levels if the site is elevated.
2. Will the dog park be impacted? If so, what are the plans to protect the dogs and walkers around the site?
3. What kind of decibel levels are generated by the drilling machine - are their plans to put up a temporary noise wall around the site?
4. Where will site vehicles be parked?
5. Where will the samples be stored and when will they be removed?
6. What protections will be in place around the site after work hours?

Thank you.

[REDACTED]

On Thu, Apr 8, 2021 at 1:27 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Please find attached a notice about investigative drilling work and environmental sampling taking place at 240 First Avenue, starting as early as April 12. The drilling work is anticipated to last up to two days, and the environmental sampling is anticipated to last up to three weeks. You can find more details in the attached notice.

As you may know, construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials and the property owner. It will also be distributed to area residents and businesses, carried by field crew carrying out the work and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



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

**From:** [REDACTED]  
**Subject:** RE: Ontario Line East Virtual Open House - April 22  
**Date:** Wednesday, April 14, 2021 12:09:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

That image is a generic photo which is displayed across the Metrolinx Engage website in multiple areas related to updating the community. I've seen some great Jimmie Simpson Park images in the materials that are being developed and we'll certainly look into incorporating more photos from the East end as we continue to update our website.

Best,

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



---

**From:** Lakeshore East Community Advisory Committee [REDACTED]  
[REDACTED] 13, 2021 4:11 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line East Virtual Open House - April 22

**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 Daryl: You have a picture on the website of the FlatIron building downtown.. shouldn't you/they pick a more appropriate image from Leslieville? How about Jimmie Simpson Park??

Thanks.

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

On Tue, Apr 13, 2021 at 3:29 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

We wanted to inform the LSE CAC that the Ontario Line virtual open houses for east end residents have been confirmed. Residents and businesses can register by [visiting this link](#).

The Ontario Line virtual open house will cover the Lower Don Bridges, East Harbour, Leslieville/Riverside and Gerrard. It will take place on Thursday, April 22 starting at 6:30pm.

We ask that you please circulate this engagement opportunity with the community.

Feel free to reach out if you have any questions,

**Daryl Gonsalves**

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



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Minutes & Questions from March 25th?  
**Date:** Tuesday, April 20, 2021 10:45:00 AM

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Josh and Daryl: It appears we were at 2 different meetings by the look of these Minutes. We will have a number of additions - including the news that was dropped into the middle of the meeting from C. Fletcher that Metrolinx was realigning the tracks to the west side of the corridor and the exclusion of it from our Agenda.

Thank you.

[REDACTED]

On Tue, Apr 20, 2021 at 8:44 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Please see attached for the summary of our previous meeting on March 25. Look forward to receiving your comments.

The team is using the LSE CAC's questions to help guide preparations for Thursday's virtual open house and future discussions with you. We will also be updating our website with more written responses to more of the community's frequently asked questions.

Have a good day,

Josh and Daryl

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**From:** [REDACTED]  
**Sent:** April 19, 2021 10:57 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** Minutes & Questions from March 25th?

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Morning Josh: I hope you are well and had a good weekend?

I am following up the Minutes from our last meeting on March 25th and the questions we had submitted for answers.

We'd like to get these around the community soon.

Please let know when they will be ready?

Thank you.

[REDACTED]

[REDACTED]

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---

**From:** Ontario Line  
**Sent:** Thursday, April 29, 2021 5:24 PM  
**To:** [REDACTED]  
**Cc:** Josh Vandezande  
**Subject:** New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4  
**Attachments:** OLine - Capturing sound and video information along the rail corridor - starting as early as May 4.pdf

Hello [REDACTED]/LSE CAC,

Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#); [REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4  
**Date:** Friday, May 14, 2021 3:09:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Hi [REDACTED],

I want to let you know that AECOM will be at the final location at the corner of Booth Avenue and Paisley Avenue next Wednesday, May 19<sup>th</sup> to complete the required sound and video information capture. For the 'CAC Questions for Follow up,' I will have a response to you via email next week.

Don't hesitate to let me know if you have any questions.

Best,  
Daryl

---

**From:** Lakeshore East Community Advisory Committee LSE CAC [REDACTED]  
**Sent:** May 4, 2021 11:52 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]  
[REDACTED]  
**Subject:** Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

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Hi Daryl - Thank you for this helpful information. Do you know when you will be returning the 'CAC Questions for Follow up,' that we sent you after our meeting in March? It's been more than a month now.

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

On Tue, May 4, 2021 at 11:14 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

The recordings will be taken at an elevation of 1.5 metres from ground level to represent ear height for a standing person.

Thank you,

Daryl

---

**From:** Lakeshore East Community Advisory Committee [REDACTED]

**Sent:** May 3, 2021 1:53 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]  
[REDACTED]

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

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Hi Daryl: Thank you - can you also ask what elevations they are recording sound at?

Thanks.

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

On Mon, May 3, 2021 at 1:49 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for your patience as we looked into your questions.

This upcoming work will supplement the joint corridor noise report included in the Ontario Line Existing Conditions Report and will be a part of the forthcoming Lakeshore East Joint Corridor Early Works Report. The report will be released this fall and we're hoping to be able to share some results before then.

Sound level recordings of existing train pass-bys and existing ambient sound will take place at the locations identified in the notice. The equipment being used include a Zoom Q8 video recorder, Zoom H3 360° Audio recorder and a Bruel and Kjaer Model 2250 Sound Level Meter. In the overall noise model, we will use typical train traffic rather than pandemic levels you hear now. In addition, we take into account future GO service/trains as outlined in the [GO Rail Network Electrification EPR Addendum](#) noise study.

Daryl

**Daryl Gonsalves**

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



---

**From:** Ontario Line

**Sent:** April 30, 2021 1:40 PM

**To:** [REDACTED]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]

**Subject:** RE: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

Hi [REDACTED]

Thank you for reaching out.

We are looking into your questions and will be in touch when we have more details to share.

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

**Daryl Gonsalves**

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



---

**From:** Lakeshore East Community Advisory Committee LSE CAC <[lse.cac.20@gmail.com](mailto:lse.cac.20@gmail.com)>

**Sent:** April 30, 2021 11:47 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

**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 Josh: We've had a look at this coming work order and have some questions about it.

1. What specific sound collection device(s) are you using to record 'ambient' sound levels?

2. What specific use will this ambient sound be part of?
3. Will this sound data collection be part of an official noise and vibration report and released to the public?
4. Why are you taking 'ambient' sound levels during the pandemic, when train volumes are so low - and;
4. Please explain any modeling used in the data collection, specifically at which heights & specific locations you will be collecting noise data along the corridor?

Thank you.

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

On Thu, Apr 29, 2021 at 5:24 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]/LSE CAC,

Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** RE: Thorncliffe Park MSF & Timeline Questions  
**Date:** Tuesday, May 4, 2021 12:30:00 PM

---

Hi [REDACTED]

Now that the location of the Ontario Line Maintenance and Storage Facility has been identified, environmental impact studies are underway and will be used to inform the draft Environmental Impact Assessment Report which we anticipate releasing for public review in early 2022. This will build on information collected in the Environmental Conditions Report about existing conditions in the area, which is within the Ontario Line North segment of the study area assessed in the [final Environmental Impact Assessment Report](#). Construction of the MSF is included in the Rolling Stock, Operations and Maintenance contract which we expect to finalize in late 2022 with construction to begin in 2023. All of these dates are included in the most recent Ontario Line project timeline which is posted on our website.

Hope this helps,

Daryl

---

**From:** Lakeshore East Community Advisory Committee [REDACTED]  
**Sent:** Friday, April 30, 2021 3:01 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Thorncliffe Park MSF & Timeline Questions

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Hi Josh: We are wondering if you can answer some questions about the newly selected MSF in Thorncliffe Park?

1. Will there be an Environmental Condition Assessment done on the newly selected MSF site as it was not specifically included in the ECR, other than as a large red zone area of study?
2. Will there be an Impact Report conducted on the site specifically?
3. When will either of these reports be released to the public for comments and review?
4. What is the projected timeline for construction to begin on the MSF? Is this before or after the EIAR is released and finalized?
5. Will a new OL timeline be updated to reflect the MSF project dates?

Many thanks!

---

**From:** Ontario Line  
**Sent:** Tuesday, May 4, 2021 11:14 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

Hi [REDACTED]

The recordings will be taken at an elevation of 1.5 metres from ground level to represent ear height for a standing person.

Thank you,

Daryl

---

**From:** Lakeshore East Community Advisory Committee [REDACTED]  
**Sent:** May 3, 2021 1:53 PM

[REDACTED]

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Daryl: Thank you - can you also ask what elevations they are recording sound at?

Thanks.

[REDACTED]

On Mon, May 3, 2021 at 1:49 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for your patience as we looked into your questions.

This upcoming work will supplement the joint corridor noise report included in the Ontario Line Existing Conditions Report and will be a part of the forthcoming Lakeshore East Joint Corridor Early Works Report. The report will be released this fall and we're hoping to be able to share some results before then.

Sound level recordings of existing train pass-bys and existing ambient sound will take place at the locations identified in the notice. The equipment being used include a Zoom Q8 video recorder, Zoom H3 360° Audio recorder and a Bruel and Kjaer Model 2250 Sound Level Meter. In the overall noise model, we will use typical train traffic rather than pandemic levels you hear now. In addition, we take into account future GO service/trains as outlined in the [GO Rail Network Electrification EPR Addendum](#) noise study.

Daryl

## Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



---

**From:** Ontario Line  
[REDACTED]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]

**Subject:** RE: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

Hi [REDACTED]

Thank you for reaching out.

We are looking into your questions and will be in touch when we have more details to share.

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

## Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Lakeshore East Community Advisory Committee LSE C [REDACTED]

Sent: April 30, 2021 11:47 AM

[REDACTED]

Subject: Re: New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4

**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 Josh: We've had a look at this coming work order and have some questions about it.

1. What specific sound collection device(s) are you using to record 'ambient' sound levels?
2. What specific use will this ambient sound be part of?
3. Will this sound data collection be part of an official noise and vibration report and released to the public?
4. Why are you taking 'ambient' sound levels during the pandemic, when train volumes are so low - and;
4. Please explain any modeling used in the data collection, specifically at which heights & specific locations you will be collecting noise data along the corridor?

Thank you.



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

On Thu, Apr 29, 2021 at 5:24 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]/LSE CAC,

Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th  
**Date:** Friday, May 14, 2021 10:27:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Surveying along the Ontario Line.pdf](#)

---

H [REDACTED],

Please find attached a notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East on May 18<sup>th</sup>. Surveying is anticipated to finish on the same day, and is being carried out to identify locates ahead of further investigative geotechnical drilling that will support the Ontario Line project design. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment which will be monitored at all times, and not be left overnight at any point. All work will be carried out within public roadways. A field crew of one or two persons will also use monitoring equipment to locate utilities in the field and may use water soluble paint marking to note their locations, while a second crew will take measurements. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials, community groups, and to area businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street - Starting as early as May 25  
**Date:** Thursday, May 20, 2021 3:01:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Saulter and Strange Street - starting as early as May 25.pdf](#)

---

Hi [REDACTED],

Please find attached a notice about investigative drilling work that will be taking place on Saulter Street and Strange Street, starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area, but access to and within Saulter Street and Strange Street will be maintained, with a flag person directing traffic at the work areas.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
Metrolinx Community Notice - Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25  
**Date:** Friday, May 21, 2021 2:39:00 PM  
**Attachments:** [OLine - Surveying between Logan Avenue and Pape Avenue - starting as early as May 25.pdf](#)  
[image001.png](#)

---

Hi [REDACTED]

Please find attached a notice about continuing surveying work that will be taking place on public roadways between Logan Avenue to Pape Avenue starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature with no anticipated noise impacts, and will be carried out using handheld and tripod-mounted equipment monitored at all times to locate utilities in the field, take measurements, and may use water-soluble paint to note their locations. The field crew will be carrying out some of the surveying overnight at two locations indicated in the notice in order to minimize disruptions to area residents and businesses. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:**



Line Community Notice - Investigative drilling work within the rail corridor near 375 Eastern Avenue - Starting as early as May 31

**Date:**

Friday, May 28, 2021 1:27:00 PM

**Attachments:**

[image001.png](#)

[OLine - 375 Eastern Avenue - starting as early as May 31.pdf](#)

---

Hello 

Please find attached a notice about investigative drilling work within the rail corridor near 375 Eastern Avenue, starting as early as May 31<sup>st</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update. Permission to enter has been secured with the property owner at 375 Eastern Avenue, and further details can be found in the attached notice.

This notice is being emailed to Elected Officials, community groups, and area businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Update - OL Mailouts  
**Date:** Friday, June 4, 2021 5:06:00 PM

---

Hi [REDACTED]

Giving you a heads up that we are circulating physical copies of the latest [blog post](#) to residents in Riverside and Leslieville. Looking forward to our discussion next week.

Have a good weekend,

Daryl

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10  
**Date:** 021 3:35:00 PM  
**Attachments:** [REDACTED]

---

Hello [REDACTED]

Surveying work will be continuing on Thursday, June 10<sup>th</sup> on public roadways along the rail corridor between Eastern Avenue and Gerrard Avenue, and anticipated to be completed on the same day in order to support the Ontario Line project design. See attached for our notice.

A one or two-person crew will use monitoring and measuring equipment to locate utilities in the field and apply paint markings on the ground to note physical location of underground utilities. A second crew uses surveying equipment to take measurements of the utility locations. All work will be carried out within public roadways. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Pape Avenue near Riverdale Shopping Centre - Starting as early as June 10  
**Date:** Tuesday, June 8, 2021 1:31:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Pape Avenue near Riverdale Shopping Centre - starting as early as June 10.pdf](#)

---

Hello [REDACTED]

Please find attached a notice about investigative drilling work that will be taking place on Pape Avenue near Riverdale Shopping Centre, starting as early as June 10. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update. Further details can be found in the notice.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





From: [redacted]  
To: [redacted]  
Subject: [redacted]  
Date: Tuesday, June 8, 2021, 4:29:00 PM  
Attachments: [redacted]  
[redacted]  
[redacted]

The size of the Transit Corridor lands vary along the Ontario Line corridor and are not limited to 30 metres from the existing rail corridor. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation who looked at the existing infrastructure of the area, the route and design of the line and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property. This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area which are together labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in **blue**. I attached a picture of the Joint Corridor area to make it easier to visualise. We hope to answer more questions about this letter at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#). Happy to answer any additional questions and chat on the phone if that is more helpful.

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

[redacted]

From: [redacted]  
Sent: June 8, 2021, 2:18 PM  
To: Franca Di Giovanni <Franca.Digiovanni@metro.inx.com>; Ontario Line <ontarioline@metrolinx.com>; [redacted] Councillor Fletcher <councillor\_fletcher@toronto.ca>; tabunsp-qp@ndp.on.ca; Rob Kaufman <kaufmanR@ndp.on.ca>; gregory.barley.509@parl.gc.ca; Daryl Finlayson <[redacted]>  
Subject: Fwd: Booth Avenue - Land Designation Form Letters from Metrolinx

EX ERNA SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
EX ERN EX ERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins que vous ne connaissiez l'expéditeur et que vous soyez sûr de la sécurité de son contenu.

Franca

I also received this letter a [redacted] e today (June 8, 2021).  
My home is more than 30m from the property line of the rail corridor where a 6' high fence is installed.  
Do not add a notice at land registry to my property title (per Bill 171).  
In the meantime, please provide specific details so that I can continue this discussion with my lawyer.

Regards

[redacted]

Sent from my iPad

Begin forwarded message:

From: [redacted]  
Date: June 8, 2021 at 1:41:05 PM EDT  
To: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>;  
Cc: KaufmanR@ndp.on.ca; councillor\_fletcher@toronto.ca; "Tabunsp - QP Peter" <tabunsp-qp@ndp.on.ca>; "Barley Greg (Dabrusin Julie - MP)" <gregory.barley.509@parl.gc.ca>; [redacted]  
Daryl Finlayson <Daryl.Finlayson@toronto.ca>  
Subject: Booth Avenue - Land Designation Form Letters from Metro Inx

Hello Franca and Ontario Line Team:

It appears our entire block at Booth Avenue along the Jimmie Simpson Centre and park, including myself, have just received the form letter from you telling us that our properties will be designated as per Bill 171 as they are on or within 0 meters from the rail corridor. This is shocking news to us as our properties are at least 100 to 150 metres from the rail corridor as mine is at 257 Booth Avenue. Can you please explain why when we are clearly not within 30 meters from Metrolinx property line we would be getting this notice? If this is the case, can you include a detailed map outlining the boundaries and actual distance from our individual properties to the Metrolinx boundary at a minimum? Also, please explain why we are receiving this very important information about our properties as a form letter?

Your prompt attention to this urgent matter is greatly appreciated.

Sincerely

[redacted]  
[redacted]  
[redacted]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work at the Gerrard-Carlaw Parkette - Starting as early as June 14  
**Date:** Wednesday, June 9, 2021 10:16:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Gerrard-Carlaw Parkette - starting as early as June 14.pdf](#)

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Hello [REDACTED]

Please find attached a notice about investigative drilling and environmental sampling work that will be taking place at the Gerrard-Carlaw Parkette, starting as early as June 14. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you may see in the notice, the Gerrard-Carlaw dog park will remain open to the public during work hours, with each work area secured by a 6' metal construction fence for safety. Drilling is anticipated to take place only on June 16, 2021 with the remainder of the work time scheduled for environmental sampling. No vehicles will enter the park green space, and all essential work vehicles will be parked on Gerrard Street East near the dog park entrance, with all appropriate City permits secured. Further details can be found in the notice.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses tomorrow. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Follow up to June 11 meeting  
**Date:** Friday, June 18, 2021 1:00:00 PM  
**Attachments:** [image003.png](#)

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Building on the enforcement response, the legislation does give Metrolinx enforcement authority (which could include non-compliance notices and stop work orders), however our goal is to work together amicably. That's one of the reasons we're notifying people who have property on transit corridor lands, so that they have the information they need, they know who they can talk to at Metrolinx and to make the permitting process as straightforward as possible.

If they ever have any questions about a project they are considering and are wondering if they need a permit, they can reach out to [development.coordinator@metrolinx.com](mailto:development.coordinator@metrolinx.com). If they believe a permit is required, please include property information as well as a description of your work or site plan, or any architectural drawings (if available) in your initial email. A representative will be in touch to guide you through the Metrolinx review process.

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**From:** Ontario Line  
**Sent:** June 18, 2021 9:40 AM  
**To:** [REDACTED]  
**Cc:** Lakeshore East Community Advisory Committee LSE CAC <[REDACTED]>  
**Subject:** RE: Follow up to June 11 meeting

Hi [REDACTED]

Rainy Friday but looking forward to our meeting.

Please see attached for the completed Q&A along with an image where the cross section was taken.

Daryl

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**Sent:** June 15, 2021 1:21 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Lakeshore East Community Advisory Committee LSE CAC <[REDACTED]>  
Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Subject:** Re: Follow up to June 11 meeting

**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,



On Fri, Jun 11, 2021 at 3:42 PM Lakeshore East Community Advisory Committee LSE CAC

[REDACTED] wrote:

Hi Daryl: Thank you for the measurements - but we are still confused by the JSC building to the right and it being north of the station. Please see this red property line indicated below - Where about is this cross section that shows parkland to the west? Because there will also be a retaining wall and noise wall - so please explain this amount of space on your cross section. Can you please give us lat and long on a map? Is this after Wardell avenue, if so there is no JSC to the east.

Also, can you check that the electric poles are on the inside of the 2 OL tracks, we do not think this is correct, nor the amount of space given to the disembark/embark from each train - it is much too narrow.



Thank you!

We can discuss next week.

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

On Fri, Jun 11, 2021 at 3:14 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Thanks for meeting with us today. Please see attached for the graphic.

Some notes:

- This is just north of the station planned at Queen, at Jimmie Simpson Recreational Centre.
- These are average width measurements.
- Included is the width of this particular cross section as well as the range of widths for

the Metrolinx property boundary.

- Our internal teams double checked the property boundary widths provided here. These are the most accurate.

Chat soon and hope you enjoy the reopening weekend,

Daryl

**From:** Lakeshore East Community Advisory Committee LSE CAC [REDACTED]  
**Sent:** June 11, 2021 12:53 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Follow up to June 11 meeting

**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 Jackie, Franca and Daryl: Thank you for the informative discussion. It was great to meet you Jackie and welcome.

We have agreed there is much more to discuss, so we'll be sending an invite for next Friday 18th, around the same time - which we will confirm shortly.

We will also be sending an updated list of our follow up questions for the project teams to answer, next week.

Daryl, if you'd like to share the map you have with measurements with us now, we can agree to discuss it together next Friday, along with information about Transit Land Designations and the permitting process?

Thank you, and have a nice weekend.

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

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Jackie Czaika](#)  
**Subject:** Surveying from Dundas to Queen starting as early as June 17  
**Date:** Tuesday, June 15, 2021 9:32:00 PM

---

Hello [REDACTED],

Due to feedback from the community and current level of design, we have engaged a professional surveying consultant to place physical markers to represent the future location of the new retaining/noise walls from Queen Street East to Dundas Street East.

These visual markers will enable the community to see for themselves how the rail corridor will change with Ontario Line and GO Expansion plans around Bruce Mackey and Jimmie Simpson Park. For markers within the Metrolinx property boundary (within the rail corridor), we will be using wooden stakes (4' height with orange tips) placed in 10 metre intervals. Due to safety concerns and advice from City of Toronto staff, some locations that fall slightly outside our property line will not be marked. We will use digital media to communicate what these areas will look like in order to provide Riverside and Leslieville residents with the all the information.

Some notes about this project:

- This work will begin as early as Thursday, June 17 and extend as late as Sunday, June 20, 2021 from the hours of 8am to 5pm
- The surveying consultant will only place markers inside the rail corridor (within the existing fence)
- Metrolinx teams will be taking photos and video to better communicate the locations of future retaining/noise walls in this area

Let us know if you have any questions or concerns,

Daryl

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work within the Metrolinx rail corridor from Queen Street East to Gerrard Street East - Starting as early as June 24  
**Date:** Friday, June 18, 2021 11:20:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Rail corridor from Queen to Gerrard - starting as early as June 24.pdf](#)

---

Hello [REDACTED]

Please find attached a notice about investigative drilling work that will be taking place within the Metrolinx rail corridor from Queen Street East to Gerrard Street East, starting as early as June 24. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The field crew will access the Metrolinx rail corridor from 383 Eastern Avenue, and permission to enter has been secured with the property owner. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Gerrard Street East near Carlaw Avenue - Starting as early as June 25  
**Date:** Monday, July 12, 2021 4:01:00 PM  
**Attachments:** [OLine - Gerrard near Carlaw - starting as early as June 25.pdf](#)  
[image001.png](#)  
[image002.png](#)

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Hello [REDACTED]

Following up to inform you that unfortunately due to mechanical problem of the drill rig, the work below was not completed. They expect to return on **Wednesday, July 14** to complete the remaining work.

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

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



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**From:** Ontario Line  
**Sent:** June 22, 2021 10:48 AM  
**To:** [REDACTED] [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Gerrard Street East near Carlaw Avenue - Starting as early as June 25

Hello [REDACTED]

Please find attached a notice about upcoming investigative drilling work on Gerrard Street East near Carlaw Avenue, starting as early as June 25. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, a single westbound lane will be temporarily closed during work hours, and a Paid Duty Officer will be onsite to help direct traffic. Further details can be found in the attached notice.

This notice is being emailed to Elected Officials and community groups, as well as hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Overnight surveying work on and near Gerrard Street East and Carlaw Avenue - Starting as early as June 29  
**Date:** Thursday, June 24, 2021 4:19:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Overnight surveying on and near Gerrard Street East and Carlaw Avenue - starting as early as June 29.pdf](#)

---

Hello [REDACTED],

Please find attached a notice about continuing overnight surveying work that will be taking place on and near Gerrard Street East and Carlaw Avenue, starting as early as June 29. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature with no anticipated noise impacts, and will be carried out using handheld and tripod-mounted equipment monitored at all times to locate utilities in the field, take measurements, and may use water-soluble paint to note their locations. The field crew will be carrying out surveying overnight in order to minimize disruptions to area residents and businesses. There will be no impacts to traffic or transit, and pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Roll Plot  
**Date:** Wednesday, June 30, 2021 2:34:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Reaching out to pass along new [technical drawings](#) that are available on Metrolinx Engage for the public to review. As always, this is a snapshot of current design and may be refined.

Best,

**Daryl Gonsalves**

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Investigative drilling work on the laneway off Paisley Avenue  
**Date:** Thursday, July 15, 2021 4:54:00 PM  
**Attachments:** [OLine - Laneway off Paisley Avenue - starting as early as July 19.pdf](#)  
[image002.jpg](#)

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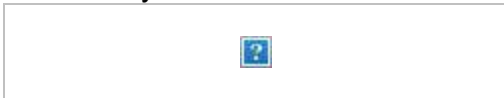
Good evening,

Please find attached a notice informing the community that **Metrolinx will be using small drill rigs and trucks to gather information and evaluate underground conditions.** Using this information, Metrolinx can begin to determine the construction approach for this project.

Please let us know if you have any questions.

Regards

**Lancefield Morgan**  
Community Relations and Issues Advisor



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on the laneway off Logan Avenue - Starting as early as July 22  
**Date:** Tuesday, July 20, 2021 9:52:00 AM  
**Attachments:** [OLine - Laneway off Logan Avenue - starting as early as July 22.pdf](#)  
[image001.png](#)

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Hello [REDACTED]

Please find attached a notice about upcoming investigative drilling work on the laneway off Logan Avenue, starting as early as July 22. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area. We have advised on the notice that residents with vehicles parked near the work area may wish to move their vehicles before 7 a.m. Access to and within the laneway will be maintained, with a flag person directing traffic at the work area. Further details can be found in the attached notice.

This notice is being emailed to Elected Officials and community groups, as well as hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

The Ontario Line Community Relations team

[REDACTED]

**From:** [Lakeshore East Community Advisory Committee LSE CAC](#)  
**To:** [Ontario Line](#)  
**Cc:** [Jackie Czajka](#); [REDACTED] [KaufmanR@ndp.on.ca](#); [Tabuns - QP, Peter](#); [REDACTED] [councillor\\_fletcher@toronto.ca](#); [Franca Di Giovanni](#)  
**Subject:** Re: MX x LSE CAC August Meeting  
**Date:** Wednesday, August 18, 2021 12:24:44 PM  
**Attachments:** [image001.png](#)  
[image001.png](#)

**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 Daryl: From the list below it doesn't appear that anything we wanted to meet about is on it or available to discuss.

What is the purpose of meeting until the information we requested is available? This includes the costing of our underground plan away from the corridor.

Our community was promised a costing of our underground plan by Malcolm Mackay and Duncan Law at several meetings for the past few months, and you were directed to undertake it by the City. Now you are clearly withdrawing that commitment to our community after only costing routes which ran under the corridor, which for many reasons are not feasible.

This is not our plan which clearly solves all the issues your u/g plans ran into.

We do not accept your arguments or underground conclusions.

Our community does not accept your arguments or conclusions.

What else would suggest for an agenda?



On Wed., Aug. 18, 2021, 11:55 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for sharing topics for discussion.

Our Environmental team is currently identifying comparables for noise wall materials. We can go over this at our meeting.

[This letter](#) sent on June 8, 2021 concludes that we are not pursuing a fully underground or partial underground alignment.

We initially anticipated being able to share the noise modelling data before the Lakeshore East Joint Corridor Early Works Report was released. Due to delays with the study, we will be releasing the noise data within the Joint Corridor Early Works Report which is still on track for early September.

Raising the tracks does not affect the amount of rain that runs off. All runoff will be captured on-site and directed into the storage/infiltration system. For small events, such as a typical rainfall or meltwater event, we would expect that the vast majority of the water would be intercepted by the infiltration system, and very little, if any, the flow would be directed to the existing storm system. Thus, drainage will be meaningfully improved. We do not anticipate an increase in the overall groundwater elevations or the presence of exfiltration in the area. In addition, Metrolinx is currently investigating the connections to the existing system. If the existing infrastructure lacks capacity, there will have to be either restricted outlets (and thus additional storage on-site), or refurbishment of the existing system.

Looking forward to receiving dates for our upcoming meeting,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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**From:** [REDACTED]

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>;

[REDACTED] <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>;  
[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>

**Subject:** Re: MX x LSE CAC August Meeting

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Hi Daryl: We have several members away at the moment so we will get back to you for dates in August.

Re issues for discussion. We understand from Malcolm MacKay that Mx is costing out our underground plan south of Eastern Ave. We would like to meet and go over those dollars and understand the costs.

Also, you told us that the new noise modeling study for the Joint corridor would be released this summer, so we could through results as well.

We had also asked for a report on the composition of the noise wall materials and their sound absorbing properties, so we could look at that data.

Another issue we have yet to tackle is how the Joint Corridor will drain water/snow off the corridor with noise walls on either side. With the elevated corridor and heated tracks, we are interested in how you will drain water off properties backing on to the corridor and also along the parks.

We will get back to you with more details and some dates.

[REDACTED]

On Wed., Jul. 28, 2021, 4:11 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]



It's been a while since our last meeting with the LSE CAC. Can you please provide some times in August for us to meet and what topics you would like to focus on? I understand you are working now so we are happy to organize a time past 5pm.

A reminder of some upcoming milestones:

- Lakeshore East Joint Corridor Early Works Report – fall 2021
- Next virtual open house for East Segment – September (date to be confirmed shortly)
- Public consultation on retaining/noise walls – timing to be confirmed shortly and will be shared with CAC

Thank you,

Daryl

---

**From:** [REDACTED]  
**Sent:** July 27, 2021 2:31 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> [REDACTED]  
**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>; [REDACTED]  
[REDACTED] <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>;  
[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Re: 2AM Track work on corridor

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Thanks. Just to clarify, they were ripping down branches violently, shaking the entire tree line, and chips and branches were flying everywhere. This work did not require a nest search unless the entire tree was being removed? Is this correct?

[REDACTED]

On Tue., Jul. 27, 2021, 1:56 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Yes – I confirmed with the associated contractor that any removal required the appropriate nest search as per regulation.

Daryl

---

**From:** [REDACTED]  
**Sent:** July 26, 2021 4:10 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>; [REDACTED]  
[REDACTED] <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>;  
[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Re: 2AM Track work on corridor

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Thanks for clarification Daryl. Please confirm this was done prior to tree removal work last Sunday to Tuesday with the tree clearing on our Joint Corridor ?

Thank you.

[REDACTED]

On Mon., Jul. 26, 2021, 2:55 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I have reviewed the video and picture you attached.

To answer your question, nest searches are required to be completed if a tree needs to be removed. This applies to any removals of trees from the work between Eastern Avenue to the DVP or any emergency removals due to safety concerns.

Daryl

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[REDACTED]

**Sent:** July 23, 2021 11:29 [REDACTED]  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED]  
[REDACTED] <[KautmanR@ndp.on.ca](mailto:KautmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Re: 2AM Track work on corridor

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Hi Daryl:

We appreciate you following up on this important matter for our community. Can I clarify that nest searches you are detailing are currently only for the tree clearing work south of Eastern Ave to the DVP - removals outlined in the Addendum for Go Expansion?

This 'regularly scheduled maintenance' of tree destruction that has taken place all week in the middle of the night for more than a kilometer of track - all with no notice or information - has this work also had nest searches completed? And if not, why? What is the difference when it is still migratory nesting season? And if this was regularly scheduled tree maintenance - why were we not informed about it??

I'd like to point out the emotional shock this caused our community to wake up at 1am on Sunday morning to see trees and branches flying around the corridor and

parks. It was and is deeply upsetting. It was also very dangerous for anyone nearby.

I'm attaching a picture and brief video of a huge HOLE in the treeline, there are visibly less trees on the corridor now, especially behind the splash pad & playground in JS park which wasn't there before.

Please clarify the nest search timeline as well.

Regards,

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

On Fri, Jul 23, 2021 at 11:09 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED],

I investigated further with the appropriate teams.

Our contracts with Avian Biologists do not include preparation of reports for the public. That said, avian surveys are being conducted every 48 hours And will continue until the removals are complete. The surveys are conducted to ensure compliance with the Migratory Bird Convention Act, 1994 (MBCA). Some more information:

- Avian surveys will take place throughout the breeding bird period identified by Environment Canada for migratory birds (early April – late August).
- A Qualified Avian Biologist is to complete the avian nest surveys prior to commencement of works to identify and locate active nests of species covered by the MBCA, if works must be conducted during the breeding bird season.

Where migratory birds and their active nests are present, the Qualified Avian Biologist will develop a mitigation plan to address any potential impacts.

Our Rail Corridor team has informed me the work you noticed is related to a regular maintenance to ensure sight lines for train traffic. This would include trimming back vegetation that has overgrown so train operations staff are not only safe but can also see signals, crossings and signs. The [Metrolinx Vegetation Guideline](#) guides this work. It is also important to note this work is attached to the bi-annual cleanup of any scrap materials on the tracks themselves. I have put in an internal request to be looped into these events so we can notify the community in the future.

Daryl

---

**From:** [REDACTED]  
[REDACTED] PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>; Malcolm Mackay <[Malcolm.Mackay@metrolinx.com](mailto:Malcolm.Mackay@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: 2AM Track work on corridor

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Hi Daryl & Jackie: We would like to see the report from the Biologist and understand more of the timing of these inspections before tree removals proceed please.

Again, last night the tree clearing machine was on our corridor around 11pm. Why are we getting no notice of this work? And why hasn't there been nest searches completed beforehand? This is some kind of regular maintenance work and why are nests not being protected? Why is this work different from protections given in the EA's? There are many migratory birds along the corridor.



On Wed., Jul. 21, 2021, 10:16 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [Redacted]

Qualified avian biologists completed the avian sweeps/nest searches. These are conducted within 48 hours prior to any tree removals from DVP to Eastern Avenue.

Daryl

---

**From:** [Redacted]

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Malcolm Mackay <[Malcolm.Mackay@metrolinx.com](mailto:Malcolm.Mackay@metrolinx.com)>; [Redacted]

**Subject:** Re: 2AM Track work on corridor

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Can I please confirm the date of these searches and who performed them?

Thank you.

On Mon., Jul. 19, 2021, 6:52 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

wrote:

Correct – nest searches or avian sweeps were conducted as they are required.

Daryl

---

**From:** [REDACTED]  
**Sent:** July 19, 2021 5:34 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm Mackay <[Malcolm.Mackay@metrolinx.com](mailto:Malcolm.Mackay@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: 2AM Track work on corridor

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Please confirm nest searches have been approved in this area as is required by the GO TPAP EA process, which I have read.

Thank you.

[REDACTED]

On Mon., Jul. 19, 2021, 5:21 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

After completing the impact analysis through [GO Expansion Transit Project Assessment Process \(TPAP\)](#), Metrolinx is clearing, removing and pruning designated trees and vegetation located between the DVP and Eastern Avenue of the Lakeshore East Rail Corridor. As you know, north of Eastern Avenue is on hold as we complete the forthcoming environmental assessment reports. The notice is currently available on the Lakeshore East Community Notices [here](#). My Toronto east colleagues included the notice in their e-newsletter. I also included it in our July 16 e-newsletter for

awareness and it was physically distributed within the area businesses and residents.

As stated in the notice, the contractor is **working in the daytime (7am to 7pm)** and the **limits of the work is from the DVP to Eastern Avenue**. I confirmed with other Metrolinx teams that this work is in no way related to the emergency work that took place early this morning to ensure the safety of passing GO trains.

I will report back to you folks once I get more information to share,

Daryl

---

**From:** [REDACTED]  
**Sent:** July 19, 2021 4:55 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm Mackay <[Malcolm.Mackay@metrolinx.com](mailto:Malcolm.Mackay@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: 2AM Track work on corridor

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Daryl: Peter Tabuns office just sent me this notice of track clearing DVP to Eastern ave. Today.

Why did we not get this notice?  
Have nest searches been done by a qualified biologist? Please confirm.

How is this related to the tree clearing here last night? Did the contractors screw up?

We are insisting on a Metrolinx investigation and report back to our community.



On Mon., Jul. 19, 2021, 2:05 p.m. Ontario Line,  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for this additional context.

For reference, I did not say only one tree was removed. The emergency teams tell me a few trees were removed. I am not telling the community or you it was only one tree that was removed.

The report I received says it was one specific tree which caused the minor damage to a GO train.

Daryl

---

**From:** [REDACTED]

**Sent:** July 19, 2021 2:02 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>

**Subject:** Re: 2AM Track work on corridor

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Here are some videos of the truck moving along Bruce Mackay.. not one tree! Evidence. I watched it go behind Jimmie Simpson Center.



On Mon., Jul. 19, 2021, 1:54 p.m. [redacted] wrote:

Please stop telling the community it was one tree removed . We have a community of witnesses who watched and listened to the truck clear all the way south and video that it was more than 1 km of tree clearing.

You cannot take trees down during nesting season regardless of who was clearing without a nest search.

Metrolinx must conduct an investigation into what happened.

I'm at work, but you can call me after [redacted].

[redacted]

On Mon., Jul. 19, 2021, 1:49 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [redacted]

I am following up with our emergency teams to see if they noted the number of trees removed. I am also looking into if they can share the entrance/exit of the equipment used to clear the specific trees that were a risk to safety.

I want to reiterate this is not related to the Ontario Line/GO Expansion tree clearing. Those impact studies are still ongoing and the clearing will not begin until the reports are made available to the public.

I will provide the information above once I have it. Is there a number I can reach you? I will respond your email so other folks can see it but would be happy to chat as well.

Daryl

---

**From:** [REDACTED]

<

[REDACTED] PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: 2AM Track work on corridor

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Daryl if you don't believe us - just walk down the corridor... there is tree debris everywhere all along the corridor.

[REDACTED]

On Mon, Jul 19, 2021 at 1:08 PM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for sharing the information about the overnight work. I can confirm it is not related to the Ontario Line or GO Expansion.

Last night, a safety issue was identified as a tree caused minor damage to a GO train passing within the Lakeshore East rail corridor. Due to the extreme weather we have had recently, a few trees had blown over and was obstructing one track. As soon as this was identified, emergency teams were dispatched overnight to immediately clear the specific trees obstructing the track and ensure the safety of passengers. Due to the nature of this emergency work, there was no opportunity to reasonably notify the community.

I would appreciate if you share this with the community,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

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**From:** [REDACTED]

**Sent:** July 19, 2021 9:30 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca);

**Subject:** Re: 2AM Track work on corridor

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Daryl : Just got these pics from a neighbour. Wood and chips flying around during their cutting. Very dangerous.

Tree line noticeably thinner now.

What is going on that we got no notice of this work?

On Mon., Jul. 19, 2021, 9:07 a.m. Ontario Line,  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for bringing this to my attention.

I am investigating immediately with our Ontario Line project managers and GO work coordinators. I will provide more information once I have it.

I apologize for the disruption.

Daryl

---

**From:** [REDACTED]

**Sent:** July 19, 2021 1:50 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)

**Subject:** 2AM Track work on corridor

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It's almost 2am and some very loud vehicle is running along the tracks by the JS Park. Sounds like resurfacing.

What is going on and why has there been NO notice whatsoever to the community?

[REDACTED]

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Investigative drilling work on Tiverton Avenue Starting as early as July 27, 2021  
**Date:** Thursday, July 22, 2021 11:45:00 AM  
**Attachments:** [OLine - Tiverton Avenue - starting as early as July 27.pdf](#)  
[image002.png](#)

---

Good afternoon

Please see the attached notice for upcoming work along Tiverton Ave. Metrolinx will be using small drill rigs and trucks to gather information and evaluate underground conditions.

Additional detail can be found in the notice attached. The Community Relations team will share with local residents, but please feel free to contact our office if you have any questions.

Regards

The Ontario Line Community Relations team

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Overnight investigative drilling work on Dundas Street East near Wardell Street - Starting as early as August 3  
**Date:** Wednesday, July 28, 2021 4:34:00 PM  
**Attachments:** [OLine - Overnight Investigative Drilling on Dundas near Wardell - starting as early as August 3.pdf](#)  
[image001.png](#)

---

Hello [REDACTED],

Please find attached a notice about overnight investigative drilling work on Dundas Street East near Wardell Street, starting as early as August 3rd. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, was dropped off to residents in the area today, and will be available on our website.

Please let us know if you have any questions,

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street - starting as early as August 3  
**Date:** Thursday, July 29, 2021 5:24:00 PM  
**Attachments:** [OLine - Parking lot near Queen Street East and Strange Street - starting as early as August 3.pdf](#)

---

Good afternoon [REDACTED]

Please see the attached notice for upcoming surveying geotechnical drilling work at the parking lot near Queen Street East and Strange Street starting as early as August 3, 2021. This work has been coordinated closely with Fontbonne Ministries. There are two days of investigative drilling (August 4 & 5) from the hours of 5pm to 10pm.

Please feel free to contact our office if you have any questions about this work.

Regards,

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Surveying Property Boundaries from Eastern Avenue to Queen Street East  
**Date:** Thursday, July 29, 2021 9:58:00 AM  
**Attachments:** [OLine - Surveying from Eastern Avenue to Queen Street East - starting as early as August 2.pdf](#)  
[image001.png](#)

---

Good morning

Please see the attached notice for upcoming surveying work. As early as August 2, 2021 crews will use GPS equipment to place stakes with coloured tips to visually define property lines. No noise or disturbance is expected from this work. Please feel free to contact our office if you have any questions about this work.

Regards

**The Ontario Line Community Relations Team**



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: !! Track work?  
**Date:** Monday, August 23, 2021 4:01:31 PM

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Thank you.

[REDACTED]

On Mon, Aug 23, 2021 at 2:40 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I am still talking to our internal teams to determine what that was.

This is the info I have:

- August 19 around noon
- Big red machine on the tracks
- Community members reported trees being cut
- Around Booth/Paisley area

Daryl

---

**From:** [REDACTED]  
<[REDACTED]>  
**Sent:** August 20, 2021 3:05 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: !! Track work?

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Daryl: Did you find out what this big red machine was on the tracks yesterday?

[REDACTED]

On Thu., Aug. 19, 2021, 12:56 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Can you share more details?

- Google map with the location circled
- What do you hear?
- What do you see?
- Any other details that will help me track down the work.

Daryl

---

**From:** [REDACTED]

**Sent:** August 19, 2021 12:37 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** !! Track work?

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Hi Daryl: What is happening on the tracks by Booth/Paisley? We've had no notice of this.

Thanks

[REDACTED]

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Big red machine  
**Date:** Wednesday, August 25, 2021 11:08:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

Thanks for your patience as I tracked this work down.

This is geotechnical work to understand underground conditions. No trees were impacted and the red work equipment is a drill rig related to this work. After the drilling concludes, there will be short duration site visits to complete sampling work and there will be no noise related to this work.

Please see here [for the notice](#) which was circulated to you late June.

[REDACTED] I am still following up on the Safety/Standards Council of Canada response. It is been circulated with all the teams working on the partnership to ensure accuracy. Once complete, I will share with you immediately.

Have a good day and thanks for reporting this to me,

**Daryl Gonsalves**  
Community Relations & Issues Specialist – Ontario Line  
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**From:** Ontario Line  
**Sent:** August 25, 2021 9:20 AM  
**To:** [REDACTED]  
**Subject:** RE: Big red machine

Thanks [REDACTED], this is helpful.

Daryl

---

**From:** [REDACTED]  
**Sent:** August 24, 2021 10:12 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Big red machine

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fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Daryl: The big red machine is still sitting on the tracks over Dundas rail bridge, snapped this picture this evening walking by. Why is it there and what is it doing?

Thanks.

[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** Capturing sound and video information at Tiverton Parkette and Jimmie Simpson - Starting as early as August 31  
**Date:** Monday, August 30, 2021 4:21:00 PM  
**Attachments:** [OLine - Capturing sound and video information in Jimmie Simpson Park near the rail corridor - starting as early as August 31.pdf](#)  
[OLine - Capturing sound and video information at Tiverton Parkette near the rail corridor - starting as early as August 31.pdf](#)  
[image001.png](#)

---

Good afternoon,

Passing along two community notices for upcoming work to record sound and video information from Tiverton Parkette and Jimmie Simpson Park, starting as early as August 31. This will support public information materials being developed for the future.

There is no parking or noise impacts associated with this work. This work will take four hours to complete. Residents will still be able to enjoy the park as the work takes place.

Please let us know if you have any questions,

The Ontario Line Community Relations team

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** [REDACTED] Schedule for Joint Corridor  
Thursday, September 9, 2021 10:13:00 AM

---

The briefing by Lura next week is aimed at walking the LSE CAC through the materials being developed for the September 23<sup>rd</sup> open house and to get your feedback. We have also sent invites to Save Jimmie Simpson, East End Transit Alliance, Riverside BIA and Leslieville BIA. Elected officials will be briefed as well. The materials are still in development but there will be a focus on the retaining/noise walls, as well as other points we want feedback from the community on.

I believe Ciaran has been in contact with you regarding timing so please coordinate with his team at Lura.

Hope this helps,

Daryl

---

**From:** [REDACTED]  
**Sent:** September 8, 2021 4:22 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Re: Construction Schedule for Joint Corridor

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Hi Daryl: What is the Agenda for next week? We would need all information a few days in advance to review.

What date/time are you suggesting? Has to be after 6pm.

Thanks.

On Wed., Sep. 8, 2021, 1:57 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

A note that Jackie moved on to another role in Metrolinx. We will have a new Senior Manager shortly.

The briefing being organized for next week will cover the materials being shown in the public open house for September 23<sup>rd</sup>. We hope to organize another meeting with the LSE CAC after the Early Works report is released to have a conversation about the studies.



█ asked me for the N&V data and I am checking with the team if that is available to share. Right now, the early works report is going through final ministry approvals and verification to ensure accuracy. It is currently tracking for release to the public in the second half of September.

I appreciate the need for information and I will continue to keep you updated as we have more information ready to share. I hope that you will join us for the briefing next week as we hope to get your feedback on the engagement going forward.

Daryl

---

**From:** Lakeshore East Community Advisory Committee LSE CAC █  
**Sent:** September 7, 2021 12:50 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Cc:** █  
**Subject:** Re: Construction Schedule for Joint Corridor

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Hi Daryl: If you won't give us the information ahead of time so we can digest it and ask questions and actually feel like we are having a dialouge with you - I fail to see the point of the meeting. We can just read it online.

█  
█  
█  
█  
█

On Tue, Sep 7, 2021 at 12:37 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi █

We have developed a construction schedule for the upcoming public consultation on September 23<sup>rd</sup>. It will be included in the LSE CAC briefing that is being organized.

Vegetation clearing for GO Expansion and Ontario Line will begin once the early works (environmental report) is released and finalized. The earliest this can begin is in the fall of this year after the report is finalized to the public. This is considered site preparation and does not fall into the early works contract that will begin mid 2022.

Happy to take a call on this as I think more conversation needs to happen,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line  
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**From:** [REDACTED]  
**Sent:** September 7, 2021 10:29 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Construction Schedule for Joint Corridor

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Hi Daryl : When will we get the construction schedule for the Joint Corridor please?

Also, when are trees being removed as well?

Keep in mind we were told by Mx that no early works would start before summer 2022. We understood that to include the trees along the corridor.

Thank you.



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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Chat with Carrie or someone on the Noise Team  
Date: Wednesday, October 6, 2021 4:59:24 PM

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Thank you!

On Wed, Oct 6, 2021 at 3:56 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Please see below for the answers to your questions. I am also copying [REDACTED] as he had some similar questions and I think he would appreciate reading the responses to yours.

- What does N/A mean?

The MOEE/GO protocol for single unit dwellings with outdoor spaces assigns outdoor receptor locations as the point of assessment for the day-time period, and the building facade as the point of assessment for the night-time period.

The N/A note within the result tables indicates that the receptor type is not applicable for the assessed time period (e.g., an outdoor receptor during the night-time for a house with a yard).

- Why are there N/A for existing conditions? And for Project levels w or w/o barrier?

Please see the description of why N/A is used within the table above.

- Why would existing levels be higher when 3 tracks are being added w/o sound barriers? Single passby or cumulative?

Noise levels are predicted to decrease at some outdoor receptor locations on ground level where the lower elevation at the receptor locations, relative to the tracks and retaining wall, results in a noise screening effect by the retaining wall, even before the addition of a barrier. This would be applicable to Leq,16h day and Leq,8h night time levels, as well as GO train pass-bys.

- Future w Barrier levels show over 55 DBA Day & 50 DBA night - why?

As per the MOEE/GO protocol, the noise level objective is the higher of existing day-time (Leq,16h) or night-time (Leq,8h) levels, or 55 dBA (day)/50 dBA (night). As existing levels were predicted to be higher than 55 dBA during the day and 50 dBA during the night time periods at all assessed receptors within the report, the existing predicted railway noise level was used as the objective noise level for the assessment. For additional reference, Leq,16h (day) and Leq,8h (night) noise levels at Wardell and Pape Avenue were also measured above 55 dBA and 50 dBA (respectively), as documented within the August 2020 environmental conditions report.

Why aren't the levels shown in "Future w Barrier" reflected in noise contour maps? Where is that data coming from?

Noise contours can only be generated for a consistent elevation throughout the project area, and were provided within the report at a height of 1.5 metres above ground for day-time periods, and 4.5 metres above ground for night time periods to depict noise contours applicable to the majority of receptors. For receptors such as third storey windows (assessed at a height of 7.5m) or above or high rise buildings, results in the report reflect assessed levels at the specific receptor height.

- Where barrier levels showed no decrease or rise - and DBA over 55/50 levels - what are planned further mitigations?

All receptors within the report are predicted to meet MOEE/GO and MOEE/TTC protocol criteria with the modelled barriers implemented, and as such do not require further mitigation per the applicable protocol. Further mitigation is being implemented at Metrolinx's discretion to provide seamless noise barriers with a minimum height of 5 metres between Eastern Avenue and Pape Avenue, which are expected to provide additional noise reduction at most locations beyond the reductions presented in the report.

- Mitigated OL - is this a single passby or both directions? What does 'mitigated' mean?

Mitigated indicates that this is during the "with barrier" scenario. This column is the Lpassby level for a single Ontario Line train pass-by (passing by on the predicted louder of the 2 tracks at each receptor), as per the MOEE/TTC protocol.

- How are Mitigated OL DBA's different from "Future w Barrier" DBA's?

The mitigated OL Lpassby column is for single Ontario Line train pass-bys per the Lpassby limit within the MOEE/TTC protocol with modelled noise barriers. The "Future-With Barriers" column is the 16 hour day-time Leq and 8 hour night time Leq for combined Ontario Line train and GO train impacts (includes all predicted pass-bys), with those same modelled noise barriers. Where:

**LPassby** The passby sound level, defined as the A-weighted equivalent sound level, Leq, over the passby time interval given by the total length and speed of the vehicle and

**Leq** Constant sound pressure level which would result in the same total sound energy as would the measured time-varying sound pressure level over equivalent time duration.

The Leq16hr, for example, describes the equivalent continuous sound level over a 16-hour period.

Best,

Daryl

From: [REDACTED]  
Sent: September 27, 2021 11:46 AM  
To: Ontario Line <ontarioline@metrolinx.com>  
Cc: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>  
Subject: Re: Chat with Carrie or someone on the Noise Team?

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Hi Daryl,

Here are a few:

#### RE: TABLE 3-4: PREDICTED 'WITH BARRIER' NOISE IMPACTS

##### Questions:

- What does N/A mean?
- Why are there N/A for existing conditions? And for Project levels w or w/o barrier?
- Why would existing levels be higher when 3 tracks are being added w/o sound barriers? Single passby or cumulative?
- Future w Barrier levels show over 55 DBA Day & 50 DBA night - why?  
Why aren't the levels shown in "Future w Barrier" reflected in noise contour maps? Where is that data coming from?
- Where barrier levels showed no decrease or rise - and DBA over 55/50 levels - what are planned further mitigations?
- Mitigated OL - is this a single passby or both directions? What does 'mitigated' mean?
- How are Mitigated OL DBA's different from "Future w Barrier" DBA's?

Thanks!

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

On Mon, Sep 27, 2021 at 11:19 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

As a start, can we get those clarification questions you have in written form? I would be easier to pull information from various folks who worked on it.

I am mindful of our environmental team resources with the recent virtual open houses, early works report releases and more. Keep in mind, we will have them available at the open house on October 5 as well.

Daryl

**From:** [REDACTED]  
**Sent:** September 20, 2021 11:15 AM  
**To:** Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Chat with Carrie or someone on the Noise Team?

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Hi Daryl: Is it possible to arrange a quick zoom chat with someone from Carrie's Team who can speak to the Operational Noise Report data and answer some questions about it to clarify this week? I would just need under an hour probably - maybe on my lunch break? I don't want to roll this out to the community until I have some clarification that I'm reading this right particularly "Table 3-4: Predicted "With Barrier" Noise Impacts"

Also, wanting to see the corresponding data tables that Noise Contour maps are based on - I can't seem to find that table in the report.

Thank you.

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

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Mark Clancy](#)  
**Subject:** Re: TRCA Comments on Joint Corridor EWR  
**Date:** Wednesday, September 29, 2021 2:12:56 PM

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Yes, please also include the Ministry of Transportation (nothing was included), Transport Canada (they were looking for additional information and it's not included) and Canadian National Railway (nothing included.)

Thanks.

[REDACTED]

On Wed, Sep 29, 2021 at 12:52 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

To make this manageable for our environmental team, can you please compile a list of your requests for correspondence.

So far, I understand you want to see the MECP and TCRA comments to the Lakeshore Joint Corridor EWR, is there anything else to be added? Once complete, I will connect with the environmental team to get you answers.

Daryl

---

**From:** [REDACTED]  
**Sent:** September 29, 2021 12:34 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Subject:** TRCA Comments on Joint Corridor EWR

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Hi Daryl: I don't see TRCA's comments in the EWR Correspondence Report for the Joint Corridor, only for EAst Harbour.

Can you ensure we get a copy asap, and also that they are included in the Final EWR for Joint Corridor please?

Thanks!

[REDACTED]

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**From:** [Daryl Gonsalves](#)  
**To:** [REDACTED] [Mark Clancy](#)  
**Cc:** [REDACTED] [Ontario Line](#)  
**Subject:** RE: Townhall Tonight  
**Date:** Tuesday, October 5, 2021 5:48:28 PM

---

Hi [REDACTED] please see the presentation PDF here:  
[https://www.metrolinxengage.com/sites/default/files/oct\\_5\\_east\\_voh\\_final\\_0.pdf](https://www.metrolinxengage.com/sites/default/files/oct_5_east_voh_final_0.pdf)

Daryl

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**From:** [REDACTED]  
**Sent:** October 5, 2021 1:51 PM  
**To:** Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Townhall Tonight

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Let's see how it goes. We will be posting questions and comments regardless.  
Is there a presentation you are giving to the community tonight? When will it be posted?

Thanks.

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

On Tue, Oct 5, 2021 at 1:34 PM Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)> wrote:

Hi [REDACTED]

We had quite a bit of traffic in the zoom room last time so we do want to provide an opportunity for others to get their questions in if we encounter the same traffic this time. We can always get into those questions at our 1-1 meeting with the CAC if it is not covered in the open house tonight.

Daryl

---

**From:** Lakeshore East Community Advisory Committee LSE CAC [REDACTED]

**Sent:** October 5, 2021 12:23 PM

**To:** Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** Townhall Tonight

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Hi Daryl: Our CAC members, [REDACTED] will be online tonight in the zoom room, as will I - and as we have read the EWR we may want to ask more than one question on it, as well as seek clarification from the panel from their answers.

Is it possible to allow us to raise our hands more than once or to leave our microphones on for some back and forth while answering the questions?

Thank you.

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

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: CAC - Metrolinx Agenda & Questions for Thursday, Oct. 14 @6pm- 8pm  
**Date:** Monday, October 25, 2021 2:53:37 PM

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We had very clearly asked for those 2 questions to be answered before the closing date.

This is what was agreed to at the meeting.

On Mon., Oct. 25, 2021, 2:44 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

We need to some more time to complete the questions from this meeting and the 70+ ones sent after. I can commit to ensuring these questions and answers are included in the final Lakeshore East Joint Corridor Early Works Report.

Daryl

---

**From:** [REDACTED]  
<[REDACTED]>  
**Sent:** October 25, 2021 11:23 AM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>; [REDACTED]  
[REDACTED]  
**Subject:** Re: CAC - Metrolinx Agenda & Questions for Thursday, Oct. 14 @6pm- 8pm

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Hello Mark and Daryl:

As was promised in our Oct 14th meeting, we are awaiting answers from Metrolinx before the Oct. 25th deadline this week. Particularly, Question #2 about noise modelling scenarios and confirming the delay of tree removals along the corridor.

Can you please promptly answer these questions.

Sincerely,

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

On Tue, Oct 12, 2021 at 9:25 AM Lakeshore East Community Advisory Committee LSE CAC [REDACTED] wrote:

Morning Daryl and Mark:

Please see our CAC Agenda for **Thursday, Oct. 14**. We are waiting for the link to be sent out, and remind you that we would like this session recorded to accurately capture Minutes to be included in the final EWR for Joint Corridor & East Harbour.

We have also included a longer spreadsheet of questions and issues from the Early Works Report, "*LSECAC\_EWR\_JC Questions&Issues.xls*."

We would like these questions and answers to be included in the final EWR version as well, and to be answered back to our community by Metrolinx.

The column "**Metrolinx Responds**" is to be filled out by the specific Metrolinx Project

Team in a timely manner, ideally before the Oct. 24th deadline.

Please send the meeting link as soon as possible.

Sincerely,

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Lewis St & McGee Residents Questions and Concerns.  
**Date:** Wednesday, October 27, 2021 9:59:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

As you will see for other segments of the Ontario Line and other major public construction projects, proximity to construction does not require expropriation. That is to say, expropriation is not being considered for those homes on Lewis and Saulter because they are not directly impacted or required as defined in the *Expropriation Act*. In addition, the Lakeshore Joint Corridor Early Works Report identifies proven solutions that Metrolinx will use to ensure we can control the various potential impacts.

Happy to chat with these residents directly if that is more helpful or the community walkthrough you suggested which I think is a great idea. I understand the decision to sell their homes is very stressful.

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

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



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**From:** [REDACTED]  
**Sent:** October 26, 2021 5:29 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>  
**Subject:** Re: Lewis St & McGee Residents Questions and Concerns.

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Hi Daryl: Thanks for this prompt response. Can I ask why Metrolinx is not expropriating more homes at the bottom of Lewis and Saulter streets? Particularly [REDACTED] Lewis St?  
How can you expect people to live next to a major construction staging area for a decade or more?

It's beyond me that you think you can mitigate this site for residents.

[REDACTED]  
[REDACTED]

On Tue., Oct. 26, 2021, 3:57 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

I think this resident also asked similar questions through MPP Tabuns but happy to answer them here.

1. When is the Spaces Self Storage building being demolished at Eastern Ave.? [An exact date is not been determined yet but it will take place in early 2023.](#)
2. When is the staging area being set up there? [As detailed in the June 24 open house, we communicated the access road from Eastern Avenue into the rail corridor will be from Spring/Summer 2023 to Spring 2025, a period of 16-18 months for the Lakeshore East Joint Corridor Early Works. After that, this area will be required by the future constructor of the North P3 contract and the RSSOM P3 contract until 2029.](#)
- 2A. When is the Eastern Ave bridge being worked on? From when to when? [Work will begin on this bridge in mid-2022. Right now there are some key design decisions being made on this bridge so it is too early to commit to a timeframe for work in this area. As there is more progress with design, a timeline will be shared.](#)
3. How long will the staging area remain there? [The staging area will be required from 2023 to Spring 2025 to support the Lakeshore East Joint Corridor Early Works. Beyond that, there will be a requirement in the area to support other aspects of the Ontario Line and GO Expansion as mentioned above.](#)
4. Will the staging area be enclosed in noise walls to shield residents who live around this area? What are the planned mitigations? [For a complete list of mitigations Metrolinx will explore and use, please refer to the \[noise and vibrations study included in the East Harbour Station Early Works Report\]\(#\). Metrolinx will consider upgraded construction hoarding \(considering requirements from Canadian Standards Association Z107.9 for noise barriers\) between construction equipment and noise sensitive receivers. In addition, we will se localized movable noise barriers or screens for specific equipment where feasible.](#)
5. If you don't know them currently, when do you think you will be able to give residents specific answers?
6. Is Metrolinx able to conduct walkthroughs like this at Lewis/Eastern with concerned residents to discuss plans? [Yes, we are happy to conduct walkthroughs with Lewis/Eastern concerned residents to discuss plans.](#)

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

**Daryl Gonsalves**

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



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**From:** [REDACTED]  
**Sent:** October 20, 2021 10:12 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Lewis St & McGee Residents Questions and Concerns.

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Hi Mark & Daryl: I have a few inquiries from residents of Lewis St. & McGee - I'm hoping you can get answers for me please? One Resident is listing their home and would like to give answers to potential buyers immediately, if possible.

I note that these questions were not included in the construction timeline you released on Sept. 23rd - information about this should be forthcoming asap.

1. When is the Spaces Self Storage building being demolished at Eastern Ave.?
2. When is the staging area being set up there?
- 2A. When is the Eastern Ave bridge being worked on? From when to when?
3. How long will the staging area remain there?
4. Will the staging area be enclosed in noise walls to shield residents who live around this area? What are the planned mitigations?
5. If you don't know them currently, when do you think you will be able to give residents specific answers?
6. Is Metrolinx able to conduct walkthroughs like this at Lewis/Eastern with concerned residents to discuss plans?

If #6 is yes-- then I can help set up these walkthroughs immediately.

Thank you.

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Go Electrification Timings, OL Final Design and Don Bridge Tender Questions  
**Date:** Thursday, December 23, 2021 1:51:00 PM

---

Hi [REDACTED]

Apologies for the delay getting to this.

1. Ontario Line design in the Joint Corridor is at 70%. As you know, we work closely with the City as we make progress with design, incorporating changes based on comments from City staff.
2. I understand OnCorr is in live procurement and schedule for electrification installation in the the Joint Corridor (between Ontario Line and GO Expansion) will be determined when we make procurement progress with the other two contracts that will be in play in this area – RSSOM and North Civils. You mentioned your concern that electrification will be delayed and I want to mention that these contracts have strict service standards that have to be met, along with penalties and incentives to achieve them.
3. Lower Don Bridge Early Works contract is current in market and Metrolinx expects to award this contact in the first quarter of 2022.

Hope this helps and happy holidays,

Daryl Gonsalves

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**From:** [REDACTED]  
**Sent:** November 11, 2021 8:50 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>  
**Subject:** Go Electrification Timings, OL Final Design and Don Bridge Tender Questions

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Hi Daryl and Mark: A few questions for the OL Team.

We have a question about where you are in the process of finalizing the design of the Ontario Line.

1. Would you say that OL design plans are finished or are they 80% done? 90% completed? Will the project be awarded next year as a completed design or will there be room to make significant changes to the final design by the awarded Consortium?
2. Also, in a recent Go Expansion CLC meeting we were discussing the OnCorr project and the dates for the actual electrification construction for the [REDACTED] rail corridor - the OCS installation - when will the electric infrastructure be constructed and what year?
3. Can you answer more specifically when they will be constructing the GO electric infrastructure-

OCS - on the Joint corridor in conjunction with the Ontario Line project? What year is this expected to begin and finish?

4. When is the tender being posted for the OL Bridge over the Don River?

5. When do you expect to award this bridge project?

Thank you.

[Redacted signature block]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: CAC follow up meeting before end of year  
**Date:** Thursday, December 9, 2021 12:01:54 PM

---

Hi [REDACTED] – thank you very much for your understanding.  
Happy to take in your questions and connect in January.

Wishing you and LSE CAC the very best this holiday season.

Sincerely, Mark

---

**From:** [REDACTED]  
**Sent:** December 8, 2021 7:45 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: CAC follow up meeting before end of year

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Hi Mark: I understand if it's not possible to meet in person before the holidays.

We can either submit more questions and then do a follow up meeting in January if that works?

Let me know.

[REDACTED]

On Wed., Dec. 8, 2021, 6:40 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good evening [REDACTED]  
I wanted to let you know that we are having some challenges aligning our team for a meeting.  
Would you have time for a call on Thursday? I can make myself available at your convenience. Thank you, Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)

647-449-2857

---

**From:** [REDACTED] >

**Sent:** December 6, 2021 4:18 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: CAC follow up meeting before end of year

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Hi Daryl : That works me, I'll poll the group.

Thanks.

[REDACTED]

On Mon., Dec. 6, 2021, 2:14 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out and getting the ball rolling.

What do you think about the week of December 13<sup>th</sup>?

Best,

Daryl

---

**From:** [REDACTED]

**Sent:** December 4, 2021 12:24 PM

**To:** Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** CAC follow up meeting before end of year

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Hi Mark and Daryl: Our CAC would like to request another meeting before the end of the year to discuss rail safety plans and some other follow up issues from our Q&A document - particularly Metrolinx mitigation plans for senior highrises and noise wall material alternatives.

We would be available after 6pm during the week - and would like the meeting recorded as well.

Thank you!

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Paint marks in JS Park  
**Date:** Thursday, December 9, 2021 12:20:00 PM

---

Thank you for the kind words [REDACTED]

Have a great holiday season and stay warm,

Daryl

---

**From:** [REDACTED]  
**Sent:** December 8, 2021 4:35 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Paint marks in JS Park

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Hi Daryl: I'm sorry to hear you are leaving your role but wish you all the best in your next adventure. Having worked with many Communications Team members over the years, I can say you did a great job and our CAC will miss your prompt attention to getting answers for our community and your friendly and unflappable personality.

Wishing you all the best.

[REDACTED]

On Wed., Dec. 8, 2021, 10:46 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I will investigate with our teams. As a general rule, I always mention to not tag public spaces as much as possible, especially parks.

I also want to mention that I will be moving on from Metrolinx at the end of the year. It was a pleasure working with you and the rest of the past/current CAC members. Mark will be your point of contact until we onboard a new specialist to be the lead for Riverside/Leslieville.

Best regards,

Daryl

---

**From:** [REDACTED]  
**Sent:** December 7, 2021 3:40 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Paint marks in JS Park

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Daryl : A neighbour has sent me this photo of orange paint marks in JS Park towards Paisley Ave. but a distance about 15 feet from the fence line.

Do you know what they are marking?

Thank you.

[REDACTED]

[REDACTED]

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**From:** [Mark Clancy](#)  
**To:** [Lakeshore East Community Advisory Committee LSE CAC](#); [Ontario Line](#);  
**Cc:** [QP, Peter](#) ; [KaufmanR@ndp.on.ca](#); [councillor\\_fletcher@toronto.ca](#); [Daryl Finlayson](#); [Tabuns -](#)  
**Subject:** RE: January LSE CAC- Metrolinx Meeting and Suggested Agenda  
**Date:** Tuesday, January 18, 2022 7:56:17 PM  
**Attachments:** [CAC-Metrolinx Meeting Jan. 22 - Agenda.pdf](#)

---

Hi Rosemary – Thank you for reaching out.

I've re-attached the agenda items from the Dec 19<sup>th</sup> email for everyone's convenience. I will circle back with the team here and get back to you quickly with an update/meeting date. Thank you very much for your patience, and I completely understand the importance of providing responses to your questions.

Thank you, Mark

---

**From:** Rosemary Waterston  
**Sent:** January 18, 2022 4:16 PM  
**To:** Lakeshore East Community Advisory Committee LSE CAC <lse.cac.20@gmail.com>; Mark Clancy <Mark.Clancy@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>;  
**Cc:** KaufmanR@ndp.on.ca; councillor\_fletcher@toronto.ca; Daryl Finlayson <Daryl.Finlayson2@toronto.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>  
**Subject:** Re: January LSE CAC- Metrolinx Meeting and Suggested Agenda

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Hello Mark, Katiana and others,

I understand that Katiana has taken over from Daryl as the Ontario Line community representative. Welcome!

I am writing to follow up the message sent from the LSE CAC on December 19th to the Metrolinx team (below). We are still waiting to hear from you about when we can meet to discuss the agenda items we sent along with that message.

Please let us know when that meeting can happen. Thank you,

Rosemary Waterston  
member, LSE CAC

On Sun, Dec 19, 2021 at 4:34 PM Lakeshore East Community Advisory Committee LSE CAC <[lse.cac.20@gmail.com](mailto:lse.cac.20@gmail.com)> wrote:

Hi Mark and Ontario Line Team: As we discussed, here are our issues to follow up on from our EWR questions answered by Metrolinx.

We would be looking for a meeting with the Project Team mid-January to discuss. After 6pm is our preference.

Thank you!

[Redacted signature block]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Tree clearing schedule Joint Corridor  
**Date:** Friday, January 14, 2022 1:30:28 PM

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Hi Mark: Is there a schedule for tree clearing? I need to get this out to the community ASAP.

Thank you!

[REDACTED]

On Tue., Jan. 11, 2022, 12:53 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I checked in with the team and the Arborist Report is being worked on. Once complete it will be available. With OL tree removals in this area planned for Nov.2022, the team still has some work to do on the Arborist Report.

I am still working to get you more details on the tree schedule removal for your area. I will connect back with you soon with more information.

I saw the tweet about the EIAR report. The team will reply to the questions shortly. I know our environmental team is working on the EIAR report and as soon as I have a firm date on it's release, I will let you know. Once the EIAR is published, there will be a 30 day public comment period.

Shortly after the report is released, we will hold a virtual open house on the report. Given current public health guidelines, we will continue holding virtual open houses until it is safe to resume in person sessions.

I hope this information is helpful.

Stay safe!

Mark



---

**From:** [REDACTED]

**Sent:** January 9, 2022 3:36 PM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>;

**Subject:** Re: Tree clearing schedule Joint Corridor

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Hi Mark: Thanks so much. We also want to have a read of the Arborist Report, as we have had access to the previous Arborist Report for RER.

Please send that along as well.

Thank you !

On Sun., Jan. 9, 2022, 3:17 p.m. Mark Clancy, <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED] – thanks for reaching out.

I'll work with the team to get the details to you as quickly as I can.

Mark

---

**From:** [REDACTED]

**Sent:** January 9, 2022 2:29 PM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** Tree clearing schedule Joint Corridor

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Hi Mark: We realize you have given the community notice of tree clearing for our Joint Corridor, however we would like more details as to which areas are being cleared and when.

Can you please provide a detailed removal schedule along our corridor please as soon as possible.

Thank you.

[REDACTED]

[REDACTED]

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**From:** [Mark Clancy](#)  
**To:** [REDACTED] [Ontario Line](#)  
**Cc:** [Tabuns - CO, Peter](#);  
**Subject:** RE: Working Group Invitation  
**Date:** Sunday, January 23, 2022 1:14:42 PM

---

Hi [REDACTED] – No problem. We will include [REDACTED]  
I'll make sure he gets the meeting links and TOR.

Talk to you tomorrow.

Mark

---

**From:** [REDACTED]  
**Sent:** January 21, 2022 10:14 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>;  
**Subject:** Re: Working Group Invitation

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Sorry for typo.. send [REDACTED] the meeting links and TOR before Monday.

Thank you.

[REDACTED]

On Fri., Jan. 21, 2022, 10:06 p.m. [REDACTED]  
[REDACTED] wrote:

Hi Mark: Can you please add [REDACTED] to the working group and send me the Tour and meeting link. [REDACTED] is a consulting member of our [REDACTED], our neighbour and is OAA and MRAIC certified.

On Fri., Jan. 21, 2022, 2:33 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

It's nice to virtually meet you This is a meeting for members of the working group to further discuss the design and vegetation elements in the joint corridor. The meeting will provide you with an overview on the results of the community survey, seek your input and thoughts on the future design elements and share next steps with you.

Thank you,  
Katiana

---

**From:** [REDACTED]  
**Sent:** January 21, 2022 2:27 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Working Group Invitation

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Hi Katiana: We haven't met yet. I'm [REDACTED] and welcome aboard. I will attend this meeting as well as [REDACTED]. I do think you should open it up to the general public and not just community stakeholders.

What is the goal of this meeting?

[REDACTED]  
[REDACTED]

On Fri., Jan. 21, 2022, 2:21 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

I hope you're doing well! This a separate meeting and will include other community group leaders from; [REDACTED] along with Councillor Fletcher, MPP Tabuns and MP Dabrusin. Metrolinx and City of Toronto staff will be there as well.

Thank you,

**Katiana Moussa**

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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---

**From:** [REDACTED]  
**Sent:** January 19, 2022 2:40 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Working Group Invitation

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Hi Mark: Is this separate from the meeting we are requesting with Mx? Who will be attending the meeting?

Thank you.

On Wed., Jan. 19, 2022, 2:04 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED] and [REDACTED]

As you know, Metrolinx will be installing new noise and retaining walls along the rail corridor between Eastern Avenue and Pape Avenue as we work to expand the existing GO rail corridor to accommodate the GO Expansion and Ontario Line projects. You may recall, Metrolinx invited the community to participate in a survey about the future retaining, noise walls, landscape design, and vegetation plans along the joint rail corridor. The results from those who participated in the community survey, which will be shared shortly, will help shape plans for the design elements of the walls, landscape, trees, and vegetation solutions. As we work to ensure plans are well integrated into the community, we are organizing a working group to further discuss the design and vegetation elements in the joint corridor.

Given your interest and advocacy within the community, we would like to invite you to the working group discussion on Monday January 24th at 4pm to 5:30 pm. At this meeting we will provide you with an overview on the results of the community survey, seek your input and thoughts on the future design elements and share next steps with you.

Please RSVP by responding to this email by EOD Friday, January 21st to advise of your participation.

I appreciate how busy everyone is and do hope you will be able to join the

discussion.

Thank you,

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

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**From:** [Mark Clancy](#)  
**To:** [REDACTED]  
**Cc:** [Tabuns - CO, Peter](#);  
**Subject:** RE: Working Group Invitation  
**Date:** Sunday, January 23, 2022 1:14:42 PM

---

Hi [REDACTED] – No problem. [REDACTED] [REDACTED]  
I'll make sure he gets the meeting links and TOR.

Talk to you tomorrow.

Mark

---

**From:** [REDACTED]  
**Sent:** January 21, 2022 10:14 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>;  
**Subject:** Re: Working Group Invitation

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Sorry for typo.. send [REDACTED] the meeting links and TOR before Monday.

Thank you.

[REDACTED]

On Fri., Jan. 21, 2022, 10:06 p.m. [REDACTED]  
[REDACTED]

Hi Mark: Can you please add [REDACTED] to the working group and send me the Tour and meeting link [REDACTED] is a consulting member of our CAC, our neighbour and is OAA and MRAIC certified.

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Katiana

---

**From:** [REDACTED]  
**Sent:** January 21, 2022 2:27 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Working Group Invitation

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Hi Katiana: We haven't met yet. I'm [REDACTED] and welcome aboard. I will attend this meeting as well as [REDACTED]. I do think you should open it up to the general public and not just community stakeholders.

What is the goal of this meeting?

[REDACTED]  
[REDACTED]

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Thank you,

**Katiana Moussa**

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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**From:** [REDACTED]  
**Sent:** January 19, 2022 2:40 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Working Group Invitation

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I appreciate how busy everyone is and do hope you will be able to join the

discussion.

Thank you,

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

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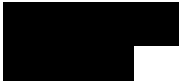
This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Lakeshore East Community Advisory Committee LSE CAC](#)  
**To:** [Ontario Line](#) [REDACTED]  
**Cc:** [REDACTED] [Tabuns - QP, Peter](#)  
**Subject:** Re: Joint Corridor Design Working Group - Monday Jan. 24 at 4:00 pm  
**Date:** Friday, January 21, 2022 7:19:19 PM  
**Attachments:** [image003.png](#)  
[image003.png](#)

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Hello: I have read your Terms of Reference and I note this sentence, "The DXWG will not be responsible for making decisions regarding the project. This will be the responsibility of the project team."

Please remove this sentence as I don't see the point of meeting with anyone. This is a complete waste of our time so you can pay lipservice to having consulted the community.



On Fri., Jan. 21, 2022, 6:45 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good evening,

Thank you for confirming your participation at the JC Design Excellence Working Group meeting taking place on Monday January 24 at 4:00 to 5:30 pm. The meeting will be held virtually via TEAMS.

The meeting invite will include the TEAMS link and meeting agenda.

In advance of the meeting, please find attached the Terms of Reference for the Joint Corridor Design Excellence Working Group. The Terms of Reference provides details on the upcoming procurement packages for the Joint Corridor and the focus of the working group to reach a consensus on preferred design solutions.

We look forward to meeting with you and having a productive working group session.

Regards, Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Joint Corridor Working Group  
**Date:** Thursday, January 27, 2022 1:03:29 PM  
**Attachments:** [image003.png](#)

---

Done – welcome .

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 27, 2022 12:51 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Joint Corridor Working Group

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello:. Please add: [REDACTED] to this group.

[REDACTED]

[REDACTED]

On Thu., Jan. 27, 2022, 12:08 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

NOTE: Please note that as of November 1, 2021, COVID-19 vaccination is now required to attend meetings in-person at our offices. We respectfully ask that you please not attend this meeting in person if you are not vaccinated. If you are unable to attend in person, please indicate your preference for audio or video conference participation.

If you will be attending in person you will be asked to complete an active health screening form prior to your arrival, which will include a question about your vaccination status.

Thank you.

NOTE: Please note that as of November 1, 2021, COVID-19 vaccination is now required to attend

meetings in-person at our offices. We respectfully ask that you please not attend this meeting in person if you are not vaccinated. If you are unable to attend in person, please indicate your preference for audio or video conference participation.

If you will be attending in person you will be asked to complete an active health screening form prior to your arrival, which will include a question about your vaccination status.

Thank you.

Hi Everyone,

As discussed in our meeting on Monday, we have three focus group virtual meetings set up for the next three Mondays. Agenda and link for Monday's meeting will follow. If you have any questions ahead of the meeting, please let us know.

Thank you,

Ontario Line CR team

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

**From:** [Mark Clancy](#)  
**To:** [redacted] [Ontario Line](#); [redacted]  
[redacted] [Tabuns - OP, Peter](#); [KaufmanR@ndp.on.ca](#); [redacted]  
**Subject:** RE: Design Working Group - New Community Members - & Other Items  
**Date:** Monday, January 31, 2022 8:21:28 AM

---

Good morning all,

[redacted], thank you for your message. I have included the two additional community representatives.

And we can easily accommodate your items below. We are more than happy to dedicate time and the agenda, as we are very interested in hearing from the committee.

Thanks, Mark

---

**From:** Lakeshore East Community Advisory Committee LSE CAC <lse.cac.20@gmail.com>  
**Sent:** January 30, 2022 1:21 PM  
**To:** Mark Clancy <Mark.Clancy@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; John Potter <John.Potter@metrolinx.com>  
**Cc:** [redacted] Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; KaufmanR@ndp.on.ca; [redacted]  
[redacted]  
[redacted]  
**Subject:** Design Working Group - New Community Members - & Other Items

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H Mark and John:

I hope you are enjoying your Sunday?

1. Please add 2 new members to our community representation for the Design Working Group:

[redacted]  
[redacted]  
[redacted]

2. Can we please ensure we do a round of introductions to start the meeting? Everyone from the community should be introduced before proceeding. Our CAC needs to explain who we are and our mandate.

3. Can I get a full list of names, their emails and their role - for people who are attending the WG please, especially from other contractors and agencies? We would like to understand what they are doing there. We need a full list of community members attending.

4. As I mentioned, CAC needs about 15 minutes on the Agenda at the top to make a presentation. [REDACTED] and myself will be presenting and we each need the ability to share our screens with the group. Can you confirm this please?

5. Already requested - please confirm this meeting will be recorded and posted online by Wednesday?

6. Working Group meeting links should arrive at the very least a day before the meeting - not the day of the meeting, in order to ensure our elected officials will be attending. Can you ensure that meeting links are sent out either Friday before or the Sunday before a Monday meeting please?

Thank you!

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



**From:** [Ontario Line](#)  
**To:** [Redacted] [Ontario Line](#)  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [Tabuns - OP, Peter](#); [Dabrusin, Julie - M.P.](#); [Daryl Finlayson](#); [Barley, Greg \(Dabrusin, Julie - MP\)](#); [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [Redacted]  
**Subject:** Joint Corridor Design Excellence Working Group - Session 3  
**Date:** Monday, February 7, 2022 9:10:12 PM  
**Attachments:** [Lakeshore East DXWG Session 3 Final February 2022.pdf](#)

---

Good evening,  
Thank you all very much for attending this evenings session.  
You have asked excellent questions and posed some great points for the team. We are working to get you the details that we have committed to providing you.  
Attached is the presentation deck from tonight. We will follow up with Mural Boards as soon as we have those tomorrow.

As always, please do not hesitate to reach out if you need anything.

Thank you.

Mark

---

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**From:** [Redacted]  
**To:** [Ontario Line](#)  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [Tabuns - OP, Peter](#); [Dabrusin, Julie - M.P.](#); [Daryl Finlayson](#); [Barley, Greg](#) ([Dabrusin, Julie - MP](#)); [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [Redacted]  
**Subject:** Re: Joint Corridor Working Group  
**Date:** Friday, February 4, 2022 7:04:07 PM  
**Attachments:** [image003.png](#)  
[image003.png](#)

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Hi Mark: The community wants the move from the Feb 21st deadline to now April 25th detailed design deadline in writing and has requested an updated Timeline.

We have also asked for a separate webpage to post current W. Group plans.

Also the link to the audio file is not working. Can you resend?

Thank you.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Joint Corridor Working Group  
**Date:** Friday, February 4, 2022 6:39:56 PM  
**Attachments:** [image003.png](#)  
[JC Design Excellence Working Group Members .docx](#)

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Mark,

Please correct the group I represent as previously noted and corrected.

It is the [REDACTED]

Thanks,

[REDACTED]

Sent from my iPad

On Feb 4, 2022, at 6:27 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good evening everyone,

Attached is a list of the working group members. We plan to post this on our Metrolinx engage website, once everyone has had a chance to review.

Below is the draft agenda for Monday's meeting.

[REDACTED] – we will set a tour date for corridor during our engagement approach discussion. I have shared your request with my project colleagues to have the TOR updated with the April 25<sup>th</sup> deadline and monthly milestones.

AGENDA:

- Introduction / Land Acknowledgement / Safety Moment
- Elected Official Comments
- Community Presentation
- Engagement Approach
- Desired Outcome of Engagement
- Discussion
- Next Steps

Please advise if you would like to include additional agenda items.

Thank you, Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)

---

**From:** [REDACTED]  
**Sent:** February 3, 2022 8:10 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Dabrusin, Julie - M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>; Barley, Greg (Dabrusin, Julie - MP) <[gregory.barley.509@parl.gc.ca](mailto:gregory.barley.509@parl.gc.ca)>; KaufmanR@ndp.on.ca;  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Re: Joint Corridor Working Group

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Hi Mark: Thank you!

For the Agenda:

1. We would like to have a further discussion of our community presentation on the Agenda for all participants on the call to ask questions and give feedback.
2. We would like to set a date for a tour of the corridor.
3. We would like the TOR to be amended showing the now April 25 th deadline as well as milestones for each month agreed upon.

[REDACTED]

On Thu, Feb 3, 2022 at 6:39 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Attached are the minutes the from Jan 31 working group session. The audio file is too large to send in this email, so I will send that to you separately.

The slides can be found [here](#). Scroll down to the design options on the LSE Joint Corridor Neighbourhood page. It is still a work in progress, and I will have the information placed at the top of the page, but we wanted to get the information up as quickly as possible. We are working on a solution to have the audio recording on this page, but we have some technical limitations to short thru. The list of attendees and their roles is being worked on and we will provide that on Friday. I will have the draft agenda tomorrow and will share with the group for input as well.

Thank you, Mark

---

**From:** [REDACTED]  
**Sent:** February 3, 2022 10:41 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Dabrusin, Julie - M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>; Barley, Greg (Dabrusin, Julie - MP) <[gregory.barley.509@parl.gc.ca](mailto:gregory.barley.509@parl.gc.ca)>; [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Re: Joint Corridor Working Group

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Hi Mark and Ontario Line:

1. We are waiting on Minutes from Jan 24 and 31st Working Group meetings, as well as recordings of both (links are fine).
2. We asked for a list of attendees & roles.
3. We asked for the 'white board' discussion slides from Jan. 31 meeting.
4. Also, Agenda discussion for next week's meeting, we will be submitting community additions tomorrow for Monday's meeting.

Your prompt response is appreciated

[REDACTED]

On Mon., Jan. 31, 2022, 10:11 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

NOTE: Please note that as of November 1, 2021, COVID-19 vaccination is now required to attend meetings in-person at our offices. We respectfully ask that you please not attend this meeting in person if you are not vaccinated. If you are unable to attend in person, please indicate your preference for audio or video conference participation.

If you will be attending in person you will be asked to complete an active health screening form prior to your arrival, which will include



**From:** [Mark Clancy](#)  
**To:** [Redacted] [Ontario Line](#)  
**Cc:** [Redacted]  
**Subject:** RE: Working Group Minutes - Addition for Jan. 24th.  
**Date:** Monday, February 7, 2022 8:08:33 AM

---

Hi [Redacted] – happy to include the statement in the minutes and will add the revised document in the meeting invite today and of course post them.

We will find a solution to ensure the material is accessible online – we have some process rules to work through, so it's not as simple as we would like when having files posted on line. We are working quickly to get things done and will keep you posted.

Thanks, Mark

---

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**From:** [REDACTED]  
**To:** [Mark Clancy; Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Working Group Minutes - Addition for Jan. 24th.  
**Date:** Sunday, February 6, 2022 12:07:59 PM

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Hi Mark: We've just gone through the Working Group Minutes from Jan. 24th. and have one important addition to make that was not recorded that needs to be included.

Can you please include the following opening [REDACTED] statement given by [REDACTED] and then re-circulate the edited Minutes to everyone? Also, they need to be posted online with the recording/video of the Meetings.

I still cannot access the recording file you sent. So it will be easier if you create a page for the Working Group and post our content there for comments each meeting. We can then direct the community to it after each meeting.

[REDACTED]  
" According to the terms of reference agreed to by Metrolinx, our Community Advisory Committee is supposed to provide input on elements along the rail corridor that will affect our community. We've been meeting with MX for four years about the RER and, more recently, about the OL.

The CAC wants to be on the record as continuing to object to building the Ontario Line along the elevated rail corridor through Leslieville/Riverside. Metrolinx has not fulfilled the promise made to our community or multiple requests from Toronto City Council to sincerely consider the option of putting this 1.5 km section of the Ontario Line underground.

The Ontario Line will have an enormous impact on our community's health, safety and well-being. Our CAC is ready to provide meaningful input into the Ontario Line design. It is extremely frustrating that we are being asked to 'consult' on the design of walls rather than the bigger picture of how this transit line could run through our community with the least amount of disruption.

Metrolinx should fulfill its promise to cost out the underground route that the CAC endorses. Once given serious consideration, the benefits of this route will be obvious and well worth any minimal additional upfront expense"

Thank you.

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 9:38:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website. You can also [sign up for our e-newsletter](#) to learn more.

Thank you,

Katiana

The Ontario Line Community Relations team

[REDACTED]



**From:**

[Mark Clancy](#)

**To:**



**Subject:**

RE: Working Group - CAC Feedback on Monday, Feb. 7th meeting.


**Date:**

Tuesday, February 15, 2022 7:46:18 PM

---

To the Joint Corridor Design Excellence Working Group:

Thank you very much for your email. We appreciate your honesty and taking the time to provide your feedback with us. We take all your comments and concerns very seriously – and we thank you for accommodating our request to move the meeting to February 16, 2022.

We want to reassure the community that we are here to work with you. We must work in a space that is constructive and collaborative to allow us to collectively reach consensus on the design features, as stated in the Joint Corridor DXWG Terms of Reference. The only way we see this happening, is to continue open engagement with community groups, including the , BIA's, elected officials, residents and the broader community within the Riverside and Leslieville areas.

It is important to understand that there are technical aspects related to the retaining walls, bridges and noise barriers along the rail corridor that are integral to the upgrades needed to support the additional GO and Ontario Line tracks and electrification infrastructure – all while minimizing impacts to the existing green space. All technical details must be taken into consideration when developing design solutions.

As mentioned, at the last meeting, the revised timeline for providing input into the detailed design is no earlier than April 25, 2022. There are later timelines for input into to plans, which we will share at our upcoming meeting.

We are heartened to hear that there is excitement around the idea of a design competition, and we are looking at ways to bring this concept forward. Metrolinx is working through the design milestones and design elements for community input and will share those details at the meeting tomorrow (Feb 16<sup>th</sup>). Based on the group's feedback from the previous meeting, we have shaped the working group agenda for tomorrow's meeting to ensure clarity on:

1. Roles and responsibilities
2. City of Toronto's Guidelines
3. Engineering Parameters and Constraints
4. Defining opportunities for Community Input

The main contacts for the Joint Corridor are Mark Clancy and John Potter, who have full access to the Ontario Line team. Mark and John will provide the JC Design Excellence Working Group

timely responses to all your questions, concerns and information requests.  
We look forward to our next meeting, and truly believe that everyone at the table has the best intentions to bring the best solutions to life for your community to enjoy for years to come.

Sincerely,

Mark, Malcolm and the Metrolinx Team

---

**From:** [REDACTED]  
**Sent:** February 8, 2022 6:22 PM  
**To:** Mark Clancy <Mark.Clancy@metrolinx.com>; Malcolm Mackay <Malcolm.Mackay@metrolinx.com>  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Working Group - CAC Feedback on Monday, Feb. 7th meeting.

[REDACTED]

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Malcolm and Mark:

On behalf of the [REDACTED] we are conveying how shocked and angry we were at last night's meeting (Feb. 7, 2022). The purpose of the Working Group as outlined in your TOR is: "The DXWG will provide a forum for discussion focused on design excellence outcomes for the work along the Lakeshore East – Ontario Line Joint Corridor through the Riverside and Leslieville neighbourhoods. The objective for this group is to work collaboratively with a goal of reaching a consensus on the preferred design solutions to be implemented through the project delivery process. The DXWG will provide recommendations to Metrolinx Senior Management."

Our community has come to the table with Metrolinx in good faith that we will be listened to and consulted on our ideas and input by Metrolinx. Last night's meeting showed that this is not the case at all; we feel disrespected by rushed by your disorganized planning; by your messaging - one from your Communications Team, telling us to 'reset the process,' and that you want to listen to us.. and

by your Project Team, who has clearly already chosen the retaining walls, bridge designs and most likely, the noise walls. We are misled by your TOR, and mistrustful of any further consensus building activities coming out of this disarrayed process.

Clearly, Metrolinx is not prepared for this Working Group and has not given thought as to how to engage with our community input - this must be resolved if we are to continue further. As stated in our Community Presentation, we are not interested in choosing 'surfaces' – without having a say in the overall design concept: **Livability, State of the Art, References our History, and Regenerating our ecosystems** - are just jumping off points for us.

In order for our CAC to participate further in this working group, we must have one point of contact for our community who will lead these Working Group meetings from the **Project Team**, in order to stop this confusion and mixed messages and outcomes, and to get us through our agreed Agenda each meeting. Additionally, any design Charrette should happen prior to WG discussion with members, as this feedback fuels the process.

We look forward to the detailed information you will be providing us about the design milestones and what elements we will have input into, before our next meeting - which we agree will be Wednesday, Feb. 16. I point out that Monday, Feb. 21st is Family Day - and also the deadline that you have set for detailed design input into your Package One elements. We haven't even begun this process which we continue to feel is nothing more than a community rubber stamp. We are hoping you will prove us wrong and do better for this community and actually listen to us, so we can all celebrate it, and the Ontario Line, instead of burying us under it. Our community is excited about the potential that a Design Competition for the Joint Corridor would bring, and we feel this would be the best way to achieve the 'design excellence' outcomes you refer to in your TOR.

Sincerely,

██████████  
████████████████████  
██  
████████████████████  
████████████████████

**From:** [Mark Clancy](#)  
**To:** [REDACTED]  
**Cc:** [Malcolm MacKay](#); [Ontario Line](#)  
**Subject:** Working Group Materials  
**Date:** Friday, February 11, 2022 5:49:50 PM  
**Attachments:** [MX Joint Corridor DEWG Jan 24, 2022 - Final.pdf](#)  
[Lakeshore East Design Excellence Working Group Session 2 Final January 31 2022.pdf](#)  
[JC Design Excellence Working Group Jan 24 2022 .pdf](#)  
[JC Design Excellence Working Group Jan 31 2022.pdf](#)  
[JC Design Excellence Working Group Feb 3 2022.pdf](#)  
[image003.png](#)

---

Good afternoon everyone, attached are the materials from our previous meetings. Please note the video link expires in a couple of days:

**Jan 24th Meeting**

Meeting notes: MX Joint Corridor DEWG Jan 24, 2022  
JC Design Excellence Working Group Jan 24, 2022

**Jan 31<sup>st</sup> Meeting**

JC Design Excellence Working Group Jan 31, 2022

Video Link: [REDACTED]  
[REDACTED]

**Feb 7<sup>th</sup> Meeting**

JC Design Excellence Working Group Feb 3, 2022

Meeting notes to follow

Video Link: [REDACTED]  
[REDACTED]

Please reach out if you have any issues accessing the files or have any questions.

Sincerely,

Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-449-2857

[REDACTED]

**From:** [REDACTED]  
**To:** [Mark.Clancy](mailto:Mark.Clancy@metrolinx.com)  
**Cc:** [Ontario.Line](mailto:Ontario.Line@metrolinx.com); [Malcolm.MacKay](mailto:Malcolm.MacKay@metrolinx.com); [John.Potter](mailto:John.Potter@metrolinx.com)  
**Subject:** RE: Elevation at Gerrard Station\_ pg 435\_IAR.jpg  
**Date:** Friday, February 16, 2022 7:15:31 AM  
**Attachments:** [image001.jpg](#)  
[image001.jpg](#)

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Hi Mark,

Thanks for your response.

Friday afternoon, February 25 would work best for me.

Regards,

[REDACTED]

Sent from my iPad

On Feb 16, 2022, at 5:48 PM, Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED] – John and I are working on new material with our technical team that we would like to bring forward to discuss with you. I will set up a meeting for next week to review the material with you.

Thank you, Mark

---

**From:** Mark Clancy  
**Sent:** February 13, 2022 7:22 PM  
**To:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>  
**Subject:** RE: Elevation at Gerrard Station\_ pg 435\_IAR.jpg

Hi [REDACTED] thank you for sharing with this with us. I will speak with the team and get back to you. We also owe you a response to the other emails you previously sent to us. I will ensure we respond to you this week.

Regards, Mark

---

**From:** [REDACTED]  
**Sent:** February 12, 2022 4:21 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>  
**Subject:** Elevation at Gerrard Station\_ pg 435\_IAR.jpg

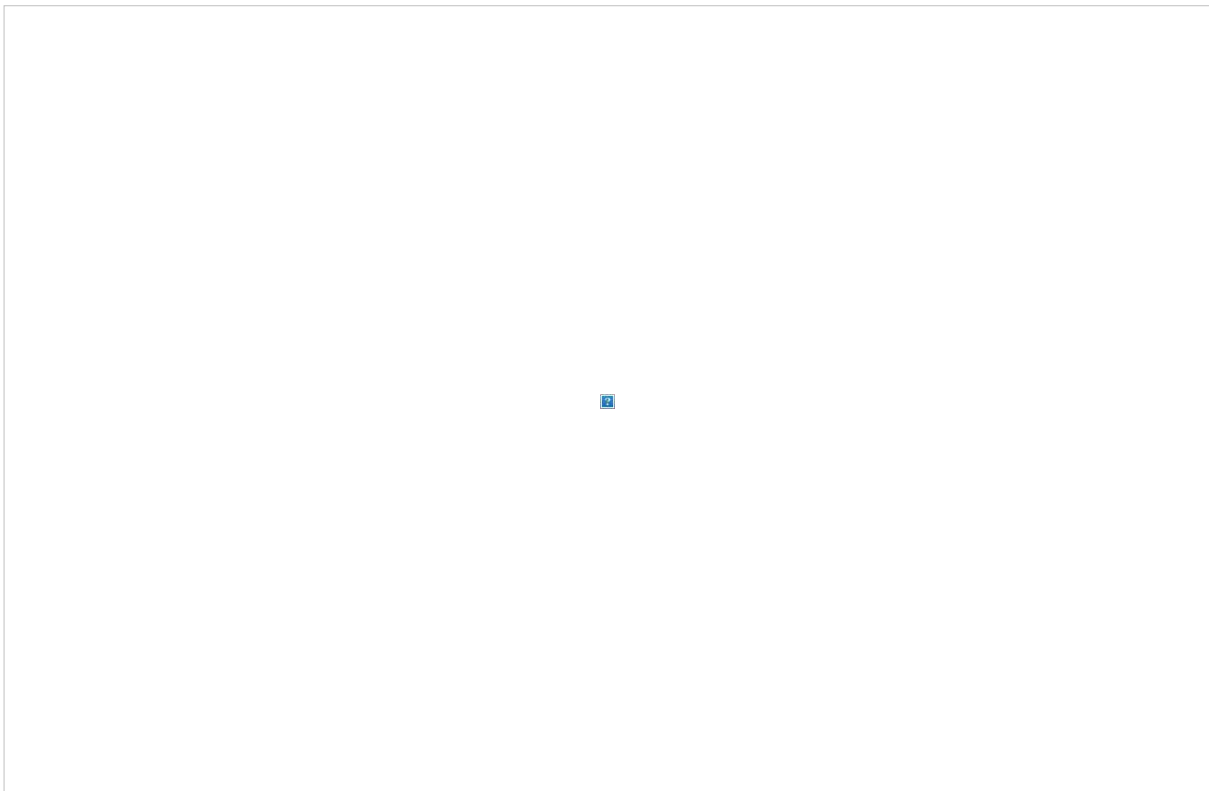
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Hi there,

I would argue that the station platform on top of the Carlaw/Gerrard bridge could be move a few metres east and north to move the "flare out" of the 2 Ontario Line tracks at the end of First Ave. further away from private property. The width of the land suggested for expropriation could then be reduced/realigned behind the First Ave./Logan Ave. Townhouses.

Regards,

[REDACTED]



Sent from my iPad

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** RE: Locked Version of Impact Assessment Report?  
**Date:** Monday, February 14, 2022 5:42:06 PM  
**Attachments:** [image003.png](#)

---

Hi [REDACTED] – an unlocked version of the Noise and Vibration Appendix is available in the link below. We are also working to get this version posted to our website later this evening. Thank you for flagging this for us.

[REDACTED]

Let me know if you have any concerns accessing the link/file.

Regards,  
Mark

---

[REDACTED]

[REDACTED]

[REDACTED]

---

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]

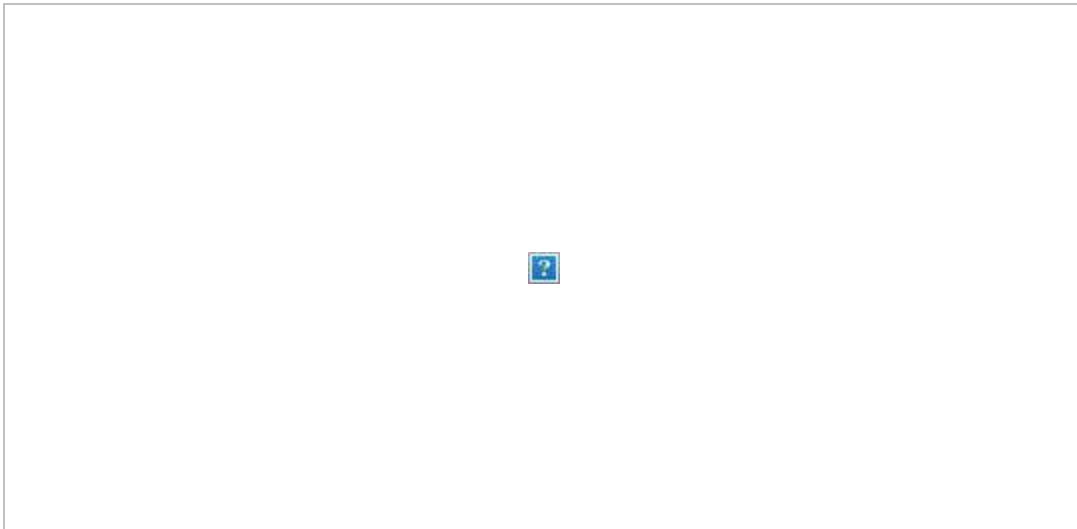
**Sent:** February 12, 2022 1:49 PM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Subject:** Locked Version of Impact Assessment Report?

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Hi Mark: I'm just downloading the Impact Report Appendices and the Noise and Vibration Report, is locked and passworded??? I've never seen this before. The others are not like this. See the picture below. I am not even able to highlight text.



Can you check with your web team and have the unlocked version of the Noise & Vibration Report loaded up instead???

Thank you.

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



**From:** [REDACTED]  
**To:** [Mark Clancy](#)  
**Cc:** [Ontario Line](#); [Malcolm MacKay](#); [REDACTED]  
**Subject:** Re: LOUD Tree Chipping along JS Park.  
**Date:** Sunday, February 13, 2022 9:22:34 PM

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Hi Mark: Thank you. I appreciate your efforts to prioritize this issue. It's been very difficult for the community watching and listening to our corridor trees being cut down and chipped these last few weeks.

[REDACTED]

On Sun., Feb. 13, 2022, 7:18 p.m. Mark Clancy, <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED] – I absolutely agree. We will make it a priority to ensure coordination of activities is communicated to the community, especially for residents living close to the corridor.

Again, I do apologize for the disturbance this weekend.

Regards, Mark

---

**From:** [REDACTED]  
**Sent:** February 13, 2022 12:50 PM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED]  
**Subject:** Re: LOUD Tree Chipping along JS Park.

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Hi Mark: Thanks for the update. GO Team has not communicated their plans at all to us. If we had a schedule, we can plan around it and/or negotiate days off for those homes most

impacted. As you know I've been asking for it since the tree removals began in January.

Better coordination between Mx GO & OL Communication Teams must be resolved before major construction begins.

Thank you.

[REDACTED]

[REDACTED]

On Sun., Feb. 13, 2022, 12:38 p.m. Mark Clancy, <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for bringing this to my attention. My sincerest apologies for the weekend disturbance. A community notice for weekend work should have been issued. I will speak with the GO expansion team who are leading the tree removal work and get you an updated schedule asap.

Mark

Mark Clancy

647-449-2857

---

**From:** [REDACTED]

**Sent:** Sunday, February 13, 2022 11:10 AM

**To:** Mark Clancy; Ontario Line; Malcolm MacKay

**Cc:** [REDACTED]

**Subject:** LOUD Tree Chipping along JS Park.

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Hi Mark and Ontario Line: You did send out a notice of tree removals in January. However, since this time, we have been asking for a schedule of tree removal activity and hours of work since then and have not had one. This is unacceptable.

Yesterday and beginning today at 10am. Trucks and chipping equipment are parked along the rail corridor (feet from homes) along JS Park, and inside the corridor, and very loudly chipping/grinding trees up.

Why do we not get advanced notice of this work? It's very loud and will most likely continue all day as it did yesterday, as it has done all week.

This is really unacceptable. Communities must have notice of this work and a property weekly schedule of loud activities such as this.

Your prompt attention to this matter is greatly appreciated.

[REDACTED]

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**From:** [REDACTED]  
**To:** [Mark Clancy](#)  
**Cc:** [Ontario Line](#); [John Potter](#); [REDACTED]  
**Subject:** Re: Design Working Group, Process Questions for Discussion  
**Date:** Friday, February 18, 2022 11:56:26 AM

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Hey Mark: This is the name I have for Woodgreen: [REDACTED]

We've sent her some information but have not had a response.

For the vibration ZOI - is Mx planning on contacting effected homeowners who are inside this zone to discuss mitigation?

Thank you.

On Fri., Feb. 18, 2022, 11:52 a.m. Mark Clancy, <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED]:

Can you please clarify this question:

**How will people who live within the Zone of Influence be notified?**

Are you asking about plans to engage other residents/businesses in the vicinity of the joint corridor?

Do you have a contact at Woodgreen – we have reached out to a few contacts, but I'm not sure we have the right person.

Thank you, Mark

---

**From:** [REDACTED]  
**Sent:** February 16, 2022 1:30 PM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; John Potter <[John.Potter@metrolinx.com](mailto:John.Potter@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** Design Working Group, Process Questions for Discussion

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Hi Mark and John: Our CAC has attached further process questions and amendments to the TOR we would like to discuss if there is time tonight or for our next meeting. Please see attached.

Thank you,



LSE CAC

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**From:** [Mark Clancy](#)  
**To:** [REDACTED]  
**Subject:** FW: Follow Up Items and Work Back Schedule  
**Date:** Friday, February 25, 2022 5:31:47 PM  
**Attachments:** [Engagement Approach 2.pdf](#)  
[image001.png](#)

---

Hi [REDACTED] – apologies for the delay in sending over the City of Toronto meeting details you asked about. See descriptions below.

At Monday’s meeting, we will review the tender/construction timelines, as well as the attached work back schedule/engagement approach for the design competition / design charrette.

I have been advised that work crews may be in the rail corridor, alongside Jimmie Simpson park, to continue their work this weekend.

### **Joint Corridor meetings with City of Toronto Staff**

#### **1. February 17, 2021 Lakeshore East Joint Corridor North Alignment**

In this meeting Metrolinx took City staff through the change from a straddle option, with the Ontario Line tracks bracketing both sides of the GO Transit tracks, to the current alignment where the Ontario Line runs on one side of the Joint Corridor. The presentation also covered the impacts and relative benefits of the alignment change.

#### **2. February 26, 2021 Lakeshore East Joint Corridor Bridge Options**

This meeting was set up to discuss options for the replacement GO Transit and new Ontario Line bridges required along the Joint Corridor. The discussions covered bridge clearance (vertical road clearances) and the impacts to the track elevation through the Joint Corridor. It also looked at multi-span and single span bridge options. The presentation included detailed impact assessments for all the options being explored.

#### **3. March 19, 2021 Retaining Wall Mitigation Strategy Part I**

At this meeting Metrolinx introduced the City of Toronto to design proposals for the parks along the Joint Corridor. This presentation showed design concepts, based on the kit-of-parts strategy, for the integrated landscape design, retaining walls, and noise barriers adjacent to the parks. Bruce Mackay Park and Jimmie Simpson Park were used to illustrate these early concepts.

#### **March 19, 2021 Leslieville Station TTC Streetcar Interface**

This meeting focused on the details of the TTC streetcar interface with the Leslieville Station.

#### **4. April 16, 2021 Lakeshore East Bridges Part II**

This meeting focused on revised bridge proposals along the Joint Corridor (Queen, Dundas, and Logan) taking into account earlier feedback and direction provided by the City of Toronto. The presentation provided detailed analysis of the benefits and impacts of different span configurations

(single span, multi-span, etc.) and vertical clearances over roadways.

**5. May 5, 2021 Leslieville/Riverside Neighbourhood Park Opportunities**

This meeting between Metrolinx and City of Toronto Parks, Forestry and Recreation staff focused on parks impacts and design concepts focused on mitigation, remediation, and parks improvements.

**6. May 21, 2021 Retaining Wall Mitigation Strategy Part II**

The meeting started with an analysis of how Metrolinx settled on a T-Wall solution for the retaining walls. The discussion then moved on to a discussion of how public realm design objectives (or principles) informed the public realm, parks, and landscape design strategies for the areas adjacent to the Joint Corridor through Riverside and Leslieville. The presentation also focused on examples of how the kit-or-parts strategy could be applied to locations along the Joint Corridor.

**7. June 21, 2021 Riverside and Leslieville Neighbourhood Park Opportunities**

This meeting was with a larger group of City of Toronto staff and stakeholders focused on parks impacts and design concepts focused on mitigation, remediation, and parks improvements. The presentations focused in detail on six parks along the Joint Corridor looking at design concepts.

**8. July 28, 2021 Retaining Wall Mitigation Part III**

This meeting built upon the feedback Metrolinx received from City of Toronto staff previous the previous Retaining Wall Mitigation meeting (May 21, 2021). The discussion focused on the retaining walls, noise barriers, and how they were going to be integrated with the landscape and urban realm design proposals.

**9. August 27, 2021 City Street Art Mural Program**

This meeting with staff from the City of Toronto, and the StreetARToronto team, focused on opportunities for collaboration along the Ontario Line.

**10. September 15, 2021 Joint corridor: Traffic Impacts, Modelling, and Proposed Mitigations**

This was one of two meetings focused on traffic impacts in the Joint Corridor area.

**11. November 5, 2021 Joint Corridor Early Works: Bridge Configurations and Traffic Management**

This was a follow up meeting focused on traffic impacts.

Have a nice weekend and don't hesitate to reach out you have any questions.

Thanks, Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)

647-449-2857

**From:** [Mark Clancy](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#); [John Potter](#)  
**Subject:** FW: Follow Up Items  
**Date:** Tuesday, February 22, 2022 11:47:37 AM

---

Hi [REDACTED]

The link below includes the recording of our last working group meeting.

[REDACTED]

I am meeting with the team this afternoon and will review the construction timelines and get back to you with more details as well as a description of the 12 meetings with the City of Toronto.

mark

---

**From:** [REDACTED]  
**Sent:** February 19, 2022 3:46 PM  
**To:** Mark Clancy <Mark.Clancy@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Re: Follow Up Items

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Mark: Thank you for the updated documents. I am still confused about the Timeline slide. It says construction will begin in July but packages are not awarded until August. Can you explain what construction is beginning in July? I think we need to go through this slide in more detail at our next meeting. What are the 12 City Engagements listed? Can we go through each and understand what this list means?

Also, can we get the recording of Wednesday's meeting please?

Thank you.

[REDACTED]

On Fri, Feb 18, 2022 at 4:46 PM Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:



Hi everyone – here are a few updates:

1. Excel document includes our responses to your question. One response (ZOI) is outstanding and am working with our team on that one.
2. Tender packages timeline slide has been updated to include RFP Release April 25, 2022 and RFP Close August 2022 (exact close date is not known at this point).
3. Contacts from this week's meeting. We have not included our technical advisor team due to the contractual obligations they are under with Metrolinx.

I have been advised that the work crews will be working within the Metrolinx joint corridor property on the tree removals this weekend, Saturday and Sunday only (not Monday). The crew is hoping to complete the work this weekend. I've attached the community notice as a reminder of the work schedule.

<https://www.metrolinx.com/en/greaterregion/projects/docs/lakeshoreeast/OnCorr-Tree-Removal-Notice2022-LSE.pdf>

Please do not hesitate to reach out if you have any questions.

Thank you and enjoy your family day weekend.

Mark

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

**From:** [REDACTED]  
**To:** [Mark Clancy](#)  
**Cc:** [Ontario Line](#); [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [Tabuns - QP, Peter](#); [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [Dabrusin, Julie - M.P.](#);  
**Subject:** Re: Tree Cutting along the Joint Corridor!  
**Date:** Monday, February 28, 2022 1:01:12 PM

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Hi Mark:. "Work from Eastern Ave to Gerrard," couldn't be more non-specific. Where are they and when, and what are they doing when they are at this location?

Thank you.

[REDACTED]

On Mon., Feb. 28, 2022, 12:49 p.m. Mark Clancy, <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Good afternoon,

As promised yesterday, I am sharing additional details on the tree/vegetation work within the joint rail corridor.

Work on Metrolinx property within the joint rail corridor between Eastern Avenue and Gerrard Street East, is scheduled to continue throughout the month of March, including weekends (weather permitting). Work must be completed by March 31, as required by the Ministry of the Environment Parks and Recreation (MECP).

The vehicles in the pictures shared over the weekend are used to pick up tree logs and place them on the flat bed truck to be transported away. These vehicles are actually running on the GO rail tracks. All invasive trees are chipped on site and the chips are removed. For other trees, we have partnered with conservation authorities to repurpose logs for use in restoration projects, such as habitat structures (perching poles, turtle basking logs, downed woody debris and fish spawning habitat).

As you know, safety is very important to Metrolinx and we work with all our contractors to ensure they practice strict safety protocols. For the work underway in the joint corridor, the tree and vegetation work is performed by certified arborists. All crew members working within the rail corridor must follow strict safety protocols. This is not an option, as there are live trains operating along the tracks where the work is taking place and the work zone is within close proximity to the property line, which runs along park space and private properties. Safety inspectors are also on site monitoring the work crews to ensure all safety

protocols are followed.

Thank you and please let me know if you have any additional questions.

Mark

---

**From:** [REDACTED]  
**Sent:** February 27, 2022 2:36 PM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Dabrusin, Julie - M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; [REDACTED]  
**Subject:** Re: Tree Cutting along the Joint Corridor!

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Hi Mark: Thank you for your prompt response. Yes, this is deeply upsetting for all of us, as we realize we will never get this tree line replaced again and will be staring at construction and trains for the foreseeable future.

I do understand this is Go Expansion work, however, that is no excuse for not providing a detailed schedule of areas of work, work specifics and times, to our communities all along the corridor.

Sincerely,

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

On Sun, Feb 27, 2022 at 11:05 AM Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out. I do share your concerns and frustration, as it is very upsetting to see this work taking place in your community.

I have shared your concerns with the project team and have asked them to review all safety protocols to ensure that all work is being carried out in accordance with the appropriate safety measures.

I have also asked the team to confirm the schedule for the entire month of March. I know it has been challenging to nail down the weekend work details, but I am optimistic they can provide me with the appropriate schedule and details, as the work needs to be completed by the end of March.

I'm providing some background details here for additional context.

The work currently underway on Metrolinx property, within the joint Lakeshore East Rail Corridor, is related to the GO Expansion Program. The work zone is along the south side of the LSE rail corridor, between Eastern Avenue and Gerrard Street East.

Work crews began clearing, removing and pruning designated trees and vegetation within the work zone in January 2022, and will continue to the end of March 2022. Most work is taking place between 7 a.m. and 7 p.m. on weekdays, and some work is taking place on weekends (as noted in the original notice that was shared in January and again in February). The crews are working to get as much done during the week. However, winter weather does cause delays, and therefore crews need to carry out work on weekends in order to be done by the end of March.

Additional trees for the Ontario line project will be removed later this year (2022), pending approval from the Ministry of the Environment, Conservation and Parks (MECP) on the environmental assessment for the joint corridor.

I will follow up with more details on Monday afternoon.

Thank you,

Mark

---

[REDACTED]

**Sent:** February 26, 2022 10:36 AM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Dabrusin, Julie - M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; [REDACTED]

**Subject:** Tree Cutting along the Joint Corridor!

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Mark & Ontario Line: I am seeing this heavy tree ripping machinery being moved along the corridor behind Jimmie Simpson Centre this morning.

The GO notice that was provided last week, as well as your one sentence to me in an email last night at 5pm about work on the corridor, is completely insufficient.

We have been asking for a schedule of specific work, with times and specific locations of the work on the corridor - none of which has been provided to our residents since January.

This is unacceptable on every level of conducting dangerous tree removal work along the rail corridor feet from homes, playgrounds, parks and rinks.

[REDACTED]

[REDACTED]

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**From:** [Mark Clancy](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: CAC request from Working Group - Feb 28  
**Date:** Tuesday, March 1, 2022 2:42:48 PM  
**Attachments:** [2022-02-28 DXWG PFR Presentation.pdf](#)  
[REDACTED] [Design Excellence Working Group Session 5 February 28 2022 FINAL.pdf](#)

---

Good afternoon,

Please find attached the presentations from last evening ([REDACTED] DXWG Session and City of Toronto)

And the link to the meeting recording [REDACTED]  
[REDACTED]

Thanks, Mark

---

**From:** [REDACTED]  
**Sent:** March 1, 2022 7:54 AM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Re: [REDACTED] request from Working Group - Feb 28

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Morning Mark: This is great, thank you for your quick response. We'd also like to understand the competition adjudication process and how the community would be able to participate if we choose this option.

Thank you.

[REDACTED]  
[REDACTED]

On Tue., Mar. 1, 2022, 7:50 a.m. Mark Clancy, <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi [REDACTED] – we have reached out to the City for their presentation and will send that over to you as soon as we receive it.

I am meeting with the project team today to discuss moving the April 25<sup>th</sup> deadline and

what let you know the outcome.

Thanks, Mark

---

[REDACTED] >

**Sent:** February 28, 2022 9:44 PM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

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

**Subject:** [REDACTED] request from Working Group - Feb 28

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Hi Mark:. As we have to make a decision this week, our [REDACTED] would like to request a copy of the city's presentation for this evening so we can see what ideas they are presenting.

Also, we need to have an answer if the April 25th deadline can be moved to perhaps August, to help gain wider range of participation in a competition.

We are heartened by your willingness to present alternatives to the noise wall material as we have requested. This is a strong step forward for our community.

Sincerely,

[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**To:** [Mark Clancy](#)  
**Cc:** [Daryl Finlayson](#); [REDACTED]; [REDACTED]; [Councillor Fletcher](#); [Barley, Greg \(Dabrusin, Julie - MP\); Dabrusin, Julie - M.P.](#); [Katiana Moussa](#); [KautmanK@ndp.on.ca](#); [REDACTED]; [REDACTED]; [Tabuns - QP, Peter](#); [REDACTED]  
[Ontario Line](#); [John Potter](#)  
**Subject:** Re: Design Working Group - Agenda for Monday March 7  
**Date:** Monday, March 7, 2022 12:14:05 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hi Mark: Our community presentation is about 20 minutes long and Paul Backewich will be presenting it. We are aiming for a discussion afterwards - so please leave us about 45 minutes on the Agenda.

Thank you!

[REDACTED]

On Mon, Mar 7, 2022 at 12:07 PM Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi Daryl,

Thank you for the letter from MPP Tabuns and Councillor Fletcher on March 4, about the Metrolinx Arborist Report covering the Joint Corridor.

As you may be aware, the Draft Arborist Report, is currently with the City's Parks, Forestry and Recreation Department for their review and input. Once Metrolinx receives input from the City, additional time will be needed for further review and updates, to ensure both Metrolinx and City of Toronto staff are comfortable with the details of the Arborist Report. As soon as there is comfort with the report, and in collaboration with City staff, we will be more than happy to bring the report forward for review and discussion. We plan to share the details of all park impacts and tree removals within the joint corridor, to the entire community along with our compensation plans. Current tree removals within the Metrolinx owned joint corridor are taking place in advance of work to needed to support the GO Expansion program. Tree removals within the joint corridor, as a result of the Ontario Line project, are planned for the fall of 2022.

For this evening's Joint Corridor Design Excellence Working Group meeting, we will open the meeting with the City of Toronto's OL JC Early Works Park Impacts presentation for

discussion, followed by the CAC's presentation on their design path, which we are eager to learn more about as we collectively work on solutions that will bring the best design excellence plans to life.

Sincerely,

Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)

647-449-2857

[Redacted]

---

**From:** Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>

**Sent:** March 4, 2022 5:50 PM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Cc:** [Redacted]

[Redacted] Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>;  
Barley, Greg (Dabrusin, Julie - MP) <[gregory.barley.509@parl.gc.ca](mailto:gregory.barley.509@parl.gc.ca)>; Dabrusin, Julie -  
M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; Katiana Moussa <[Katiana.Moussa@metrolinx.com](mailto:Katiana.Moussa@metrolinx.com)>;  
[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [Redacted]

[Redacted] Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; [Redacted]  
[Redacted] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; John  
Potter <[John.Potter@metrolinx.com](mailto:John.Potter@metrolinx.com)>

**Subject:** RE: Design Working Group - Agenda for Monday March 7

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Hi Mark,

Please find attached a letter from MPP Tabuns and Councillor Fletcher.

Regards,

Daryl

---

**From:** Mark Clancy [<mailto:Mark.Clancy@metrolinx.com>]

**Sent:** March 4, 2022 3:20 PM

**To:**

[REDACTED]  
[REDACTED] Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>;  
Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>; Barley, Greg (Dabrusin, Julie - MP)  
<[gregory.barley.509@parl.gc.ca](mailto:gregory.barley.509@parl.gc.ca)>; Dabrusin, Julie - M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>;  
Katiana Moussa <[Katiana.Moussa@metrolinx.com](mailto:Katiana.Moussa@metrolinx.com)>; [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [REDACTED]

[REDACTED]  
[REDACTED] Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; [REDACTED]  
[REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; John Potter  
<[John.Potter@metrolinx.com](mailto:John.Potter@metrolinx.com)>

**Subject:** RE: Design Working Group - Agenda for Monday March 7

Good afternoon,

Thank you for your updates this morning. We look forward to your presentation at Monday's meeting.

In response to your questions about the April 25<sup>th</sup> deadline and levels of community engagement for the design competition, please see below:

**Community Engagement Schedule**

- The Metrolinx team has worked with the leads of each Technical Discipline to extend the engagement schedule to **July 1<sup>st</sup>**. This is when the Joint Corridor Design Guidelines need to be completed in order to prepare a contract amendment before mid-August.

**Levels of Community Engagement for the Design Competition**

- The CAC will:
  - Be included in the iterative process to develop the Terms of Reference and Design Brief for the competition. This includes: Definition of Areas, Design Challenges, Limitations and Exclusions, and other Factors to Consider
  - Co-lead the walking tour
  - Participate in a public visioning session
  - Be included in the process to develop the Jury participation and selection criteria
  - Be asked to identify a panelist to represent the community on the Q&A session with interested firms
  - Be asked to identify a representative to help select qualified jurors
- As a public agency, Metrolinx is required to uphold fair and transparent procurement processes. Advertising the Design Competition and selection of firms will adhere to procurement standards.
- Selection of the winning team from the Design Competition will be conducted by the Jury. In addition to community and industry representatives, Metrolinx and the City will both hold a spot on the Jury. If there is a member of the CAC that qualifies for the Jury they will be considered as a juror.

Regards, Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)

647-449-2857

---

**From:** [REDACTED]

**Sent:** March 4, 2022 7:50 AM

**To:** [REDACTED]

[REDACTED] [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); Daryl Finlayson <[Daryl.Finlayson2@toronto.ca](mailto:Daryl.Finlayson2@toronto.ca)>; Barley, Greg (Dabrusin, Julie - MP) <[gregory.barley.509@parl.gc.ca](mailto:gregory.barley.509@parl.gc.ca)>; Dabrusin, Julie - M.P. <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; Katiana Moussa <[Katiana.Moussa@metrolinx.com](mailto:Katiana.Moussa@metrolinx.com)>; [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); [REDACTED]

Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

Tabuns - QP,  
Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>;  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> Ontario Line

**Subject:** Design Working Group - Agenda for Monday March 7

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Morning Everyone: The CAC & BIA's have come to a decision about which design direction we would like to go forward with. I can say we are very excited about it and the possibilities it presents for our community. We will be presenting at the start of our next meeting on Monday, March 7th, for about 10 minutes with a discussion to follow.

Re: The City Presentation:

The CAC has read and briefly discussed the City's Presentation which we ran out of time to view at the meeting on Feb. 28th. We all agree we need to see it and discuss the details and our questions at our next meeting - so please have this item next on the Agenda. This city report is very upsetting in many ways for the community - detailing the extent of tree removals, and as such needs to be fully presented and explained and questions answered to our entire community - not just the Design Working Group CAC & BIA's.

Councillor Fletcher & City Staff - we believe this information about our parks needs to be presented to the community asap before bits and pieces of tree clearing info get out without having other information to explain it.

Let's discuss at our next meeting, and perhaps Councillor Fletcher can reach out beforehand to find a way forward?

Thank you. We look forward to sharing our vision with you!

[Redacted]

[Redacted]

**From:** [REDACTED]  
**To:** [Ontario Line; Mark Clancy](#)  
**Cc:** [REDACTED]  
**Subject:** Re: FW: JC DXWG Meeting  
**Date:** Monday, March 7, 2022 8:13:06 PM  
**Attachments:** [REDACTED] [Presentation to DXWG March 7, 2022.pdf](#)

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Hi Everyone: Here is our [REDACTED] presentation with input from our BIA's, to the DXWG, March 7th, 2022

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] p

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Mark Clancy](#)  
**To:** [REDACTED] [Ontario Line](#)  
**Cc:** [Malcolm MacKay](#); [John Potter](#); [REDACTED]  
**Subject:** RE: Lakeshore East corridor Design Working Group Presentation - March 6/22  
**Date:** Wednesday, March 9, 2022 9:34:59 AM

---

Good morning [REDACTED] -- we have received your comments and will connect with our team to confirm the details.  
Thanks, Mark

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

From: [REDACTED]  
Sent: March 9, 2022 9:23 AM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Cc: Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; John Potter <[John.Potter@metrolinx.com](mailto:John.Potter@metrolinx.com)>; [REDACTED]  
Subject: Lakeshore East corridor Design Working Group Presentation - March 6/22

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Hi there,

Some changes were presented for the 1st time at the meeting:

1. The noise wall on the north side of the corridor between Logan and First Aves. has been increased from 5m to 7m in height.
2. The retaining wall height in the same location ranges from <3m to 7m. Previously it was 0m to 7m. The lower height was closest to Logan Ave.

The proposed height at the dead end of First Avenue has now increased to 12m to 14m (or 40' to 46').

3. Street parking on Logan Ave. is being eliminated from Dundas St. E. north to... - First Ave. or Gerrard St E.?  
Has this been agreed to between Metrolinx and the City?

4. The Cross Sections and Elevations Roll Plan only shows 3 GO Train tracks and what appears to be a wider Ontario Line track layout as it approaches Gerrard station from the west.

Please comment on these changes. I will be meeting with the First/Logan community shortly and we will send you our comments/feedback.

Regards,

[REDACTED]

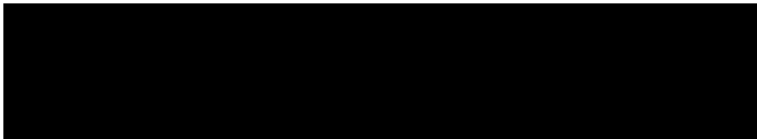
Sent from my iPad



## Community Stakeholder Consultation and Correspondence Record

- Leaside Business Park Association (LBPA)

**From:**  
**To:**  
**Cc:**  
**Subject:**



**Date:** Tuesday, March 2, 2021 1:28:00 PM  
**Attachments:** [2021-03-01 Briefing for LBPA & LRA.pdf](#)  
[image001.png](#)

---

Hi 

It was a pleasure to meet you yesterday. See attached for the presentation deck. Please note this material should not be widely distributed but is aligned with the information on our [website](#) which we will continue to update.

We look forward to meeting again on Tuesday, April 6 at 1:00pm. We can set up a Teams link or we would be happy to join on Google Meet again. Let us know your preference.

Please feel free to reach out before then if you have any questions, and we'll also reach out to you if we have any updates.

Thanks, and have a great week!  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line update and upcoming virtual open house  
**Date:** Thursday, April 8, 2021 11:46:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

We have confirmed that our virtual open house for Thorncliffe Park and Flemingdon Park will take place [on Thursday, April 15 at 6:30pm](#). We have also posted a [blog piece](#) discussing the location of the maintenance and storage facility, and updated our website [here](#) (click on Maintenance & Storage Facility).

We look forward to hearing your thoughts at our April 20 meeting. The April 15 public event is also the first of a series we are hosting through April and May for all the Ontario Line station areas. There will be many more opportunities for the public to learn about the project and provide feedback.

Thanks very much,  
Sivahami

---

**From:** Ontario Line  
**Sent:** Wednesday, April 07, 2021 3:11 PM  
**To:** [REDACTED] [REDACTED]  
**Subject:** Ontario Line update and upcoming virtual open house

Hi [REDACTED],

Hope you've both been keeping safe and well. I'm emailing to share with you that Metrolinx will be releasing an update about the Ontario Line Maintenance and Storage Facility location on our website tomorrow. I'll email you tomorrow once the new information is posted. We're also planning a virtual community open house next week with more details and a live Q&A and we'll get you those details tomorrow as well.

We're also looking forward to connecting again at our scheduled meeting on April 20.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Investigative drilling work along Village Station Road  
**Date:** [REDACTED]

---

Good afternoon [REDACTED]

I hope this message finds you well. We are following up to let you know that this work had to be rescheduled due to utility conflict issues. These issues have since been resolved, and the work will now begin on August 16. Please see attached for an updated notice. This will also be posted on our website and shared through our e-newsletter.

Thank you,

Caitlin

**Caitlin Docherty**  
Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** Ontario Line  
**Sent:** August 3, 2021 4:46 PM  
**To:** [REDACTED]  
**Subject:** RE: Investigative drilling work along Village Station Road

Hi [REDACTED]

We received an update that this work is now scheduled to start on August 9. Please see attached for an updated notice. This will also be posted on our website and shared through our e-newsletter.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

[REDACTED]

---

**From:** Ontario Line

**Sent:** Wednesday, July 28, 2021 12:49 PM

**To:** [REDACTED]

**Subject:** RE: Investigative drilling work along Village Station Road

Hi again [REDACTED]

This work is now delayed again, and will not start tomorrow.

We will let you know when we hear about a revised start date.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** Ontario Line

**Sent:** Tuesday, July 27, 2021 1:46 PM

**To:** [REDACTED]

**Subject:** RE: Investigative drilling work along Village Station Road

Hi [REDACTED]

This work was delayed and will now begin on Thursday, July 29 and continue for five weekdays, not including the holiday Monday.

See attached for the updated notice.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** Ontario Line

**Sent:** Tuesday, July 20, 2021 12:04 PM

**To:** [REDACTED]

**Subject:** Investigative drilling work along Village Station Road

Good afternoon



Please find attached a notice informing the community that Metrolinx will be using small drill rigs and trucks along Village Station Road for five days next week in order to gather information and evaluate underground conditions. Using this information, Metrolinx can begin to determine the construction approach for the Ontario Line project. This notice will be posted online and we will distribute paper copies to businesses within earshot of the work.

Please let us know if you have any questions.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Leaside Business Park Association AGM 2021 - M  
**Date:** Friday, September 10, 2021 12:55:00 PM

---

H [REDACTED]

Thank you very much for the invitation. We would be glad to attend the AGM on November 10 to share updates about the project and take questions for whatever time you are able to make available.

Thank you,  
Sivahami

SIVAHAMI VIJENTHIRA  
Ontario Line Community Relations Team

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

**From:** [REDACTED]  
**Sent:** Friday, September 10, 2021 10:59 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Sivahami Vijenthira <Sivahami.Vijenthira@metrolinx.com>; Malcolm Mackay <Malcolm.Mackay@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Leaside Business Park Association AGM 2021 - M

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Dear Malcolm & Sivahami,

Thank you for all of your support in the community, and specifically for the Leaside Business Park Association (LBPA). It's only recently that I have taken over as president but in the short time I have enjoyed our conversations, and appreciate your commitment to the businesses in Leaside, and the community overall. I'd like to invite you to our Annual General Meeting(AGM) and ask if you would be interested in speaking for 5 - 10 minutes and addressing all of our members. This year we are planning to hold the AGM virtually on November 10th at 7:30 AM. We are inviting all community stakeholder groups including residents, and businesses from both Leaside, and Thorncliffe Park. Please confirm your attendance, by September 30th 2021, as we are building out the agenda and hope that you will be able to join us.

Attached for your reference is the LBPA annual president's message to provide some more information and context for the Leaside Business Park Association. If you have any questions or would like additional information please reach out to Anissa Rodriguez - (647) 242-5479 or at [annissa.rodriguez@xyzstorage.com](mailto:annissa.rodriguez@xyzstorage.com)

Best regards,  
[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED] [Malcolm MacKay](#); [Mark Clancy](#)  
**Subject:** Re: Metrolinx - Leaside Business Park Association Sponsorship  
**Date:** Wednesday, November 3, 2021 8:57:04 AM  
**Attachments:** [image001.png](#)

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Thank you very much Shivahami,  
Mark, It's a pleasure to e-meet you!

Do you and the team want to place a date holder in our calendars for January 2022?



[REDACTED]  
[REDACTED]

On Mon, Nov 1, 2021 at 11:22 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for sharing this information with us. I will pass this request along to see if we are able to provide sponsorship to the LBPA.

I also wanted to take this opportunity to introduce you to our new Senior Manager of Community Relations, Mark Clancy. He looks forward to meeting you at our next check-in meeting, which it might make sense to book for January 2022, when our Environmental Impact Assessment Report is expected to be released.

Thanks,

Sivahami



**SIVAHAMI VIJENTHIRA** *(she/her)*  
Community Relations & Issues Specialist – Ontario Line

416-202-5100

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



---

**From:** [REDACTED] >  
**Sent:** October 30, 2021 3:39 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm Mackay  
<[Malcolm.Mackay@metrolinx.com](mailto:Malcolm.Mackay@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Metrolinx - Leaside Business Park Association Sponsorship

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Dear Shivahami and Malcolm,

Thank you so much for your continued outreach and consultation in the community, we see so much opportunity in Ontario Line, and are looking forward to our continued work together to unlock the benefits of this generational project and work together to mitigate the challenges and disruptions. I am so glad that you're speaking at the AGM this year, I think it's incredibly important for all community partners to collaborate and work together.

Malcolm, I Mentioned to you on our bus tour that the LBPA would be reaching out regarding sponsorship opportunities, I am happy to be sharing those opportunities with you now. Our organization is supported 100% through sponsorships as we have frozen all dues to our members, as businesses have been hit hard by COVID. Our diamond sponsorship is still available for the 2022 year and think that it would be a wonderful opportunity for Metrolinx to garner this title sponsorship!

We are planning to formally thank and recognize our sponsors at the AGM and provide a

couple of minutes for our sponsors to talk about their commitment to the community.

We are asking to have sponsorship for this opportunity committed by Friday November 5th, so we have sufficient time to incorporate the sponsors into the AGM, and recognize them for the 2022 year!

Have a great weekend!



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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Malcolm Mackay](#); [Mark Clancy](#)  
**Subject:** RE: Action Required: LBPA - AGM Information & Registration - Metrolinx  
**Date:** Monday, November 1, 2021 11:09:00 AM  
**Attachments:** [LBPA AGM Agenda.pdf](#)  
[image001.png](#)

---

Hi [REDACTED],

Thank you for confirming that Metrolinx will speak at the Leaside Business Park Association AGM at 9:40am on November 10 for 5-10 minutes. We look forward to it!

Can you please share the meeting link? Will we be able to screenshare a presentation?

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA** (*she/her*)  
Community Relations & Issues Specialist – Ontario Line  
416-202-5100  
ontarioline@metrolinx.com



---

**From:** [REDACTED]  
**Sent:** October 30, 2021 3:30 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Malcolm Mackay <Malcolm.Mackay@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Action Required: LBPA - AGM Information & Registration - Metrolinx

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Dear Shivahami and Malcolm,

We are looking forward to seeing you at our Annual General Meeting on November 10th at 730am. We expect the meeting to run until approximately 10am.

Thank you for making the time to speak at the AGM, Please find attached the agenda along with a few themes that you may find helpful. We know these will resonate with our members when you address them.

1. Issues around businesses, transportation development, and community building.
2. We are focusing on synergies collaboration and have an optimistic view of the community and its growth and development over the next decade.
3. COVID recovery

With several generation infrastructure projects coming online, this will surely create tremendous opportunities along with unique challenges to overcome. I know that our members would enjoy hearing your perspective on these exciting times.

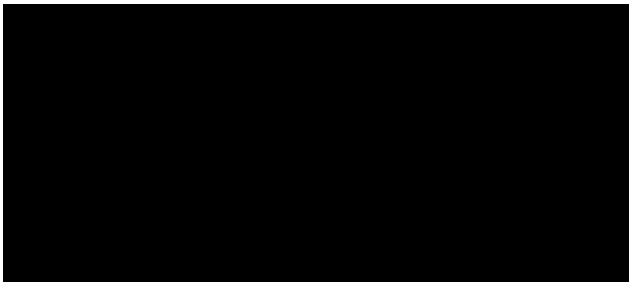
We encourage you to share our information for the AGM with your team, community partners and constituents, it's an open meeting and all are welcome!

Please find below the meeting registration form. Please complete it before the meeting, and forward to anyone that you would be interested in attending!



Please let me know if you have any questions, Attached is the draft agenda. You are scheduled to speak at 9:40 am for 5-10minutes.

Have a great weekend!



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Environmental Impact Assessment Report  
**Date:** Tuesday, February 8, 2022 11:29:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

## Community Stakeholder Consultation and Correspondence Record

- Leaside Residents Association (LRA)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Councillor\\_Robinson@toronto.ca](mailto:Councillor_Robinson@toronto.ca); [Franca Di Giovanni](mailto:Franca Di Giovanni)  
**Subject:** RE: Ontario Line - Maintenance Service Facility in Leaside Business Park  
**Date:** Thursday, December 17, 2020 5:20:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

It's a pleasure to connect with you again! I recently joined Metrolinx's Ontario Line community relations team as the station lead for Thorncliffe Park, Flemingdon Park, and Science Centre stations as well as the Maintenance & Storage Facility. Our team looks forward to working with you, the LRA, and the LBPA as the project moves forward.

We would love to set up a meeting in the second half of January. Can you suggest a few dates that work for the group?

In the meantime, happy holidays and happy new year,  
Siva

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

[REDACTED]

**From:** [REDACTED]  
**Date:** December 15, 2020 at 8:11:42 PM EST  
**To:** Franca Di Giovanni <[Franca.DiGiovanni@metrolinx.com](mailto:Franca.DiGiovanni@metrolinx.com)>  
**Cc:** [REDACTED] Leslie Kellen <[leslie.kellen@xyzstorage.com](mailto:leslie.kellen@xyzstorage.com)>, Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Subject:** Ontario Line - Maintenance Service Facility in Leaside Business Park

Dear Franca  
Please find the attached joint letter from LBPA and LRA regarding the exciting Ontario Line plans.  
All the best for the holidays.  
Regards  
[REDACTED]  
[REDACTED]

--

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## Community Stakeholder Consultation and Correspondence Record

- Leaside Towers Tenants Association (LTTA)



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Meeting notes from Oct 19 Ontario Line meeting  
**Date:** Tuesday, April 13, 2021 6:03:00 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.jpg](#)  
[image005.jpg](#)  
[image010.png](#)

---

Absolutely, hope to see you at 11:00 tomorrow, Deanne, Donny, Evelyn, and Alberto. Here is the video meeting link if you need it:

Microsoft Teams meeting

o

Thanks,  
Sivahami

---

**From:** [REDACTED]  
**Sent:** Tuesday, April 13, 2021 2:48 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Re: Meeting notes from Oct 19 Ontario Line meeting

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Similarly from [REDACTED], I ask all our board members be included. These are:

[REDACTED]  
[REDACTED]  
[REDACTED]

[Redacted]

I have included their email addresses in the cc line.

Thank you

[Redacted]  
[Redacted]  
[Redacted]

On Apr 13, 2021, at 2:40 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [Redacted],

Yes, we wanted the opportunity to continue the discussion from our last meeting. Thank you for making the time. See you tomorrow at 11:00am.

Here is the video link again for anyone who missed it:

Microsoft Teams meeting

Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

[Redacted]

---

**From:** [Redacted] >  
**Sent:** Tuesday, April 13, 2021 1:17 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [Redacted]

[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: Meeting notes from Oct 19 Ontario Line meeting

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Sivahami,

This meeting is rather short notice, but I will rearrange my day to allow me to participate. As you know, this meeting was requested to provide Metrolinx an opportunity to report back to us on the research you have done into our Community's suggested alternative train routes, to help lessen the negative impact on our unique little "island" of Thorncliffe Park; (environmental protection, negative impact of emergency response times, decreased property values, etc.). Could you confirm if you are able to report to us on these issues at this point?

I would also request that all of the Leaside Green Condo Board Directors be included in the invitation, please? Those missing from this invitation are:

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

I have added their emails to the cc line above. Thank you so much, in advance.



[REDACTED]



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** April 13, 2021 9:49 AM

**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>; [REDACTED]

[REDACTED] 'Councillor\_Robinson@toronto.ca'

<[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Subject:** RE: Meeting notes from Oct 19 Ontario Line meeting

Hi [REDACTED],

We have been able to work with MPP Wynne's office to coordinate a meeting for the Leaside Park Terrace and Leaside Green condo boards **tomorrow, April 14 from 11:00 to 11:30am** to discuss some of your concerns ahead of the April 15 virtual open house. Please see below for the Teams link. We look forward to seeing you there.

## Microsoft Teams meeting

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>

**Sent:** Thursday, April 08, 2021 4:37 PM

**To:** [REDACTED] Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; 'Councillor\_Robinson@toronto.ca'  
<[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; [REDACTED]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Subject:** Re: Meeting notes from Oct 19 Ontario Line meeting

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Hi [REDACTED]

Thank you for your email to the constituency office of MPP Wynne.

We have reminded the Ontario Line team at Metrolinx to set up the follow-up meeting to respond to concerns raised by your group.

We have copied Josh Vandezande, the Senior Manager, Community Relations, Ontario Line on this message.

Sincerely,

Afaaq

**Afaaq Shaikh**

*Executive Assistant & Office Manager*

*Constituency Office of MPP Kathleen Wynne*

*Don Valley West*

**416-425-6777**

---

**From:** [REDACTED]

**Sent:** April 8, 2021 1:04 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; 'Councillor\_Robinson@toronto.ca'  
<[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; [REDACTED]

Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>

**Subject:** Re: Meeting notes from Oct 19 Ontario Line meeting

Hello Everyone,

I am reaching out to ask for a follow up and update since our last virtual community meeting held on October 19, 2020.

At that time, our valid and grave concerns with the current alignment of the North Segment of the Ontario Line were shared and Metrolinx promised to find a solution.

In addition, I know that both Councillor Robinson and MPP Wynne vowed to support our community.

I understand that since our October meeting, the city council voted in favour of running the Ontario Line underground for our segment, and ongoing support to move it away from Overlea Blvd completely.

As you will recall, at the time we proposed **three viable alternatives** to the route:

#### **PROPOSED ALTERNATIVES TO THIS ROUTE TO AVOID RESIDENTIAL IMPACT:**

##### **OPTION 1: Move the line completely underground.**

→ Metrolinx has shared some potential “geographical issues”, “cost” and added “time commitment” concerns on Metrolinx Engage online, but given the life-altering impact on all communities, this option must be considered.

**OPTION 2: Move the Ontario Line one block west** to connect over Millwood to **Banigan Drive** which joins to Thorncliffe Park Drive (and the current new station location). → This change would avoid impacting any **residential properties**, or community service providers and would eliminate many of the issues noted above.

- Option #2 would **put the rail over ONE road** (Millwood) rather than crossing two roads (both Millwood and Overlea),.
- This ensures **greater safety, and less disruption** from construction, for all who live (and work) in this segment.
- Still easy access: People would rather take a 3-5 minute walk to the train, than have all of these health impacts associated with a train in the middle of a residential community...let alone on a small boulevard.
- It is more fitting that a major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact *any* residential areas.
- There would still be easy access to the station at Thorncliffe Park Drive

(west)

**OPTION 3: MOST BENEFICIAL OPTION FOR THE OVERLEA –THORNLIFFE COMMUNITY /IF THE LINE MUST RUN AT GRADE/OVER GRADE:**

→ Move the alignment closer to the existing railway, running it along **Village Station Road** → Connect to **Pat Moore Drive** → Connect to **Thorncliffe Park** and **relocate the Thorncliffe Station EAST**, closer to where you originally had it, on the corner of **Thorncliffe Park Drive** and **Pat Moore Drive**.

Today, I received the announcement for the location of the proposed storage facility. In looking at the updated Metrolinx image (attached for your convenience), the storage facility site looks to run along part of Banigan, but the original alignment of the route has not changed at all.

It still looks to cross right in front of 1 Leaside Park Drive along an elevated platform along the old route....Were our valid concerns for the well-being of our community (residents and businesses) not heard?

**Will the current alignment be changed to any of the three proposed alternatives?**

I know that the upcoming meeting for the community was postponed to April 15, however, it seems that the specific concerns voiced at our October meeting were not addressed or rectified.

I look forward to hearing from Metrolinx, as well as both Councillor Robinson and MPP Wynne.

Thank you for your support, this is a critical issue for our community.

Sincerely,

██████████

On Wednesday, October 21, 2020, 12:00:07 p.m. EDT, Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)> wrote:

Hi Sivahami,

Thank you for sending us the Meeting Notes, Presentation Deck and ██████████ Statement.

MPP Wynne looks forward to participating in the follow up community meeting after Metrolinx has considered the alternatives routes put forward by the residents of Thorncliffe Park.

Sincerely,

Aafaq

**Aafaq Shaikh**

*Executive Assistant & Office Manager*

*Constituency Office of MPP Kathleen Wynne*

*Don Valley West*

**416-425-6777**

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** October 20, 2020 4:46 PM

**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>;

'Councillor\_Robinson@toronto.ca' <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** Meeting notes from Oct 19 Ontario Line meeting

Hi everyone,

Please see attached for meeting notes for our meeting yesterday, as well as the presentation deck and [REDACTED] statement.

Thanks, and looking forward to staying in touch,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** [REDACTED]



**Sent:** Monday, October 19, 2020 5:58 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>;

'Councillor\_Robinson@toronto.ca' <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** Re: follow up from Metrolinx

Hello Josh,

Thank you and all of the representatives for allowing us to share our community's deep concerns and viable solutions this afternoon. We are clearly impassioned about our homes, and community, and the vital impact this Ontario Line segment will have.

I am attaching the notes from my presentation along with screenshot aerials of the alternative routes proposed.

We all look forward to hearing from you, Kathleen Wynne, and Jaye Robinson with an update and future meeting date.

Most of all, we look forward to a true change from the current alignment that moves the line completely away from Overlea Blvd to one of the alternate routes suggested (preferably Option #3), that eliminates all negative community impact, and that truly remains accessible and serves the Thorncliffe - Overlea Community as a whole.

Thank you,

[REDACTED]

On Monday, October 19, 2020, 05:09:17 p.m. EDT, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Thank you for your presentation today. Please send us a copy so we can be sure to include it in the minutes and respond appropriately.

Sincerely,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

From: [REDACTED]  
Subject: [REDACTED]  
Date: Fri, Dec 18, 2020 1:59:01 PM  
Attachments: [maps002.png](#)  
[maps002.png](#)

---

Hi Siva,

Understood and thanks for reaching out to them

Happy Holidays to you too!

[REDACTED]

On Fri, Dec 18, 2020, 1:56 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks so much for sharing the LTTA's new group email address

The rules of Canada's Anti-Spam Legislation don't allow us to add someone to our mailing list unless we get consent directly. So we'll email the LTTA at [lta@ltaplus.ca](mailto:lta@ltaplus.ca) to ask if we can add [REDACTED] the e-newsletter list (Anyone can also add themselves to the list by using the sign-up form at [Metrolinx.com/OntarioLine](http://Metrolinx.com/OntarioLine))

Thanks again, and happy holidays!

Siva

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]  
Sent: December 17, 2020 7:13 PM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Fwd: Your Ontario Line Newsletter - December 17, 2020

Hi Siva,

Wondering if you can add the [Leaside Towers Tenants Association](#), representing 85 and 95 Thorncliffe Park Drive to the Ontario Line email list?

They've participated in past Ontario Line public events, pre-Covid, such as the Ontario Science Centre open house, but only recently created a group email address, [REDACTED]. They requested that I reach out to you on their behalf.

Best Regards,


[REDACTED]

----- Forwarded message -----

From: Metrolinx <[no-reply@community.metrolinx.com](mailto:no-reply@community.metrolinx.com)>  
Date: Thu, Dec 17, 2020 at 1:12 PM  
Subject: Your Ontario Line Newsletter - December 17, 2020  
To: [REDACTED]

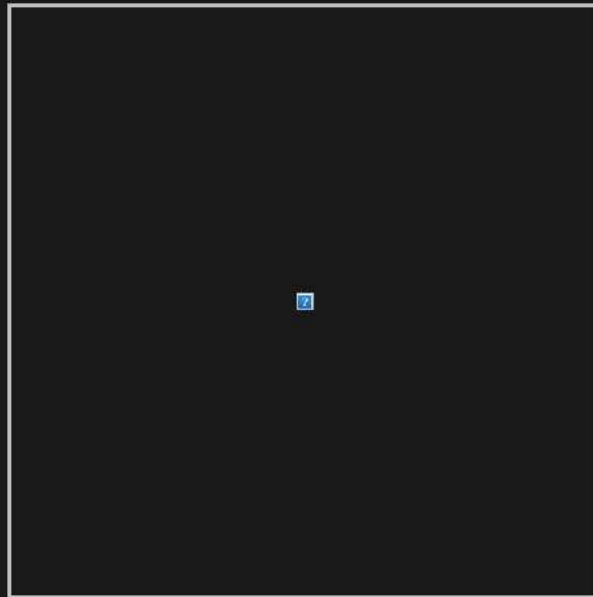
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[View this email in your browser](#)



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Ontario Line  
December 17, 2020



## Metrolinx releases Preliminary Design Business Case



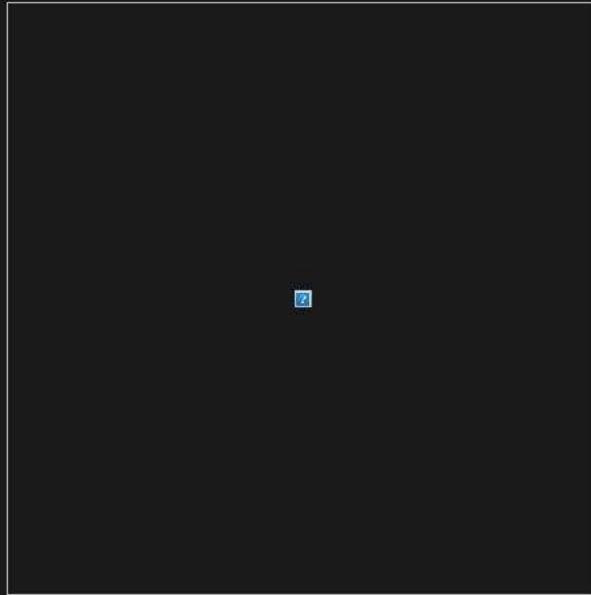
Metrolinx released updated plans for the Ontario Line today as it entered the [next phase of procurement](#) for the project, bringing Toronto a big step closer to better and faster transit.

By offering a clearer picture of how the Ontario Line is expected to benefit people and communities across the city, the [Preliminary Design Business Case](#) will help a shortlisted group of companies prepare bids for how they could deliver the project.

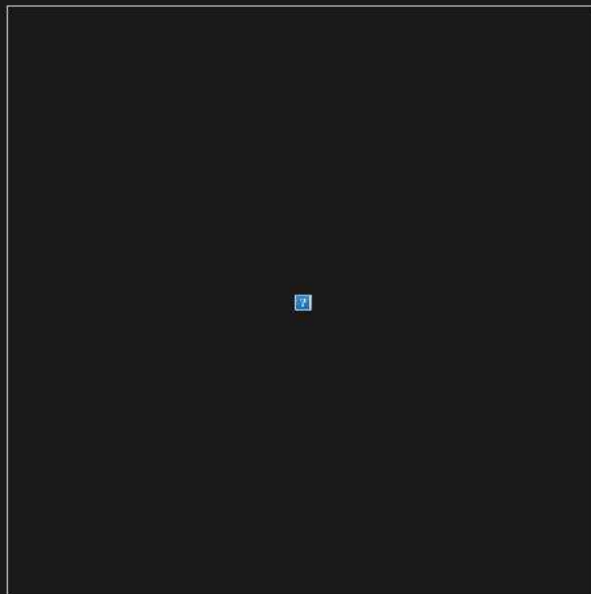
Plans show that a ride across the whole line could take just 30 minutes or less, attracting thousands of people from other busy transit lines and roadways. In fact, there could be a 22 per cent reduction in crowding at Bloor-Yonge Station during the busiest hour thanks to the Ontario Line, meaning 14,000 fewer people passing through. On the roads, there could be as many as 28,000 fewer cars each

day as more people get onto transit.

Learn more about the progress at [Metrolinx News](#).



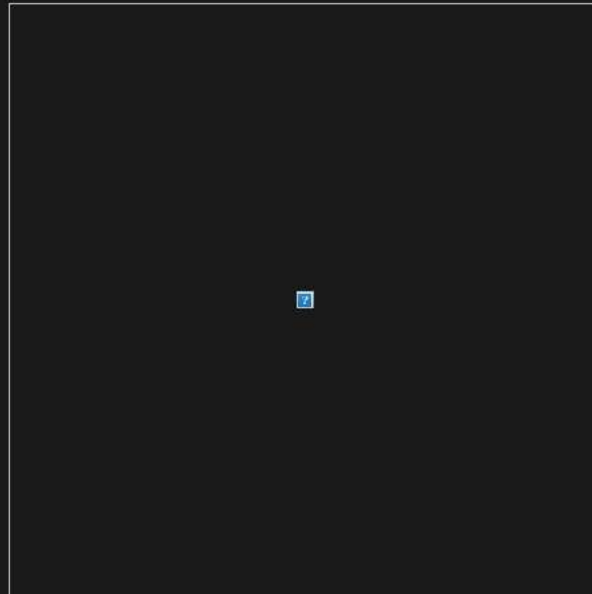
## Rising to the challenge



For decades, transit agencies in Canada and around the world have been using a combination of below and above-ground tracks to significantly expand their rapid transit systems within impressive timelines. Metrolinx experts are constantly looking at other transit systems for inspiration, and in this article we look at examples from Vancouver, Montreal and London.

This is about being out in the open – and when planning a major subway, looking for ways to balance what's above and what's below. That's when planners, including those working on the new Ontario Line project, can look at plenty of great examples of routes from around the world when it comes to figuring out how to best deliver a transit line in this day and age.

Read the full article [here](#).



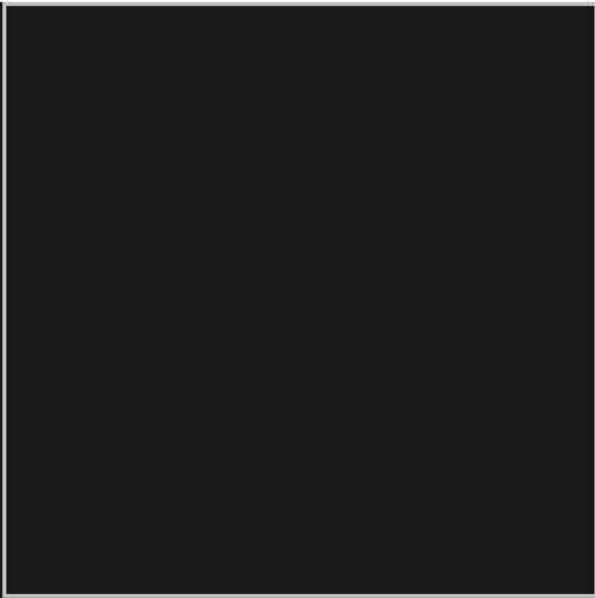
## Investigative drilling and rail corridor surveying

Geotechnical drilling and surveying continues at several points along the Ontario Line route to gather information on ground conditions.

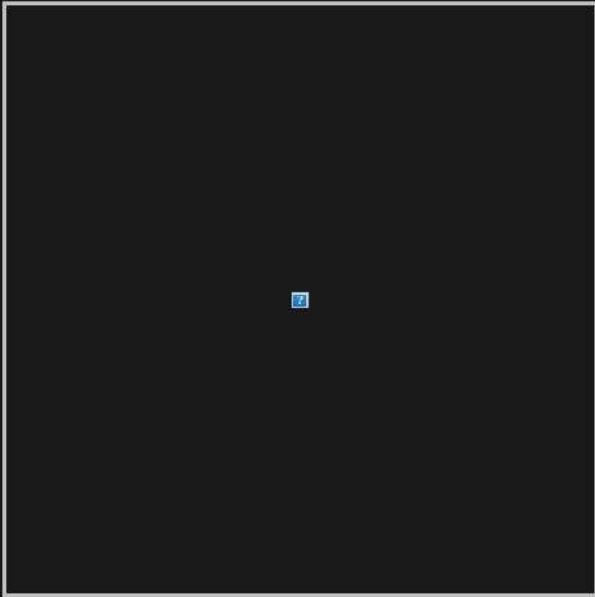
Recent notices informed residents of [investigative surveying work resuming on Simcoe Street, York Street, Bay Street and Queen Street West](#).

Outdoor noise and vibration monitoring continues along the Ontario Line route to gather data necessary for environmental studies. Notices informed residents on [what to expect for noise and vibration monitoring along the whole line](#).

You can find all current community notices [on our website](#).



## Community: Financial District



Toronto's Financial District is one of the many areas which will be served by the Ontario Line.

As Canada's premier business centre and largest hub for employment and transit, the Financial District area includes Union Station, major banks and most prominent firms, all centred around King and Bay Streets. It is home to thousands of retail shops, cafés and restaurants, including in the underground PATH which is known as the largest underground shopping complex in the world.

Prior to the COVID-19 pandemic, 200,000 people came from across the GTA to work here, five days a week. This is why the [Toronto Financial District BIA](#) advocated that relieving congestion on Line 1 is essential to meet the needs of commuters and the businesses that employ them.

As we look to the future, we know that we have to be continue to be prepared to meet the transit demands of Torontonians, those who come to the city for work, and the many businesses who benefit from reliable and expanded transit.

---

## Recent Metrolinx News

[The art of the line – How Toronto's Crosstown LRT is adding creative touches to transit design](#)  
Dec 9, 2020

[The Eglinton Crosstown West Extension completes a missing link: How a decades-old expressway plan will help bridge a transit gap](#)  
Dec 8, 2020

[Fins are for more than just flying – how creative design elements at Rutherford GO Station redefine wayfinding](#)  
Dec 8, 2020

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## Contact Us

You can reach the Ontario Line Community Relations Team by email at [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com) or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).

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You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

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**Our mailing address is:**

Metrolinx  
97 Front Street West  
Toronto, ON M5J 1E8  
Canada

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re:  
**Date:** Friday, December 18, 2020 5:05:18 PM

---

Please go ahead  
Thanks  
[REDACTED]

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

> From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

> Date: December 18, 2020 at 2:22 PM

>

>

> Dear LTTA,

>

> I'm reaching out on behalf of the Ontario Line community relations team

>

> [REDACTED] reached out on your behalf with your new email to ask for it

> to be added to our newsletter distribution. I would like to confirm that we

> have your consent to add [REDACTED]

> to our e-newsletter list. We need this direct consent in order to comply with

> Canada's Anti-Spam Legislation. Please let us know.

>

> If you or your members have any questions about the Ontario Line subway

> project, you can contact us here at

> [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com) <<mailto:OntarioLine@Metrolinx.com>> and see the latest

> project updates on our website at

> [Metrolinx.com/OntarioLine](http://metrolinx.com/ontarioline) <<http://metrolinx.com/ontarioline>>

>

> We also look forward to connecting with the LTTA more in 2021, when we plan to

> share preliminary designs for the Ontario Line and receive feedback from

> residents and businesses to improve the project.

>

> Thanks so much, and happy holidays,

> Sivahami

>

> SIVAHAMI VIJENTHIRA

> Ontario Line Community Relations Team

>

> [cid:image001.png@01D6D54924D906A0]

>

>

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Tina Sanders  
Tina.Sanders.ca

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## Community Stakeholder Consultation and Correspondence Record

- Legislative Assembly of Ontario

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: Contact Ontario Line Submission  
**Date:** Wednesday, July 28, 2021 3:17:56 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.jpg](#)  
[image004.jpg](#)

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Thanks for keeping me up-to-date, Daryl.

Regards,  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** July 28, 2021 3:16 PM  
**To:** [REDACTED]  
**Subject:** RE: Contact Ontario Line Submission

**! CAUTION:** External message.

Hi [REDACTED]

OICs are up:

Ontario Line: <https://www.ontario.ca/orders-in-council/oc-6902021>

Scarborough Subway Extension: <https://www.ontario.ca/orders-in-council/oc-6912021>

Eglinton Crosstown West Extension: <https://www.ontario.ca/orders-in-council/oc-6922021>

Daryl

---

**From:** [REDACTED]  
**Sent:** July 8, 2021 8:35 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Contact Ontario Line Submission

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Thanks again for your help with this, Daryl.

If I have any further questions I will let you know.

Take care,  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** July 7, 2021 5:18 PM

**To:** [REDACTED]

**Subject:** RE: Contact Ontario Line Submission

Small world! Hope you and the rest of the leg research team are doing well.

Since there is significantly more PINs involved than the other projects, it is taking longer to make it public. The team tells me it will be available shortly. From a technical perspective, the OIC is already in effect for Ontario Line and was signed June 2, 2021.

Hope this helps,

Daryl

---

**From:** [REDACTED]

**Sent:** July 7, 2021 4:47 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Contact Ontario Line Submission

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Hi Daryl,

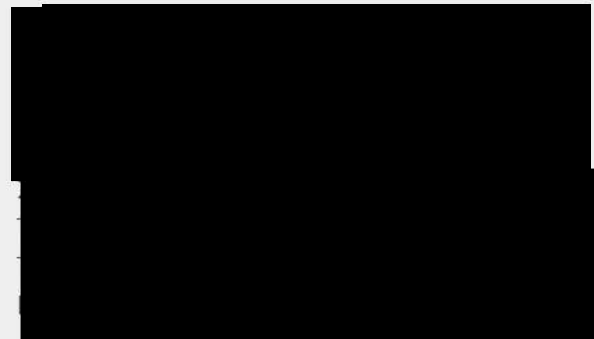
Your memory is correct: I was an incoming [REDACTED] in the last months of your cohort. I hope you're enjoying your role at Metrolinx.

Thanks for this update. I have reviewed the SSE and Eglinton Crosstown OICs, and it's helpful to know that the language will be similar. Do you have a sense of timing for the Ontario Line OIC's publication?

Many thanks,

[REDACTED]

logo2



*Dedicated to serving Ontario's Parliament*

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** July 7, 2021 4:37 PM

**To:** [REDACTED]

**Subject:** RE: Contact Ontario Line Submission

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [REDACTED]

I think I recognize you from my OLIP days (2017-18). Hope you have been well.

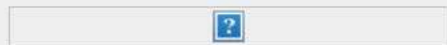
My colleague Caitlin looked into your inquiry. The Order In Council will be published publicly, which we are working towards. For reference, the Ontario Line OIC will be nearly identical to the OIC published for the Scarborough Subway Extension, which was one of the priority transit projects under the Building Transit Faster Act, 2020: <https://www.ontario.ca/orders-in-council/oc-3932021>.

Have a good day,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** July 5, 2021 4:21 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Contact Ontario Line Submission

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Submitted on Monday, July 5, 2021 - 16:20

Submitted by anonymous user: 2607:fea8:8460:2eb1:40a3:e575:fac4:53f8

Submitted values are:

Your name: [REDACTED]

Your e-mail address [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Order in Council Designating Transit Corridor for Ontario Line

Message:

Hello,

I understand that lands for the Ontario Line have been designated as a transit corridor, pursuant to the Building Transit Faster Act, 2020. I have not been able to locate the order in council designating these lands (as required by the Act). Can you please send me a copy of it, or a link if it is available online?

Many thanks,

[REDACTED]

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25600>



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**From:** [REDACTED]  
**Sent:** July-06-21 3:26 PM  
**To:** TorontoEast <TorontoEast@metrolinx.com>  
**Subject:** Ontario Line Transit Corridor Land

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Good afternoon,  
I am conducting some research into the Ontario Line subway project. Can you please confirm whether some or all of the lands required for the Ontario Line project have been designated as “transit corridor land” pursuant to the *Building Transit Faster Act, 2020*? If so, can you please send me a copy of or link to the order in council that designated the lands?  
If it is more convenient, I can be reached at the number below.  
Many thanks in advance,  
Michael



*Dedicated to serving Ontario's Parliament*

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## Community Stakeholder Consultation and Correspondence Record

- Leslieville Historical Society



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** RE: Ontario Line - Leslieville Section  
**Date:** Wednesday, February 24, 2021 11:01:00 AM  
**Attachments:** [image003.png](#)

---

H [REDACTED]

Thank you for your email and sharing your thoughts and concerns about the Ontario Line route within the Leslieville and Riverside communities. We recognize the importance of your community's unique history and heritage – it's important to us, too.

As we work through the project, we have heard from residents about impacts to property and neighbourhood character. We are committed to designing a project that is a good fit for your community.

By staying largely within the existing rail corridor while running the Ontario Line above ground through Riverside and Leslieville, we are reducing the impact on parks and local properties. Additionally, we are minimizing impacts to local traffic and businesses when you consider the major excavations and new infrastructure needed to go underground (e.g., building station, need for emergency exits, etc.).

Existing plans to update and electrify the corridor under the GO Expansion program will also see many diesel trains replaced by quieter, cleaner electric trains, and that's another way we are trying to fit better into your community.

We are currently going through a robust environmental process that considers some of the impacts you mentioned to heritage properties, noise and vibration. Our goal is to preserve heritage as much as possible, and use well designed sound barriers, as well as a suite of noise and vibration mitigation techniques, to reduce sound and vibration impacts from the Ontario Line. You can read more about our evidence-based approach to noise and vibration during construction and operation [here](#).

Regarding air particulate matter, we hope that by encouraging folks to leave their cars at home and take transit, the electric-powered Ontario Line trains will result in no new emissions introduced into your community.

Thank you again for taking the time to write and please let us know if we can setup meeting with the Leslieville Historical Society to discuss the project further and answer more questions.

**SIMON GRANAT**  
Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[Redacted]

---

**From:** T [Redacted]  
**Sent:** February 16, 2021 1:38 PM  
**To:** [caroline.mulroney@pc.ola.org](mailto:caroline.mulroney@pc.ola.org); [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org); [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca)  
**Cc:** Phil Verster <[Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>;  
Councillor Paula Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>  
**Subject:** Ontario Line - Leslieville Section

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Honourable Premier, Minister and Mayor,

I am writing to you to add my voice to the concerns over the method of construction employed to build this section of the Ontario Line through Leslieville.

As vice president of the Leslieville Historical Society and a long-time resident of this community I have witnessed the revitalization and ongoing success of this community considered by many experts as one of the most successful and vibrant in North America, something everyone in Ontario should be proud of, because it contributes to our livability and our world-renowned brand. This attracts not only investment but also skilled immigrants who want to live here.

What makes Toronto and this city so great is our strong communities and neighbourhoods. When we think of Toronto, aside from its economic and cultural might, tree-lined residential streets, parks and preserved heritage come to mind, because it's what provides the balance and continuity that makes Toronto livable. An engaged citizenry and our progressive leaders from all parties who have always placed community building and preserving what is precious and irreplaceable at the top of our priorities has made this possible. Ground-breaking legislations **Places to Grow: A Growth Plan for the Greater Golden Horseshoe**, the **Toronto Official Plan**, the **Greenbelt Act** and the **2041 Regional Transportation Plan** will continue this into the future.

For this reason, we are very concerned about the elevated section of the Ontario Line through Leslieville. This will not only be aesthetically jarring on the stable historic character of the community due to large noise-attenuating walls but will permanently change the quality of life in this area due to noise and increased particulate pollution. It will add to already planned and underway Go transit upgrades. The vibration will also affect the integrity of the many heritage buildings in the area home to many irreplaceable examples of 19th century Toronto architecture.

Leslieville is not a brownfield or greenfield site, it is an established stable neighbourhood and a vibrant main street along Queen Street East. What's most concerning is that studies have shown that using the much less disruptive TBM (Tunnel Boring Machines) technology will only add \$300 million to the cost. And this does not even factor in permanent long term environmental costs. We have already found savings on this project that have reduced the cost far below the original estimate.

Could we not find savings elsewhere to cover the costs of burying the Ontario Line in Leslieville? One possibility would be to raise the underground 3km Eglinton West Crosstown section between Royal York to Martingrove to above ground. Or at least half of this section could be raised to cover the cost of burying the 1.2 km section of the Ontario Line through Leslieville.

It doesn't seem to make any sense to build above-ground transit through a fine grained tight-knit established historic neighbourhood while building underground transit in an area with plenty of space and a wide right-of-way. It just makes no common sense. An above-ground line here would probably help to develop the right-of-way and promote more on-street uses, a formula that has made Toronto's avenues so successful.

Premier Ford, I fear that if you persist in taking this approach with Leslieville, you will do much long-term damage to Leslieville. It brings to mind the projects of Robert Moses in New York City that ignored the concerns of established communities to build higher order transportation and places like the Bronx live with the effects to this day.

I ask you Premier to kindly reconsider this plan. We do not want to hold up transit, it is something that is good for everyone. But how it is built will be here forever. The added cost of \$300 million amortized over years is a drop in the bucket but it will make a huge difference. We will always remember you for your consideration in this matter.

With highest regards,

[Redacted signature block]

## Community Stakeholder Consultation and Correspondence Record

- Leslieville Residents Association

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Let's Connect - Ontario Line  
**Date:** Tuesday, May 25, 2021 11:07:00 AM  
**Attachments:** [image001.png](#)

---

Hello Leslieville Residents Association,

Hope you are enjoying all this great weather we have been having. Great to e-meet you.

My name is Daryl and I recently took over engagement for the Ontario Line in the Leslieville and Riverside neighbourhoods. As you may know, [the Ontario Line](#) is a new transit project that will have 15 stations between Exhibition Place and Ontario Science Centre and links to GO Transit and TTC Lines 1 and 2. We recently held a virtual open house for east end residents and look forward to more frequent virtual engagement opportunities as we work towards the upcoming environmental reports this fall.

My colleagues may have contacted you but if not, I wanted to connect to introduce myself and ensure we are connected going forward. If you have time this week, a phone call would be great so I can get to know you and answer any questions or concerns you may have.

Hope to hear from you soon,

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House - June 24  
**Date:** Friday, June 4, 2021 3:32:00 PM  
**Attachments:** [image001.png](#)

---

Hi Leslieville Residents Association,

Reaching out to give you a heads up that the next Ontario Line virtual open house for East Harbour, Leslieville/Riverside, Gerrard is scheduled for June 24 at 6:30pm. Your neighbours and you can sign up for the virtual open house [here](#).

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

**Daryl Gonsalves**

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



## Community Stakeholder Consultation and Correspondence Record

- Leslieville Business Improvement Area

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Thank you and slide deck  
**Date:** Wednesday, March 10, 2021 9:24:00 AM  
**Attachments:** [Riverside BIA 03 09 21 deck FINAL.pdf](#)  
[image003.png](#)

---

Hi [REDACTED],

Thank you for taking the time to meet with us today. It was great to connect with you, and have the opportunity to provide updates about the Ontario Line. I've attached the slide deck from today's meeting. As the project advances, we look forward to continuing the conversation with you, and the Leslieville BIA. If it's ok with you, we'd like to setup a follow-up meeting with you and [REDACTED] regarding the concerns about the advance notices of work.

Thank you and please don't hesitate to contact us if we may be of service,

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4  
**Date:** Thursday, April 29, 2021 5:26:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Capturing sound and video information along the rail corridor - starting as early as May 4.pdf](#)

---

Hello Leslieville BIA,

Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th  
**Date:** Friday, May 14, 2021 10:30:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Surveying along the Ontario Line.pdf](#)

---

Hi [REDACTED]

Please find attached a notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East on May 18<sup>th</sup>. Surveying is anticipated to finish on the same day, and is being carried out to identify locates ahead of further investigative geotechnical drilling that will support the Ontario Line project design. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment which will be monitored at all times, and not be left overnight at any point. All work will be carried out within public roadways. A field crew of one or two persons will also use monitoring equipment to locate utilities in the field and may use water soluble paint marking to note their locations, while a second crew will take measurements. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials, community groups, and to area businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street - Starting as early as May 25  
**Date:** Thursday, May 20, 2021 3:10:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Saulter and Strange Street - starting as early as May 25.pdf](#)

---

Hello [REDACTED]

Please find attached a notice about investigative drilling work that will be taking place on Saulter Street and Strange Street, starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area, but access to and within Saulter Street and Strange Street will be maintained, with a flag person directing traffic at the work areas.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Metrolinx Community Notice - Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25  
**Date:** Tuesday, May 25, 2021 11:20:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

No worries [REDACTED]

Reach out if you have any further questions,

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



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**From:** [REDACTED]  
**Sent:** May 25, 2021 11:19 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Metrolinx Community Notice - Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25

**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.

Please disregard my last email; doesn't seem this work will be on Queen Street

Best Regards



*"It's better in the 'Ville"*



On Tue, May 25, 2021 at 11:16 AM Leslieville BIA <[leslievillebia@gmail.com](mailto:leslievillebia@gmail.com)> wrote:

We have several planned CafeTO installations in this area. Is this work going to impact it?

Best Regards



*"It's better in the 'Ville'"*

On Fri, May 21, 2021 at 3:48 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello Leslieville BIA,

Please find attached a notice about continuing surveying work that will be taking place on public roadways between Logan Avenue to Pape Avenue starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature with no anticipated noise impacts, and will be carried out using handheld and tripod-mounted equipment monitored at all times to locate utilities in the field, take measurements, and may use water-soluble paint to note their locations. The field crew will be carrying out some of the surveying overnight at two locations indicated in the notice in order to minimize disruptions to area residents and businesses. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Jackie Czajka](#)  
**Subject:** Follow-up - Ontario Line  
**Date:** Wednesday, June 2, 2021 5:34:00 PM  
**Attachments:** [image001.png](#)

---

H [REDACTED]

It was great to chat with you today.

Apologies for getting back to you so late. I was out and just returned from a canvass in the community.

As discussed, it would be great if you could send us a copy (250-300 words) to be included in the June 4<sup>th</sup> Ontario Line e-newsletter. It could be a little bit about the Leslieville BIA and a program you are bringing to the community. Here is the copy we used for the Riverside BIA feature in the last newsletter:

- *Have you heard of CafeTO? It's the outdoor dining program that was launched by the City of Toronto in 2020 to help local restaurants, bars and cafes get through the pandemic, while indoor dining restrictions remain in place. The program created hundreds of new outdoor dining spaces on sidewalks and in curb lanes throughout Toronto.*
- *It's back for 2021 and the Riverside Business Improvement Area - located along Queen Street East from Davies Ave to just past De Grassi Street - is working with 20+ local businesses, the City of Toronto CafeTO team, and Councillor Paula Fletcher to launch its biggest CafeTO program yet! The first round of CafeTO curb lane closures for licensed patios and public parklets have already been installed along Queen St, Boulton Ave, and De Grassi St. Next, the BIA will be adding greenery to 100 planters, as well as other exciting and eye-catching elements, as the area prepares for the opening of the outdoor dining season. These outdoor patios will remain in place until early November 2021 and are a key program in local economic recovery by inviting people out for dining while also supporting overall foot traffic and shopping at local retailers and other businesses.*
- *With the Ontario Line, we are making it faster and easier to reach Riverside and take advantage of what local businesses in the area have to offer. When built, Torontonians can hop on the Ontario Line and hop off at the future station on Queen Street East serving Riverside & Leslieville. Learn more about this neighbourhood by visiting the Riverside BIA's website here and follow @Riverside\_BIA on Instagram.*

In addition to the copy, we would also need a high resolution photo as well. If you could **please have these to me by tomorrow noon**, it can be included in Friday's newsletter.

As mentioned, we also have a virtual open house for east end residents on June 24. The link to register is [here](#).

Finally, we put out a [blog](#) to correct the record and address misinformation about the project. We

will also be sending out flyers to residents directly. If you would like a few physical copies, I am happy to drop them off. We also appreciated your honest feedback about our communications and we will strive to do better. Always feel free to reach out and we will do our best to assist.

Have a great day Dominic,

**Daryl Gonsalves**

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10  
**Date:** Tuesday, June 8, 2021 3:37:00 PM  
**Attachments:** [OLine - Surveying along the Ontario Line.pdf](#)  
[image001.png](#)

---

Hello [REDACTED]

Surveying work will be continuing on Thursday, June 10<sup>th</sup> on public roadways along the rail corridor between Eastern Avenue and Gerrard Avenue, and anticipated to be completed on the same day in order to support the Ontario Line project design. See attached for our notice.

A one or two-person crew will use monitoring and measuring equipment to locate utilities in the field and apply paint markings on the ground to note physical location of underground utilities. A second crew uses surveying equipment to take measurements of the utility locations. All work will be carried out within public roadways. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Surveying from Queen to Dundas starting as early as June 17  
**Date:** Tuesday, June 15, 2021 9:46:00 PM

---

Hello [REDACTED],

Due to feedback from the community and current level of design, we have engaged a professional surveying consultant to place physical markers to represent the future location of the new retaining/noise walls from Queen Street East to Dundas Street East.

These visual markers will enable the community to see for themselves how the rail corridor will change with Ontario Line and GO Expansion plans around Bruce Mackey and Jimmie Simpson Park. For markers within the Metrolinx property boundary (within the rail corridor), we will be using wooden stakes (4' height with orange tips) placed in 10 metre intervals. Due to safety concerns and advice from City of Toronto staff, some locations that fall slightly outside our property line will not be marked. We will use digital media to communicate what these areas will look like in order to provide Riverside and Leslieville residents with the all the information.

Some notes about this project:

- This work will begin as early as Thursday, June 17 and extend as late as Sunday, June 20, 2021 from the hours of 8am to 5pm
- The surveying consultant will only place markers inside the rail corridor (within the existing fence)
- Metrolinx teams will be taking photos and video to better communicate the locations of future retaining/noise walls in this area

Let us know if you have any questions or concerns,

Daryl

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work within the Metrolinx rail corridor from Queen Street East to Gerrard Street East - Starting as early as June 24  
**Date:** Friday, June 18, 2021 11:22:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Rail corridor from Queen to Gerrard - starting as early as June 24.pdf](#)

---

Hello [REDACTED],

Please find attached a notice about investigative drilling work that will be taking place within the Metrolinx rail corridor from Queen Street East to Gerrard Street East, starting as early as June 24. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The field crew will access the Metrolinx rail corridor from 383 Eastern Avenue, and permission to enter has been secured with the property owner. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Investigative drilling work on the laneway off Paisley Avenue  
**Date:** Thursday, July 15, 2021 4:50:00 PM  
**Attachments:** [OLine - Laneway off Paisley Avenue - starting as early as July 19.pdf](#)  
[image002.jpg](#)

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Good evening,

Please find attached a notice informing the community that **Metrolinx will be using small drill rigs and trucks to gather information and evaluate underground conditions.** Using this information, Metrolinx can begin to determine the construction approach for this project.

Please let us know if you have any questions.

Regards

**Lancefield Morgan**  
Community Relations and Issues Advisor



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Overnight investigative drilling work on Dundas Street East near Wardell Street - Starting as early as August 3  
**Date:** Wednesday, July 28, 2021 4:37:00 PM  
**Attachments:** [OLine - Overnight Investigative Drilling on Dundas near Wardell - starting as early as August 3.pdf](#)  
[image001.png](#)

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Hello [REDACTED],

Please find attached a notice about overnight investigative drilling work on Dundas Street East near Wardell Street, starting as early as August 3rd. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, was dropped off to residents in the area today, and will be available on our website.

Please let us know if you have any questions,

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street - starting as early as August 3  
**Date:** Thursday, July 29, 2021 5:24:00 PM  
**Attachments:** [OLine - Parking lot near Queen Street East and Strange Street - starting as early as August 3.pdf](#)

---

Good afternoon [REDACTED],

Please see the attached notice for upcoming surveying geotechnical drilling work at the parking lot near Queen Street East and Strange Street starting as early as August 3, 2021. This work has been coordinated closely with Fontbonne Ministries. There are two days of investigative drilling (August 4 & 5) from the hours of 5pm to 10pm.

Please feel free to contact our office if you have any questions about this work.

Regards,

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Surveying Property Boundaries from Eastern Avenue to Queen Street East  
**Date:** Thursday, July 29, 2021 10:00:00 AM  
**Attachments:** [OLine - Surveying from Eastern Avenue to Queen Street East - starting as early as August 2.pdf](#)

---

Good morning

Please see the attached notice for upcoming surveying work. As early as August 2, 2021 crews will use GPS equipment to place stakes with coloured tips to visually define property lines. No noise or disturbance is expected from this work. Please feel free to contact our office if you have any questions about this work.

Regards

**The Ontario Line Community Relations Team**

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: ATTN MARK - RESPONSE NEEDED Re: Ontario Line Working Group Invitation for Jan. 24 4pm  
**Date:** Friday, January 21, 2022 1:32:32 PM

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Mark,

Thank you for your email. Mail and providing the name of the person taking over from Daryl.

Anytime after 10am for the most part later next week would be best.

Until Monday then.

[REDACTED]

On Fri, Jan 21, 2022 at 12:21 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out. Would it be possible to reschedule this afternoon's meeting to 4:30 on Tuesday or Wednesday next week? I'll send a new meeting invite from our Ontario Line account.

Thank you for the meeting recap notes. I am happy to discuss these on our call and we can look into other solutions to ensure the [REDACTED] is kept informed on the various aspects of the project.

My colleague Katiana Moussa has taken over Daryl's files, since his departure from Metrolinx.

We look forward to seeing you (virtually) at Monday's meeting.

Thank you, Mark

---

**From:** [REDACTED]  
**Sent:** January 20, 2022 5:17 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** ATTN MARK - RESPONSE NEEDED Re: Ontario Line Working Group Invitation for Jan. 24 4pm

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Mark,

Are you still on for our regularly scheduled meeting (set up by Daryl for the 21st of each month) tomorrow at 4:30pm ?

Also, I am emailing to confirm my attendance for the meeting on Jan. 24 at 4pm.

Last we met back on October 21st we had raised a few concerns. I provide herein a high level recap from my notes;

*Hoping this working group will address these concerns.*

- We were apprised that ongoing discussions with the City are in progress of which are to include public meetings that will provide impact information
- Additional project information was provided
  - Expropriation in Riverside has been initiated and Ontario Line (OL) is moving ahead with their existing plan.
  - Property owners have been notified of the plan.



- BIA raised concern that the many businesses that would be impacted, including the BIA aren't property owners, requested BIA be put on their communication distribution list.
- Staging area access point will be McCleary St, it was noted there is a playground in that area and the OL will ensure safety issues are taken into consideration
- BIA inquired about the impact on Jimmy Simpson Park, OL confirmed the community center and park will be saved. OL stated there will be vegetation removed and a tree injury report has been created
- BIA has requested funding for marketing initiatives to let the public know small businesses are still open and awaiting their visits during the many phases of the lengthy planned disruptions.
- Currently Ontario Line doesn't have a budget for this type of funding (i.e. \$s to BIAs to support disruption mitigation; marketing and window washing) as their project budget is in place. However potential for funding could come when the framework is established through contracts.
- Consultation on the name of the station; the BIA would like it to be named Leslieville
- BIA doesn't feel like we are in the loop on the different phases of the project or are receiving notices with ample lead time
- BIA outlined concerns due to the impact of the line being above ground; dust, noise, vibration, parking, impact on park including the green space along corridor and that we look to the Eglinton Crosstown lessons learned to be a guide to mitigate the impacts. OL include programs on their newsletters that may help and invite BIA to submit a proposal.
- BIA noted that Leslieville is iconic for the City of Toronto and a key hub for arts and culture in the city

Actions:

- Daryl to provide link to survey regarding community feedback on sound survey (since received)

- Daryl to ensure Leslieville in on the distribution list for Ontario Line Communications for Communities

Best Regards,

[Redacted signature block]

On Wed, Jan 19, 2022 at 2:07 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

As you know, Metrolinx will be installing new noise and retaining walls along the rail corridor between Eastern Avenue and Pape Avenue as we work to expand the existing GO rail corridor to accommodate the GO Expansion and Ontario Line projects. You may recall, Metrolinx invited the community to participate in a survey about the future retaining, noise walls, landscape design, and vegetation plans along the joint rail corridor. The results from those who participated in the community survey, which will be shared shortly, will help shape plans for the design elements of the walls, landscape, trees, and vegetation solutions. As we work to ensure plans are well integrated into the community, we are organizing a working group to further discuss the design and vegetation elements in the joint corridor.

Given your interest and advocacy within the community, we would like to invite you to the working group discussion on Monday January 24th at 4pm to 5:30 pm. At this meeting we will provide you with an overview on the results of the community survey, seek your input and thoughts on the future design elements and share next steps with you.

Please RSVP by responding to this email by EOD Friday, January 21st to advise of your participation.

I appreciate how busy everyone is and do hope you will be able to join the discussion.

Thank you,

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

[REDACTED]

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| with any attachments.

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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Draft Environmental Impact Assessment Report Notice  
**Date:** Tuesday, February 8, 2022 11:44:00 AM  
**Attachments:** [image001.png](#)

---

Good Afternoon,

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario Regulation 341/20: Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- February 22, 2022 - Science Centre to Gerrard
- February 24, 2022 - Science Centre to Gerrard
- March 1, 2022 - Gerrard to Exhibition
- March 3, 2022 - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Katiana Moussa**

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** FEEDBACK: Environmental Impact Assessment Report\_ [REDACTED]  
**Date:** Wednesday, March 9, 2022 8:19:27 PM  
**Attachments:** [REDACTED] [Feedback Submission Metrolinx EIA 09mar2022.docx](#)

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good Evening Ontario Line,

On behalf of the [REDACTED] I am pleased to have the opportunity to provide feedback on the subject report. Feedback is contained in the attached document.

[REDACTED]



## Submission of Comments to Metrolinx

### RE: Metrolinx Draft Environmental Impact Assessment Report (March 2022)

Following a review of the public documents released online by Metrolinx in February 2022, please find the [REDACTED] general comments and then a list of specific comments, questions and requests as follows:

Construction impacts of the Ontario line are a primary concern for the [REDACTED] and its 200+ members who are commercial property owners and businesses in the area of the Queen Street station and crossing of the future Ontario Line. The 'support local' movement that emerged during the pandemic and the survival of main street businesses has come out as a clear priority over the past two years and the fragility of the economic health of local businesses has come to the forefront. Public transit is critically important but it should not be coming at the expense of an already struggling local economy. The Ontario Line Draft Environmental Assessment Report should take greater care and planning to prevent and mitigate impacts to the local economy along Queen Street East.

Businesses depend on having a clear and inviting transport corridor to move goods and attract customers. Queen Street East is one of Toronto's busiest arteries for vehicles including transit, trucks, cars and cyclists. The pedestrian realm along Queen is also busy throughout the day and into the evening.

Businesses have also depended on vibrant and inviting outdoor spaces over this pandemic through recovery programs such as CafeTO outdoor dining program to have a fresh-air spaces where people feel safe and healthy dining. **The Cafe TO program is certainly slated to return in 2022 and for the next several years. There are multiple such cafe spaces that run along the length of Queen Street East, which operate during daytime and evening business hours from May through until November - this socio-economic and traffic/transportation related element should be noted and taken into the account within the Report and construction mitigation planning.** The movement and routes of heavy machinery and construction vehicles which create noise, dust and disruption must be recognized, as well as mitigation measures in order to allow for the continued successful operation of outdoor dining and the local patio economy on Queen Street East put in place.

Construction vehicles and equipment physically blocking roads and preventing passage, blocking sidewalks and deterring pedestrians are a major concern, and affecting streetcar service. Additionally the removal of existing parking and curb lane space. All of these possibilities were noted within the draft Environmental Impact Assessment Report, but no specifics were provided.

Further, more specific comments, questions and requests include the following:

1. Main report, on page 212 of the Draft Report "Public Realm Characteristics": please note that the Leslieville BIA has existing assets which add to the character of the public realm in the area of the future Riverside & Leslieville Station. These streetscape assets (e.g. hydro pole banners, wraps, sidewalk blue brick detailing, street furniture, tree grates etc) belong to Leslieville BIA and not to the City of Toronto and these materials should be noted, logged, documented and then replaced if damaged back to their original custom design or better in consultation with the local BIA.
2. Main Report, on pg 311 it is noted that a Communications Protocol will be developed - we request that Construction Plans and Communications Protocols be developed in consultation with BIAs to ensure the area remains open for business and everyday uses, rather than simply come to us with an existing finalized information on construction schedules to communicate to us.
4. Main Report, lxiv, again please ensure that BIAs who also own assets in the public realm of the project, including the [REDACTED], are also consulted so these elements can be restored or improved upon.



5. Main Report, ES-10, why is the Construction Laydown area not shown on the diagram? It is seen in the legend but not seen on the diagram.
6. Overall comment, what is the plan for pest control once construction begins? From experience we have seen significant amounts of pests fleeing construction zones and infesting nearby buildings and properties and this is an important concern and impact to be mitigated for.
7. Main Report, on page 421 it is noted there will be 'temporary sidewalk closures for works at the Leslieville Station where one side of the sidewalk will be maintained and pedestrians will be redirected to existing nearby signalized crosswalks and that pedestrian connectivity will be maintained and pedestrians will be redirected to existing nearby signalized crosswalks. It is also noted there will be weekend and occasional nighttime full roadway closures at Leslieville Station which require closure of both sidewalks.' We request that you consult with BIAs on construction closure plans and communications plans prior to putting them in place to ensure the location and timing will minimize impacts to the business community. We would like to see the hours of construction where road lane closures and pedestrian way closures happen outside of business hours as much as feasible or on less active businesses days such as Monday and Tuesday. We would not want to see closures on weekends. Additionally, given the effects to the pedestrian realm and the lack of full signalized intersections in the area, we would request Metrolinx look at working with the City at how to improve the highly used pedestrian crossings at Boulton Avenue and at Jimmie Simpson Park to improve safety.
8. Main Report, on pg 426 the study notes 'construction at Leslieville Station will impact streetcar routes 501, 503, and 301 on Queen Street East. Additionally, that lane closures are expected to cause additional delays due to reduced roadway capacity. Full roadway closures will result in temporary discontinuation of streetcar operation and bus detours around the closure area. Temporary lane and full road closures will occur at ...Leslieville Station. Side roads at Leslieville Station, i.e., Strange Street and De Grassi Street, may be reduced in width or occasionally fully closed.' Per our comment and request above we would ask that BIAs be involved on the development of Construction Plans and Public information strategies involved in mitigating roadway closures in our area (i.e. ██████████ is on Queen Street East and includes the site of the Riverside/Leslieville Station).
9. Noise and Vibration: Regarding Figure 4-38-3, why were no sensitive receptors put close to the Riverside/Leslieville station? The closest receptor was placed over two blocks away and we question how it would present an accurate gauge of the sound to the nearby buildings. We would request additional measurement locations closer to Queen Street East (e.g. at 812 Queen Street East, Bonjour Brioche and 807 McGee St) and around the area of the Riverside/Leslieville station to properly document baseline environmental conditions around this station.
10. Appendix A4 - Socio-Economic and Land Use Characteristics: Please include under sections 4.2.2 & 4.2.2.3 – Leslieville is also a neighbourhood. Of note all your other sections make significant notes and references to BIAs in those areas but none is recognized for the East End Residential Sub-Area - there should be a whole section added on the Leslieville area and its thriving business district. We feel our area has been completely neglected and omitted within this Appendix.
12. Appendix A4 – Section 5 – should include Business Improvement Areas; the small businesses within the study area are very significant - Section 5.3.2 Ontario Line South and Table 5-8: Please add Leslieville BIA both to your list of groups operating in the Ontario Line South area and to your table as a BIA. Our information is "Leslieville Business Improvement Area, 944 Queen St. E"
13. Appendix A4 - We request that "Business Operations" be studied as a socio-economic factor. It is essential that there be a baseline to compare against activities like staging areas, utility relocation, heavy equipment operations, as well as increased impacts on parking due to construction workers, traffic from construction vehicles, and obstruction of regular traffic due to construction, which will cause strain on main streets and secondary streets.



**side notes:**

- i) As this project will likely impact small businesses socio-economic status in a similar fashion as the Eglinton Crosstown and the TTC track replacement project in Leslieville did to small businesses BIA asking for supports (financial, etc) for "OPEN FOR BUSINESS DURING CONSTRUCTION" marketing campaigns
- ii) As with building developments we'd like to see a Construction Liaison Committee established involving BIAs to strengthen coordination and communications throughout the whole term of the project, including pre-construction to assist with risk identification mitigation etc.

In summary, the [REDACTED] is requesting that all reports and documentation properly reflect, measure impacts, mitigate, plan for, and fully take into account the business districts that the Ontario Line will be embedded within, including [REDACTED]. We would like to reiterate our previous requests and expectation that a formal agreement will be formed with our BIA similar or better than what was done with BIAs in projects like the Eglinton Crosstown LRT, prior to the start of any construction.

Submitted by: [REDACTED] March 9, 2022



Review Comments Spreadsheet

Project Name: Environmental Impact Assessment Report (EIAR) - Ontario Line		Revised By: Leslieville BIA		
Item No.	Reviewer Name	Description	Review Comment	Response (Authors OLTA/Metrolinx)
1	Leslieville BIA	General	Construction impacts of the Ontario line are a primary concern for the Leslieville BIA and its 200+ members who are commercial property owners and businesses in the area of the Queen Street station and crossing of the future Ontario Line. The 'support local' movement that emerged during the pandemic and the survival of main street businesses has come out as a clear priority over the past two years and the fragility of the economic health of local businesses has come to the forefront. Public transit is critically important but it should not be coming at the expense of an already struggling local economy. The Ontario Line Draft Environmental Assessment Report should take greater care and planning to prevent and mitigate impacts to the local economy along Queen Street East.	Section 5 of the EIAR includes information related to potential impacts, mitigation measures, and monitoring activities that have been determined based on the Project components, and how construction and operation of the Project will interact with existing environmental conditions. The impact assessment is based on conservative assumptions regarding potential impacts that could occur as a result of the Project. Metrolinx understands the challenges faced by the business community over the last couple years due to the global pandemic. We are committed to working with the business community on plans to help minimize impacts as a direct result of construction activities related to the Project. We'll work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.
2	Leslieville BIA	General	Businesses depend on having a clear and inviting transport corridor to move goods and attract customers. Queen Street East is one of Toronto's busiest arteries for vehicles including transit, trucks, cars and cyclists. The pedestrian realm along Queen is also busy throughout the day and into the evening.	We acknowledged that construction activities may impact Queen Street, but Metrolinx is committed to minimizing impacts and ensuring local businesses remain accessible and successful throughout the Ontario Line construction.
3	Leslieville BIA	General	Businesses have also depended on vibrant and inviting outdoor spaces over this pandemic through recovery programs such as CafeTO outdoor dining program to have a fresh-air spaces where people feel safe and healthy dining. The Cafe TO program is certainly slated to return in 2022 and for the next several years. There are multiple such cafe spaces that run along the length of Queen Street East, which operate during daytime and evening business hours from May through until November - this socio-economic and traffic/transportation related element should be noted and taken into the account within the Report and construction mitigation planning. The movement and routes of heavy machinery and construction vehicles which create noise, dust and disruption must be recognized, as well as mitigation measures in order to allow for the continued successful operation of outdoor dining and the local patio economy on Queen Street East put in place.	Metrolinx will consult with BIAs and local businesses to minimize impacts to businesses during construction. Metrolinx will work with businesses to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.  The EIAR documents mitigation measures for reducing impacts to pedestrians and the transit network under Section 5.9. During construction, Metrolinx will reduce construction noise by applying construction noise mitigation measures such as using equipment compliant with noise level specifications from the Ministry of the Environment, Conservation and Parks, siting construction vehicles and construction laydown and staging areas away from sensitive receptors, where possible, and others.  Most construction laydown and staging areas are anticipated to be located adjacent to the rail corridor and road closures will only be implemented if absolutely necessary. The duration of any required closures will be reduced to the extent feasible. The local community will be notified well in advance of any closures. During these periods, mitigation measures will be implemented to reduce impacts to the community.  We have a community office at [redacted] Queen Street East, open Monday to Friday, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues.  This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.
4	Leslieville BIA	General	Construction vehicles and equipment physically blocking roads and preventing passage, blocking sidewalks and deterring pedestrians are a major concern, and affecting streetcar service. Additionally the removal of existing parking and curb lane space. All of these possibilities were noted within the draft Environmental Impact Assessment Report, but no specifics were provided.	The intent of the EIAR is to provide an overview of the impacts due to construction activities. Additional details will be available as design advances and Construction Liaison Committees will be established to discuss construction plans.
5	Leslieville BIA	EIAR	1. Main report, on page 212 of the Draft Report "Public Realm Characteristics"; please note that the Leslieville BIA has existing assets which add to the character of the public realm in the area of the future Riverside & Leslieville Station. These streetscape assets (e.g. hydro pole banners, wraps, sidewalk blue brick detailing, street furniture, tree grates etc) belong to Leslieville BIA and not to the City of Toronto and these materials should be noted, logged, documented and then replaced if damaged back to their original custom design or better in consultation with the local BIA.	Thank you for your comment. Information on the Leslieville BIA has been added to Section 4.3.2.3 of the Socio-Economic and Land Use Characteristics Report. Specific details regarding removals of streetscape assets are outside of the scope of the EIAR. Metrolinx looks forward to continued consultation with Leslieville BIA in the next stage of design and any commitments regarding the replacement of streetscape assets will be captured in the appropriate contract documents.
6	Leslieville BIA	EIAR	2. Main Report, on pg 311 it is noted that a Communications Protocol will be developed - we request that Construction Plans and Communications Protocols be developed in consultation with BIAs to ensure the area remains open for business and everyday uses, rather than simply come to us with an existing finalized information on construction schedules to communicate to us.	Communications Protocol will be developed to indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night. BIA's preference for construction hours will be noted. Construction Liaison Committees will be established as we get closer to construction to discuss construction plans and work through issues that arise.
7	Leslieville BIA	EIAR	4. Main Report, lxiv, again please ensure that BIAs who also own assets in the public realm of the project, including the Leslieville BIA, are also consulted so these elements can be restored or improved upon.	Metrolinx acknowledges this request and will work with the Project Contractor and consult with BIAs, as necessary, for restoration of assets owned by local Business Improvement Areas.
8	Leslieville BIA	EIAR	5. Main Report, ES-10, why is the Construction Laydown area not shown on the diagram? It is seen in the legend but not seen on the diagram.	Thank you for your comment, the diagram has been updated.
9	Leslieville BIA	EIAR	6. Overall comment, what is the plan for pest control once construction begins? From experience we have seen significant amounts of pests fleeing construction zones and infesting nearby buildings and properties and this is an important concern and impact to be mitigated for.	During construction Metrolinx and the contractors will actively address pest control, if required. Inspection and/or cleaning of trucks/equipment will occur within the construction area to prevent the migration of pests. There will also be 24-hour hotline available during construction, that will give the community direct access to someone that will help address any issues that may come up.

10	Leslieville BIA	EIAR	<p>7. Main Report, on page 421 it is noted there will be 'temporary sidewalk closures for works at the Leslieville Station where one side of the sidewalk will be maintained and pedestrians will be redirected to existing nearby signalized crosswalks and that pedestrian connectivity will be maintained and pedestrians will be redirected to existing nearby signalized crosswalks. It is also noted there will be weekend and occasional nighttime full roadway closures at Leslieville Station which require closure of both sidewalks.' We request that you consult with BIAs on construction closure plans and communications plans prior to putting them in place to ensure the location and timing will minimize impacts to the business community. We would like to see the hours of construction where road lane closures and pedestrian way closures happen outside of business hours as much as feasible or on less active businesses days such as Monday and Tuesday. We would not want to see closures on weekends. Additionally, given the effects to the pedestrian realm and the lack of full signalized intersections in the area, we would request Metrolinx look at working with the City at how to improve the highly used pedestrian crossings at Boulton Avenue and at Jimmie Simpson Park to improve safety.</p>	<p>Metrolinx will be sharing construction information through a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.</p> <p>The BIA's preference for construction outside of business hours is noted, but construction during daytime and early evenings cannot be avoided. The BIAs will be consulted with respect to construction impacts, such as sidewalk closures and dates of road closures will be made available as design advances.</p>
11	Leslieville BIA	EIAR	<p>8. Main Report, on pg 426 the study notes 'construction at Leslieville Station will impact streetcar routes ██████████ on Queen Street East. Additionally, that lane closures are expected to cause additional delays due to reduced roadway capacity. Full roadway closures will result in temporary discontinuation of streetcar operation and bus detours around the closure area. Temporary lane and full road closures will occur at ...Leslieville Station. Side roads at Leslieville Station, i.e., Strange Street and De Grassi Street, may be reduced in width or occasionally fully closed. Per our comment and request above we would ask that BIAs be involved on the development of Construction Plans and Public information strategies involved in mitigating roadway closures in our area (i.e. Riverside BIA is on Queen Street East and includes the site of the Riverside/Leslieville Station).</p>	<p>Metrolinx will consult and share construction information through a Construction Liaison Committee, that will include representation from BIAs and will be established prior to construction. Metrolinx will work closely with the contractor to minimize road closures and mitigate construction impacts.</p>
12	Leslieville BIA	EIAR	<p>9. Noise and Vibration: Regarding Figure 4-38-3, why were no sensitive receptors put close to the Riverside/Leslieville station? The closest receptor was placed over two blocks away and we question how it would present an accurate gauge of the sound to the nearby buildings. We would request additional measurement locations closer to Queen Street East (e.g. at ██████ Queen Street East, Bonjour Brioche and ██████ McGee St) and around the area of the Riverside/Leslieville station to properly document baseline environmental conditions around this station.</p>	<p>Figure B-3 shows the location of Riverside-Leslieville Station, which is dominated by existing road traffic from Queen Street and the adjacent Go Rail rail line. Baseline noise measurements in the area were completed as part of the Ontario Line Project Final Environmental Conditions Report (2020) to characterize the existing ambient conditions. A monitoring location (MO_08N) measured these existing baseline noise levels, and through a clustering approach (as described in Section 3.4.1 of the Draft Noise and Vibration Impact Approach) this locations was adopted to represent the sensitive receptors surrounding the Riverside-Leslieville Station.</p> <p>MO_08N was taken at Gowan Avenue, which though not specifically local, has a similar traffic Noise environment (from Pape Avenue) as we would expect from Queen St. Further, since the influence of the rail corridor is not included in the MO_08N location, we expect that using it for the Leslieville area is a conservative representation (i.e. quieter) than is actually experienced. Thus, further baseline monitoring is not considered, and would expect to show louder baseline levels than are used in the assessments.</p> <p>With respect to construction receptors used in the assessment, these are noted in Figure E-1-11. These show that all sensitive receptors surrounding the Leslieville Station have been considered for construction noise impacts.</p>
13	Leslieville BIA	EIAR	<p>10. Appendix A4 - Socio-Economic and Land Use Characteristics: Please include under sections 4.2.2 &amp; 4.2.2.3 - Leslieville is also a neighbourhood. Of note all your other sections make significant notes and references to BIAs in those areas but none is recognized for the East End Residential Sub-Area - there should be a whole section added on the Leslieville area and its thriving business district. We feel our area has been completely neglected and omitted within this Appendix.</p>	<p>Thank you for your comment. A description of the Leslieville BIA has been added to Section 4.3.2.3 of the Socio-Economic and Land Use Characteristics Report. Metrolinx looks forward to continued engagement with stakeholders including the BIA as design advances.</p>
14	Leslieville BIA	EIAR	<p>12. Appendix A4 - Section 5 - should include Business Improvement Areas; the small businesses within the study area are very significant - Section 5.3.2 Ontario Line South and Table 5-8: Please add Leslieville BIA both to your list of groups operating in the Ontario Line South area and to your table as a BIA. Our information is "Leslieville Business Improvement Area, ██████ Queen St. E"</p>	<p>Thank you for your comment. Leslieville BIA has been added to Section 5.3.2 and Table 5-8.</p>
15	Leslieville BIA	EIAR	<p>13. Appendix A4 - We request that "Business Operations" be studied as a socio-economic factor. It is essential that there be a baseline to compare against activities like staging areas, utility relocation, heavy equipment operations, as well as increased impacts on parking due to construction workers, traffic from construction vehicles, and obstruction of regular traffic due to construction, which will cause strain on main streets and secondary streets.</p>	<p>Thank you for your comment. This type of detailed analysis goes beyond the scope of the conceptual impacts being analyzed in the EIAR, in accordance with Ontario Regulation 341/20. The impact assessment in this EIAR is focused on confirming that the Project is feasible to implement through identifying whether appropriate mitigation is available to address impacts. The EIAR is meant to conceptually confirm the potential for negative impacts and identify whether effective approaches are available to address the potential for negative impacts through either avoidance or controlling impacts to an acceptable level.</p> <p>The EIAR is not meant to confirm a final or detailed design approach, as this level of detail will be determined as part of the ongoing design process. Commitments in this EIAR focus on mitigation strategies and continued consultation with affected stakeholders.</p>
16	Leslieville BIA	side notes	<p>i)As this project will likely impact small businesses socio-economic status in a similar fashion as the Eglinton Crosstown and the TTC track replacement project in Leslieville did to small businesses BIA asking for supports (financial, etc) for "OPEN FOR BUSINESS DURING CONSTRUCTION" marketing campaigns</p>	<p>Metrolinx acknowledges this request and will work with the BIA to identify opportunities to promote local businesses in the areas.</p>
17	Leslieville BIA	side notes	<p>ii)As with building developments we'd like to see a Construction Liaison Committee established involving BIAs to strengthen coordination and communications throughout the whole term of the project, including pre-construction to assist with risk identification mitigation etc.</p>	<p>Metrolinx will be establishing Construction Liaison Committees that will include representation from BIAs.</p>

18	Leslieville BIA	General	<p>In summary, the Leslieville BIA is requesting that all reports and documentation properly reflect, measure impacts, mitigate, plan for, and fully take into account the business districts that the Ontario Line will be embedded within, including Leslieville BIA. We would like to reiterate our previous requests and expectation that a formal agreement will be formed with our BIA similar or better than what was done with BIAs in projects like the Eglinton Crosstown LRT, prior to the start of any construction.</p>	<p>Thank-you for providing your comments on the Draft EIAR. We have incorporated the Leslieville BIA's comments into the Final EIAR, wherever applicable. We look forward to continuing engagement with the Leslieville BIA as the Ontario Line Project advances.</p> <p>Metrolinx recognizes the need to work with local businesses and Business Improvement Areas (BIAs) in the effort to support businesses during the most disruptive periods of construction. Partnering with BIAs Metrolinx has supported the development of new websites, BIA logo's, coupon books, event flyers &amp; signage, shopping bags/promotional items, and community events. BIA members/leadership will also be participants at the Community Liaison Groups. Metrolinx will continue to work with impacted businesses and business communities in conveying the message that local businesses are "Open for Business" and the community remains a viable shopping and working destination.</p>
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## Community Stakeholder Consultation and Correspondence Record

- Liberty Village Residents' Association

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Update  
**Date:** Friday, March 12, 2021 12:55:00 PM  
**Attachments:** [image001.png](#)

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To the Liberty Village Residents' Association,

We hope you and your members have been well and staying safe! I am reaching out to let you know about some Ontario Line web updates.

Earlier this week, Metrolinx released a [blog post](#) about what's next for the Ontario Line and an [updated project timeline](#) on our website. The next step for the Ontario Line in your area will be the [Exhibition Station Early Works](#) construction. We anticipate Early Works at this station will begin this summer after the contract is awarded to a successful bidder.

Major construction and redesign at this station to incorporate the new Ontario Line will fall under the main [procurement](#) contract for the south portion of the line (from Exhibition to the Don River), known as the Southern Civil, Stations and Tunnel package. As you will see in the timeline noted above, we anticipate major construction to begin in 2023, after Early Works.

Thank you for your time. As always, you can reach our team here via email or by phone at 416-202-5100 with any questions. We also have a new [Book a Meeting](#) feature on our website to schedule a time to connect with us.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Following up + Ontario Line Virtual Open House: West Segment (Exhibition, King-Bathurst and Queen-Spadina stations)  
**Date:** Wednesday, April 14, 2021 3:43:00 PM  
**Attachments:** [image001.png](#)

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Good afternoon [REDACTED]

I hope you have been well and staying safe! I am writing to follow up on questions raised during our meeting on March 31 and invite you and your members to an upcoming [virtual open house on April 29](#) at 6:30 p.m. for the Ontario Line's West Segment.

Firstly, I would like to provide the following information in response to questions raised during our meeting for which we required further details:

- **Traffic Management Plans**

- Exhibition Early Works (approx. summer 2021-23):
  - A Traffic Management Plan will be developed by the future constructor after the Early Works contract is awarded. We anticipate the Plan may be completed sometime in fall 2021, and we will keep you informed.
- Main construction (begins approx. 2023):
  - A Traffic Management Plan will be drafted in collaboration with the future constructor to identify haul routes, investigate anticipated traffic disruptions, provide notice to local communities, and deliver traffic mitigation where necessary.

- **Tunnel portal and excavation materials**

- The future constructor will develop a Soil and Excavated Materials Management Plan for the handling, management and disposal of all excavated material (i.e., soil, rock and waste) following City standards and guidelines set by the Ministry of the Environment, Conservation and Parks.
- Prior to work beginning, designated disposal areas will be identified to ensure proper handling of all construction materials throughout the life cycle of the project.
- Space will be dedicated to gathering excavation materials within the proposed construction work zone and materials will be transported to nearby designated spoil handling areas on off-peak hours, when possible, to limit traffic impacts.

Secondly, I wanted to reach out and invite you and your members to the virtual open house on April 29 at 6:30 p.m. During the open house, our teams will answer questions about the Ontario Line transit project in the West Segment (Exhibition, King-Bathurst and Queen-Spadina stations). Please share the information below as you see fit:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, April 29 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)!

**Sample tweet:** Join @Metrolinx on Thursday, April 29 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)

This event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. As always, please do not hesitate to reach out directly if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: West Segment (Exhibition, King-Bathurst and Queen-Spadina stations)  
**Date:** Wednesday, June 2, 2021 5:14:52 PM

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Good afternoon [REDACTED]

I hope this message finds you well! I know I sent you another email yesterday asking to connect over a quick call if possible, but in the meantime I want to let you know that we are hosting an [Ontario Line West Segment Virtual Open House](#) (Exhibition, King-Bathurst and Queen-Spadina stations) on June 10 at 6:30 p.m. Please feel free to share the messages below with your members:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 10 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)!

**Sample tweet:** Join @Metrolinx on Thursday, June 10 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)

This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas.

As always, please do not hesitate to reach out if you have any questions or want to connect.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line-Province announced proposals for Exhibition, King-Bathurst and Queen-Spadina stations  
**Date:** Wednesday, June 16, 2021 4:05:00 PM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

I hope this message finds you well! I am writing to share that the province of Ontario has announced its proposal to build transit-oriented communities (TOC) along the future Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations.

This proposal is part of the government's [TOC program](#), which incorporates collaboration with municipalities and third parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. You can find more information about the province's announcement and proposed TOC plans [here](#).

The proposal aims to transform Exhibition station into a connected transit hub with new housing, office and retail space that would support approximately 2,300 jobs. Transit riders will be able to connect to GO Transit, TTC services and the future Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community.

Following the City of Toronto's review, the province will host engagement with the public, stakeholders and Indigenous partners beginning this coming winter.

Please let me know if you have any questions, and I am more than happy to set up a date and time to connect over a call.

Thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Liberty Village Business Improvement Area

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Touching base on the Ontario Line  
**Date:** Friday, March 12, 2021 12:54:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

I hope you have been well and staying safe! I am reaching out to touch-base, as I know it has been awhile since we last met in December (hard to believe it's already March!).

Earlier this week, Metrolinx released an [updated project timeline](#) on our website. The next step for the Ontario Line in your area will be the [Exhibition Station Early Works](#) construction we discussed at our last meeting in December. We anticipate Early Works at this station will begin this summer after the contract is awarded to a successful bidder.

I know you and your team want to be engaged on design concepts for the Exhibition Station area. Preliminary work on the reference concept designs is still underway, and we hope to be able provide you with an update soon. To recap, the major construction and redesign at this station will fall under the main [procurement](#) contract for the south portion of the line (from Exhibition to the Don River), known as the Southern Civil, Stations and Tunnel package. As you will see in the timeline, we anticipate major construction to begin in 2023, after Early Works.

While we do not have further major updates about the project in the Liberty Village area at this time, I welcome the opportunity to set up a call to touch-base and answer any questions.

As always, you can also reach our team here via email or by phone at 416-202-5100 with any questions. We also have a new [Book a Meeting](#) feature on our website where your members and the public can book a time to connect with us.

Thanks very much,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: West Segment (Exhibition, King-Bathurst and Queen-Spadina stations)  
**Date:** Wednesday, April 14, 2021 3:28:00 PM  
**Attachments:** [image001.png](#)

---

Good afternoon [REDACTED],

I hope you have been well and staying safe! I wanted to reach out and invite you to a [virtual open house on April 29](#) at 6:30 p.m. During the open house, our teams will answer questions about the Ontario Line transit project in the West Segment (Exhibition, King-Bathurst and Queen-Spadina stations). Please share the information below as you see fit:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, April 29 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)!

**Sample tweet:** Join @Metrolinx on Thursday, April 29 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)

This event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. As always, please do not hesitate to reach out directly if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Thank You!  
**Date:** Friday, May 7, 2021 11:08:56 AM  
**Attachments:** [image001.png](#)

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Fantastic! Thank you Caitlin.  
I will send out the calendar invite shortly for July 5th

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Mon, May 3, 2021 at 3:32 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

It was our pleasure, thank you for having us today! Absolutely, please send over an invite when you have a chance, and we will hold the date and time in our calendars for the next touchpoint. I will keep you updated on the timeline for the station design renderings.

I know we also have a few items to follow up on from today's meeting. I will work with our teams to get the information and resources discussed and get back to you as soon as possible. I have also attached the deck from today's meeting.

Thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[Redacted]

---

**From:** [Redacted]  
**Sent:** May 3, 2021 3:18 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Thank You!

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Hi Caitlin,

I wanted to send a quick thank you note on behalf of our APR committee. It was a pleasure to connect with you and your team again, and we look forward to our collaborations in the future.

Quick Question - Josh mentioned that the stations design concepts/renderings will be available around July. Would we be able to schedule a meeting that month as a placeholder? Of course, if they are not ready (or done sooner), we can adjust accordingly.

Best Wishes,

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Availability for Biweekly Meeting  
**Date:** Thursday, May 27, 2021 1:37:00 PM  
**Attachments:** [image001.png](#)

---

H [REDACTED]

It was great to connect with you, too! Thanks again for taking the time to chat today.

As discussed, I've also enclosed links to the station naming decision tree used on the Eglinton Crosstown LRT and a presentation from their engagement process:

- Decision Tree: [https://www.metrolinxengage.com/sites/default/files/decision\\_tree\\_-\\_11x17.pdf](https://www.metrolinxengage.com/sites/default/files/decision_tree_-_11x17.pdf)
- Presentation: [https://www.metrolinxengage.com/sites/default/files/station\\_naming\\_-\\_eglinton\\_line\\_5oct2015.pdf](https://www.metrolinxengage.com/sites/default/files/station_naming_-_eglinton_line_5oct2015.pdf)

As noted, we are still in the early stages of the project and what's reflected in the documents above may or may not reflect the station naming process we will undertake for the Ontario Line. I will keep you updated on any news about this process for the Ontario Line once more details are available.

I know we also talked about wayfinding/signage at Exhibition station. I will keep you updated and let you know when there's an opportunity to bring your BIA in once this conversation gets underway after the South Civil, Stations and Tunnel procurement package is awarded to a successful bidder (constructor).

As always, please don't hesitate to reach out in the meantime with any questions.

Thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** May 27, 2021 1:19 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Availability for Biweekly Meeting

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Hi Caitlin,

Great chatting with you!

I have the following slots available for recurring biweekly meetings:

- **Mondays** - 11am, 12pm and 1pm
- **Tuesdays** - 11am
- **Wednesdays** - 12pm, 1pm
- **Thursday** - Not available going forward
- **Fridays** - 10am, 11am

Best Wishes,

[Redacted signature]

[Redacted signature]

[Redacted signature]

[Redacted signature]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Re. Tomorrow's Meeting  
**Date:** Tuesday, August 17, 2021 12:35:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

No problem, thanks for letting me know! No major updates on our end:

- We are still working out the dates and topics for the next round of virtual open houses in September, and I will keep you updated on any developments.
- The early works contract for Exhibition Station is still in market, and the latest update I have is that the work start date is tracking toward early October. I will keep you updated on any early works developments, too.

As always, please do not hesitate to reach out if you or your members have any questions. I hope you have a great week, too!

All the best,

Caitlin

## Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** August 17, 2021 12:26 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re. Tomorrow's Meeting

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Hi Caitlin,

I will need to cancel tomorrow's meeting as I have a schedule conflict.  
If there are any updates on your end, please feel free to send them via email.

Have a great week!

Best Wishes,

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Environmental Site Assessment at 1 Atlantic Avenue - starting as early as September 1  
**Date:** Friday, August 27, 2021 5:58:00 PM  
**Attachments:** [OLine - Environmental Site Assessment at 1 Atlantic Ave - starting as early as September 1.pdf](#)  
[image001.png](#)

---

Hi [REDACTED]

I hope you've been well! I am writing to pass on a notice about an Environmental Site Assessment at 1 Atlantic Avenue, starting as early as September 1. Work will include a preliminary site visit, a site visit to locate public utilities, investigative drilling and installation of monitoring wells, well development and groundwater monitoring and sampling. All work will take place within the property limits.

This notice is being emailed to elected officials and community groups. It will also be carried by field crew carrying out the work.

Please don't hesitate to reach out if you have any questions.

Thanks and have a great weekend,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Today's Meeting  
**Date:** Wednesday, December 8, 2021 8:40:00 AM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED]

No problem! There are no further updates around Exhibition at the moment, but I will keep you apprised if anything comes up.

Have a great day!

All the best,

Caitlin

### **Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

---

**From:** [REDACTED]  
**Sent:** December 8, 2021 8:35 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Today's Meeting

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Hi Caitlin,

I hope you are well!

I apologize for the last minute notice, however I will not be available for today's meeting as I'm off for an appointment in the afternoon.

Please let me know if there are any updates. No questions or concerns on our end at this time.

Best Wishes,

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Re. Today's Touch Point  
**Date:** Wednesday, January 19, 2022 10:16:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Same to you! No problem; there are no major updates other than the demolition work at 1/1A Atlantic Avenue that began on Monday.

Our teams are still working on finalizing the Draft Environmental Impact Assessment Report (EIAR), which we aim to release in the coming weeks. I'll keep you updated on its status. As with all previous environmental reports, there will be a public feedback period for 30-days following its release, and the feedback we receive gets incorporated into the final EIAR.

We'll also be hosting a virtual open house for the EIAR about 1-2 weeks after its release, so the community can get an overview of the report and its findings and ask questions. I'll keep you apprised of the date.

As always, please do not hesitate to reach out with any questions.

Thanks!

Caitlin

## **Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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---

**From:** [REDACTED]  
**Sent:** January 19, 2022 9:55 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re. Today's Touch Point

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Hi Caitlin,

I hope you're having a great week so far:)

I have a schedule conflict today and won't be able to make it on our bi weekly touchpoint call.

If there are any updates, please let me know via email.

Best Wishes, ,

--

[Redacted signature block]

[Redacted signature block]

[Redacted signature block]

[Redacted signature block]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:12:00 AM  
**Attachments:** [image002.png](#)

---

Good morning [REDACTED],

I hope this message finds you well! I am writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions about the report, please do not hesitate to reach out.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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## Community Stakeholder Consultation and Correspondence Record

- Loh Family

**From:** [REDACTED]  
**To:** [Josh Vandezande](#)  
**Cc:** [REDACTED] [Ontario Line](#); [Malcolm MacKay](#); [Susan Lin](#); [KaufmanR@ndp.on.ca](#); [Tabuns - CO, Peter](#)  
**Subject:** Re: Ontario Line and [REDACTED]  
**Date:** Thursday, November 26, 2020 1:13:31 PM

---

Thank you Josh. We are hoping for more info at our Dec 11 meeting.

[REDACTED]

On Thursday, November 26, 2020, 1:06 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hello [REDACTED] and thanks for following up and for our brief chat earlier today.

At this time we don't have any further information to provide. We will continue to work with our design and property team to confirm our requirements so that we can provide you with greater certainty at the meeting with MPP Tabuns on December 11.

Thanks

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

---



**From:** [REDACTED]  
**Sent:** Wednesday, November 25, 2020 6:11 PM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Cc:** [REDACTED] Ontario Line <ontarioline@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; Susan Lin <Susan.Lin@metrolinx.com>; KaufmanR@ndp.on.ca; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>  
**Subject:** Re: Ontario Line and [REDACTED]

Josh,

I am following up with you and the Metrolinx team regarding a two week update.

Please let me know how we can discuss this further.

I am available tomorrow (Thursday between 1-3 pm) or alternatively Friday morning between 10-12 PM.

Thank you

You can reach me on my cell [REDACTED]

[REDACTED]

On Friday, November 13, 2020, 12:24:31 p.m. EST, Josh Vandezande <[josh.vandezande@metrolinx.com](mailto:josh.vandezande@metrolinx.com)> wrote:

Hello [REDACTED],

It was a pleasure to meet you online yesterday. On behalf of Metrolinx, please accept our apologies for the numerous delays in confirming anticipated impacts to your property at [REDACTED]. We recognize that what you most need now is clarity. Malcolm, Susan and I will follow through to provide that within the next four weeks.

Rob Kaufman and I have set the following date and time for a follow-up meeting: December 11 at 4pm. If there is any information that can be provided before then, I will reach out to

you directly.

Here's the link to the online meeting through Microsoft Teams

**Join on your computer or mobile app**

[Click here to join the meeting](#)

**Or call in (audio only)**

+1 437-703-4197,,83187278# Canada, Toronto

Phone Conference ID: 831 872 78#

[Find a local number](#) | [Reset PIN](#)

Thank you for giving us just a little bit more time to confirm our plans so that we can definitely tell you whether your property will be impacted and when.

Sincerely,

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

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**From:** Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>

**Sent:** Tuesday, February 02, 2021 7:50 AM

**To:** [REDACTED]; Brandon Gaffoor

<Brandon.Gaffoor@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Cc:** Susan Serran <Susan.Serran@toronto.ca>; Paula Fletcher <pfletch@toronto.ca>; Tabuns, Peter <tabunsp@ndp.on.ca>; Councillor Fletcher <councillor\_fletcher@toronto.ca>

**Subject:** RE: January 28 2021 Meeting - [REDACTED]

[REDACTED],

We have engaged the Third Party Projects Review here at Metrolinx to clarify, update and provide further guidance to advance your application. Brandon Gaffoor would be your contact in this regard and his email is listed below. You are welcome to reach out to Brandon, Josh or myself for further discussion should you have any questions.

Our Third Party Projects Review team notes that elements of the previously provided March 2019 feedback have been updated to reflect the since created City of Toronto Development in Proximity to Rail Initiative and recent Legislative updates. For reference, please find attached a letter with updated Metrolinx comments that will be shared with City Planning and aim to clarify the applicant's next steps to satisfying Metrolinx concerns through the on-going Rezoning and Site Plan review process.

For information, for development proposals that are adjacent to or in proximity to Metrolinx heavy rail corridors (i.e. GO Transit corridors) that do not achieve the established heavy-rail safety mitigation measures of;

- 1) a 30-metre high-occupant/sensitive-use setback and;
- 2) a 2.5-metre high earthen berm;

Metrolinx requires applicants to engage a consultant to prepared a Development Viability Assessment (i.e. Rail Safety Report) and submit the Assessment for review and to the satisfaction of Metrolinx and Metrolinx's Engineer (AECOM). The Assessment is to evaluate the site-specific conditions, determine the suitability of the land for development, and suggest alternative safety mitigation measures to ultimately ensure the proposed alternative measures are equivalent to and/or exceed the established heavy-rail safety mitigation measures and can be achieved within the proposed Development. Metrolinx now requires that the applicant submit a Development Viability Assessment to Metrolinx prior to Metrolinx providing approval of the Rezoning. Additional concerns have been identified in the letter and will need to be addressed as per the letter.

In addition, through the Building Transit Faster Act (July 8, 2020), Metrolinx will be implementing Corridor Control coordination measures to expedite the delivery of the Ontario Line Subway Project. A component of these new measures that will be implemented in the near future will be the requirement for the Owner to submit an application to Metrolinx to obtain a Corridor Development Permit prior to receiving a Building Permit from the City of Toronto. The intent of the Corridor Development Permit is to protect for the design and delivery of the Ontario Line Subway Project, while concurrently working with and supporting other

planned and active development projects in the area of the Ontario Line.

Should the applicant wish to discuss the contents of the letter, initiate the Metrolinx Engineering Review and/or discuss Corridor Control, they may contact [Brandon.Gaffoor@Metrolinx.com](mailto:Brandon.Gaffoor@Metrolinx.com). Metrolinx will work with the applicant throughout the rollout of the Corridor Development Permit process.

Malcolm

**Malcolm MacKay, P.Eng., PMP**

Program Sponsor – Ontario Line

130 Adelaide Street, 15<sup>th</sup> Floor | Toronto | Ontario | M5H 0A1

C: (647) 202-3160

Email: [malcolm.mackay1@metrolinx.com](mailto:malcolm.mackay1@metrolinx.com)

---

**From:** Paula Fletcher <[pfletch@toronto.ca](mailto:pfletch@toronto.ca)>

**Sent:** January 29, 2021 3:53 PM

**To:** Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Tabuns, Peter <[tabunsp@ndp.on.ca](mailto:tabunsp@ndp.on.ca)>;

[REDACTED] Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>

**Cc:** Susan Serran <[Susan.Serran@toronto.ca](mailto:Susan.Serran@toronto.ca)>

**Subject:** RE: January 28 2021 Meeting - [REDACTED]

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Thank you Malcom for such a comprehensive reply.

At our meeting [REDACTED] gave you the planning file number as well as the address – [REDACTED]

I don't see one question answered that was asked and that is confirming the all clear for development is in place understanding that the site may be needed for a transit line.  
i.e. nothing precludes an approval for the planning application on your end.

Thanks very much for your assistance here.

Paula

---

**From:** Malcolm MacKay [<mailto:Malcolm.MacKay1@metrolinx.com>]

**Sent:** January 28, 2021 11:57 PM

**To:** Tabuns, Peter <[tabunsp@ndp.on.ca](mailto:tabunsp@ndp.on.ca)>; [REDACTED]; Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; Paula Fletcher <[pfletch@toronto.ca](mailto:pfletch@toronto.ca)>

**Cc:** Daniel Cicero <[Daniel.Cicero@metrolinx.com](mailto:Daniel.Cicero@metrolinx.com)>; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Duncan Law <[Duncan.Law@metrolinx.com](mailto:Duncan.Law@metrolinx.com)>; Susan Lin <[Susan.Lin@metrolinx.com](mailto:Susan.Lin@metrolinx.com)>

**Subject:** January 28 2021 Meeting - [REDACTED]

Dear, [REDACTED], MPP Tabuns and Councillor Fletcher,

First, let me thank you all for your patience. When we met first on November 12, 2020, you were asking if the [REDACTED] property would be required by the Ontario Line. At that time, we could not advise you that your property was required as the design work in this area was still underway and incomplete and that a number of scenarios under consideration had no impact on this property. I had indicated that getting back to you in a month could be achievable and promised that we would keep close to you to advise progress against this plan, just in case we experienced slippage in the production.

As you might appreciate, designing a new subway is complicated and requires several iterations of design and evaluation. There are many elements that must be brought together before we are in a position to be able to confidently state whether a property might be impacted or not. It is always our intention to refine, minimize, reduce or eliminate property impact, however on occasion it is unavoidable.

Since that meeting we have made contact on three separate occasions in the hope of keeping you aware of progress:

On November 13, 2020, Josh Vandezande emailed the Loh Family to arrange a follow-up meeting on December 11, 2020 at 4pm.

On November 26, 2020, Josh Vandezande and Mr. Fred Loh shared a call and email to confirm that we did not have an update yet but hoped to by December 11, 2020.

On December 10, 2020, Josh Vandezande contacted MPP Tabuns and Mr. Fred Loh to regretfully cancel the meeting and emphasized our team's regret at not being able to provide with clarity anticipated impacts to their property, if any, and assured that we are working as quickly as possible to advance the Ontario Line design to a point at which we will be able to say with a high degree of certainty whether the Loh's property will be required for the project. We committed to providing an update in January 2021, which was later scheduled by Councillor Fletcher's office and occurred January 28, 2021.

As I explained today, the Ontario Line project team is working diligently to confirm all properties that will be impacted by the construction of the transit line. Our intention is that once technical work has advanced to a more definitive state Metrolinx will be providing the necessary notices to impacted parties, including reaching out to property owners.

Metrolinx has not formally sent a letter to notify that the subject property is needed by the Ontario Line, as this has not been confirmed by our technical design work.

Following our meeting today I followed up with our third-party team and report that:

- This property at [REDACTED] was previously identified as a potential location for the Gerrard-Carlaw station, which was part of the City of Toronto's SmartTrack program.
- Metrolinx met with the applicant on January 2019 and followed up with formal feedback to the City of Toronto, consultant and the applicant.

Metrolinx has not given indication that the applicant cannot proceed with development application to the City of Toronto. It was noted that property falls under the GO Transit Market-Driven strategy for new stations, however this does not preclude development applications from moving forward.

I have also discussed the [REDACTED] circumstances with the Metrolinx property team and note that, typically if an owner of a property has submitted a Site Plan Application (“SPA”), and if it is discovered at a later date that Metrolinx requires the property for a project, the application cost could be considered under the Disturbance Damages under the Expropriation Act. And when Metrolinx identifies a property as required for a project, Metrolinx obtains an appraisal to aid in discussions with the owner, and the appraisal is based on the highest and best use of the property. If the SPA has been approved by the City, the approved application would be considered in the appraisal and the density/GFA that the appraiser uses will be more definitive due to the approved application.

Your current application is a matter separate from the Ontario Line and should be guided by previous correspondences, meetings, reviews and of course advice you receive from your own lawyers and development professionals. If I can help connect Metrolinx people for this purpose I am happy to do so. Please advise.

I do appreciate that, from an external perspective, we must appear to be moving slowly. The project is in fact moving incredibly swiftly, but please trust me when I assure you that we remain committed to concluding the Ontario Line technical work and property identification as quickly as possible. At a program level we are equally as focused and working hard to provide new and improved means of communicating that.

I am expecting reporting in February 2021 for your area and will keep you informed on any change subsequent to receiving that report or any change to that date if required.

I offer myself and Duncan Law (Head Sponsor of Subways) at your call to assist, clarify or sponsor any help you might need. Please feel welcome to contact either of us at any time.

Malcolm

**Malcolm MacKay, P.Eng., PMP**  
Program Sponsor – Ontario Line  
130 Adelaide Street, 15<sup>th</sup> Floor | Toronto | Ontario | M5H 0A1  
C: (647) 202-3160  
Email: [malcolm.mackay1@metrolinx.com](mailto:malcolm.mackay1@metrolinx.com)

[REDACTED]

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## Community Stakeholder Consultation and Correspondence Record

- March of Dimes Canada (MODC)

**From:** [REDACTED]  
**To:** [Chair of Metrolinx](#)  
**Cc:** [REDACTED]  
**Subject:** March of Dimes Canada - Letter to Metrolinx  
**Date:** Thursday, November 12, 2020 5:56:38 PM  
**Attachments:** [CORR - LB to Metrolinx Chair Davies FINAL.pdf](#)  
[Appendix A - MODC Programs and Services, 10 Overlea.pdf](#)  
[Appendix B - MODC in Thorncliffe Park Timeline.pdf](#)  
[MODC-19-20 Annual-Report.pdf](#)  
**Importance:** High

---

Dear Chair Davies:

As President & CEO of March of Dimes Canada, I am writing to you today with concern regarding the currently proposed Ontario Line plan and construction requirements in Thorncliffe Park, and the significantly negative impact these decisions will have on people with disabilities who access essential programs and services in our facility on Overlea Blvd. My correspondence to you and reference information is attached.

I am asking to meet with you and your staff to determine a path forward which will meet the needs of Metrolinx, March of Dimes Canada, and the vulnerable populations we serve every day. I very much appreciate your attention to this matter.

If you have any questions or concerns, please do not hesitate to contact me.  
Best regards,

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Request for Ms. Kaur  
**Date:** Tuesday, December 15, 2020 10:56:00 AM  
**Attachments:** [image003.png](#)  
[image005.png](#)

---

Hi [REDACTED],

Thank you for your email and your kind words. We understand that a meeting has now been booked.

Thanks again and please don't hesitate to contact us if we may be of service,

**SIMON GRANAT**  
Community Relations and Issues Specialist – Ontario Line  
Metrolinx

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**From:** [REDACTED]  
**Sent:** Friday, December 11, 2020 3:47 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Request for Ms. Kaur

Good afternoon,

Thank you very much for your assistance in working with March of Dimes Canada to address key issues. We've very much appreciated your team's openness and collaboration over the last month or so.

We have had a request for a meeting with Duncan and Malcolm in to move the discussion forward, but have not yet heard back on their availability. Would it be possible for you to give them a bit of a nudge so that we can have another contact point on some key items before the holidays begin?

Thank you in advance,

[REDACTED]

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** November 17, 2020 1:21 PM  
**To:** [REDACTED]  
**Subject:** RE: Request for Ms. Kaur

Hello [REDACTED]

I understand representatives from the Ontario Line Sponsor's office have contacted you to set up a meeting in response to the recent letter from Len Baker. The Ontario Line Community Relations team is available to assist you if you have any further questions following the meeting.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

---

**From:** [REDACTED]  
**Sent:** Wednesday, November 11, 2020 9:35 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Request for Ms. Kaur

Hello,

I'd like to have a conversation with Ms. Gurjeet Kaur, Community Relations and Issues Specialist. Could she please telephone me at her earliest convenience at [REDACTED] with regard to the meeting the Metrolinx team had with March of Dimes Canada's CEO and staff, and the current state of the situation.

Thank you,  
Amanda MacKenzie

[REDACTED]

[REDACTED]

**From:** [Phil Verster](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: CORRECTION: March of Dimes Canada Letter to Chair Wright  
**Date:** Friday, November 13, 2020 12:57:54 PM  
**Attachments:** [CORR - LB to Metrolinx Chair Wright FINAL.pdf](#)  
[Appendix A - MODC Programs and Services, 10 Overlea.pdf](#)  
[Appendix B - MODC in Thorncliffe Park Timeline.pdf](#)  
[MODC-19-20 Annual-Report.pdf](#)

---

[REDACTED]

Thank you for this correspondence.

If I can introduce myself, Phil Verster, CEO and President of Metrolinx.

I really welcome a conversation with you and your team about the concerns you express here.

If acceptable to yourself, our Lena Azzou will be arranging a meeting for us and our teams to meet and to start this conversation?

Thank you for considering this proposal.

Thanks, Phil

**Phil Verster**

President and Chief Executive Officer  
Metrolinx | [97 Front Street West | Toronto | Ontario | M5J 1E6](#)  
T: [416-202-5903](#) C: [416-618-6122](#)  
E: [Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com)

I will be part of the Metrolinx “Conquer Cancer” cycling team from Toronto to Niagara Falls, to help raise money for the Princess Margaret Cancer Centre. It’s a two day ride and it’s worth every minute. Please support my ride by giving generously on my donation page <http://www.conquercancer.ca/goto/PhilVerster20>

Metrolinx Small



On Nov 13, 2020, at 11:17 AM, Len Baker <[lbaker@marchofdimes.ca](mailto:lbaker@marchofdimes.ca)> wrote:

Dear Chair Wright:

Please see attached corrected correspondence addressed to you; the Government of Ontario directory incorrectly identifies Mr. Bryan Davies as Metrolinx Chair. Please accept my and my team’s apologies for the error.

**From:** [Chair of Metrolinx](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CORRECTION: March of Dimes Canada Letter to Chair Wright  
**Date:** Friday, December 4, 2020 10:15:48 AM  
**Attachments:** [MX2020-113 Letter to March of Dimes.pdf](#)

---

Good morning, please see attached from Phil Verster in response to your letter dated November 12, 2020.

Thank you

---

**From:** [REDACTED]  
**Sent:** November-13-20 11:07 AM  
**To:** Chair of Metrolinx <Chair@metrolinx.com>  
**Cc:** Phil Verster <Phil.Verster@metrolinx.com>; Lena Azzou <Lena.Azzou@metrolinx.com>; Leslie Woo <Leslie.Woo@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; James Nowlan <james.nowlan@ontario.ca>; krista.adams@ontario.ca; dtoigo@toronto.ca; syeboah@toronto.ca  
**Subject:** CORRECTION: March of Dimes Canada Letter to Chair Wright

Dear Chair Wright:

Please see attached corrected correspondence addressed to you; the Government of Ontario directory incorrectly identifies Mr. Bryan Davies as Metrolinx Chair. Please accept my and my team's apologies for the error.

Best regards,

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Scott Midgley](#); [Sabrina Hamidullah](#)  
**Subject:** Connecting March of Dimes with Transit-Oriented Communities  
**Date:** Friday, February 19, 2021 12:16:00 PM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED],

I'm writing to introduce you to Scott Midgley and Sabrina Hamidullah (cc'd) who work together on behalf of Infrastructure Ontario and Metrolinx to plan for transit-oriented communities.

**JOSH VANDEZANDE**

Senior Manager, Ontario Line Community Relations



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line MSF Community Q&A  
**Date:** Thursday, April 8, 2021 12:47:02 PM  
**Attachments:** [image003.png](#)

---

Hi [REDACTED]

Thanks so much for following up, [REDACTED], and it was nice speaking with you yesterday, [REDACTED]. We will definitely include the two of you on all future correspondence about events and updates.

We have confirmed that our virtual open house for Thorncliffe Park and Flemingdon Park will take place [on Thursday, April 15 at 6:30pm](#). We have also posted a [blog piece](#) discussing the location of the maintenance and storage facility, and updated our website [here](#) (click on Maintenance & Storage Facility).

Please invite any of your staff, clients, and community members who may be interested in attending the virtual open house. It will also be recorded for anyone who cannot attend. This public event is the first of a series we are hosting through April and May for all the Ontario Line station areas, and there will be many more opportunities for the public to learn about the project and provide feedback.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, April 08, 2021 12:14 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** Ontario Line MSF Community Q&A

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Hi Josh,

Following up on the registered letter our CEO, [REDACTED], received, I'm having trouble locating the information for the planned community Q&A. I understand it has been re-scheduled, so am looking for any additional information you can share.

Can I also ask you to please email me directly with any stakeholder/community events, communications, etc? We're all working at home so correspondence sent to

Len at the office take a while to get in front of my eyes!

Thank you very much and have a great day,

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: Community Table  
**Date:** Wednesday, July 7, 2021 8:48:27 AM  
**Attachments:** [image001.png](#)

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Hi there,

Yup, that's exactly the one! Thank you for the link. I'll attend for sure.

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** July 6, 2021 6:01 PM  
**To:** [REDACTED]  
**Subject:** RE: Community Table

Hi [REDACTED],

Do you mean the community table for Thorncliffe Park residents, separate from the business/organization table?

I will include you on the email thread for this Thursday evening's meeting, with the meeting link.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** [REDACTED]  
**Sent:** Monday, July 05, 2021 3:18 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Community Table

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi,

Could I ask for MODC to be included in the Community Table group, please?  
[REDACTED] office has agreed, but we haven't gotten the link for the meeting.

Thanks!

[REDACTED]

[REDACTED]

[REDACTED]

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## Community Stakeholder Consultation and Correspondence Record

- Marcus & Millichap

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Map  
**Date:** Wednesday, December 8, 2021 6:01:00 PM  
**Attachments:** [image010.png](#)  
[image005.png](#)  
[image007.png](#)  
[image009.png](#)  
[image013.png](#)

---

Hi [REDACTED]

Thank you for reaching out. Absolutely; you can find Ontario Line maps here:

- [Ontario Line overview map \(entire line\)](#)
- [West segment map \(Exhibition to Queen/Spadina stations\)](#)
  - [Exhibition Station](#)
  - [King/Bathurst Station](#)
  - [Queen/Spadina Station](#)
- [Downtown segment \(Osgoode to Corktown stations\)](#)
  - [Osgoode Station](#)
  - [Queen Station](#)
  - [Moss Park Station](#)
  - [Corktown Station](#)
- [East segment \(East Harbour to Gerrard stations\)](#)
  - [East Harbour Station](#)
  - [Riverside/Leslieville Station](#)
  - [Gerrard Station](#)
- [North segment \(Pape to Science Centre stations\)](#)
  - [Pape Station](#)
  - [Cosburn Station](#)
  - [Thornccliffe Park Station](#)
  - [Flemingdon Park Station](#)
  - [Science Centre Station](#)

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

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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---

**From:** [REDACTED]

**Sent:** December 3, 2021 4:03 PM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** Ontario Line Map

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Hello,

Can you provide a more detailed map of where the Ontario Line is going to run?

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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## Community Stakeholder Consultation and Correspondence Record

- Masongsong Associates

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line  
**Date:** Tuesday, October 20, 2020 5:59:00 PM  
**Attachments:** [image004.jpg](#)  
[image003.png](#)

---

Hello [REDACTED]

Thank you for taking the time to speak with our colleague, Susan Lin, from the Metrolinx Property Team.

Susan shared your questions regarding consideration of the east side of the street for the alignment near Cosburn station. The effects of the Ontario Line on surrounding and adjacent properties are being further investigated. Mitigation measures will be implemented to reduce any effects on surrounding properties and the final alignment details will be determined through the successful bidder's package. A variety of alignment options were developed with consideration to the effects on the community, environment, project constructability, time and budget. As a result, the balance of several options resulted in the proposed alignment we have today. The preservation of key community services including; businesses and the Bethany Baptist Church on the east side of Pape Avenue were considered when identifying the current alignment.

Should you have any further questions or concerns, do not hesitate to reach out to us.

Thanks,  
Gurjeet

**Gurjeet Kaur**  
Community Relations and Issues Specialist - Ontario Line  
Metrolinx

[REDACTED]

**Safety Never Stops.**

---

**From:** [REDACTED]  
**Sent:** October 13, 2020 3:26 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Ontario Line

Hi Susan:

We received a letter from Metrolinx and would like to communicate with you to understand

the project and the implications on our property at [REDACTED]

Please give us a call at [REDACTED]

Thanks in advance,

**COVID-19 Response:**

Most of our employees are now requested to report back to work as of Friday July 24th, to the extent possible but will continue to allow staff with young children at home to remain working from home until they are able to make arrangements for childcare. During this unprecedented situation with COVID-19, our office will remain closed to public access such as meetings and will allow visitors to make appointments if they wish to visit the office. Most meetings will continue to be done virtually and as such all project-related work will continue collaboratively in the virtual space, and of course by open communications through telephone and email. Any urgent or emergency matter may also be directed to one of the partners:

[REDACTED]



[REDACTED]

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## Community Stakeholder Consultation and Correspondence Record

- McGregor Design Group

**From:** [REDACTED]  
**Subject:** RE: Ontario Line in Thorncliffe Park - Follow up?  
**Date:** Friday, January 29, 2021 2:36:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[image006.png](#)  
[image007.png](#)  
[image009.jpg](#)  
[image011.jpg](#)

H [REDACTED]

I'm hoping that we can have these meetings setup before the end of February. As soon as we have an update from our technical teams, we'll work together with you, MPP Wynne's office, Councillor Robinson's office, The Neighbourhood Organization, and other groups to reach out to the Thorncliffe Park community and set up virtual meetings.

Thanks again,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, January 27, 2021 12:01 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Wynne\_Kathleen-MPP-CO <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; DRITAN SAHATCI <[dsahatci@rogers.com](mailto:dsahatci@rogers.com)>; [REDACTED]  
**Subject:** RE: Ontario Line in Thorncliffe Park - Follow up?

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SIVAHAMI VIJENTHIRA,

Thank you for your response. As our full community is very anxious about this project, could you please advise us of when you anticipate you will be ready with an update? I would like to be able to update all the Condo Corporations and Rental Building Owners that are working together, as well as our Municipal Councillor with some news or a proposed meeting time. As you can imagine, people are very concerned about the effect an elevated train line slicing through their residential community will have.



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** January 27, 2021 10:30 AM  
**To:** [REDACTED]  
**Subject:** FW: Ontario Line in Thorncliffe Park - Follow up?

H [REDACTED]

Aafaq from MPP Wynne's office alerted us to your email below.

Thank you again for sharing your comments with us last fall. We passed those comments along to the project team, and we are planning to share updates with the Thorncliffe Park community in the very near future. We will be in touch as soon as we have information to share.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team



[Redacted]

---

**From:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Sent:** January 22, 2021 10:54 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** Fw: Ontario Line in Thorncliffe Park - Follow up?

Hi Josh,

I am forwarding a request from [Redacted] requesting a follow up community meeting on the concerns and suggestions of Thorncliffe Park community.

Thank you,

Afaaq

**Afaaq Shaikh**

*Executive Assistant & Office Manager*

*Constituency Office of MPP Kathleen Wynne*

*Don Valley West*

**416-425-6777**

---

**From:** [Redacted]  
**Sent:** January 21, 2021 10:49 AM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Subject:** Ontario Line in Thorncliffe Park - Follow up?

Hello Kathleen,

Hope that you have a pleasant holiday season, and that you New Year has started well

Given that it is indeed a new year, I thought I would reach out to follow up on the status of Metrolinx's promise to execute due diligence regarding the relocation of the Ontario Line off Overlea Blvd? In our last virtual meeting, (held on October 19<sup>th</sup>), Metrolinx promised to do their research and get back to all involved. Might it be time to suggest another follow-up meeting? We have a lot of home owners and renters counting on us to convince the Ontario Government to make a change to this proposal, to ensure they do not need to sell their homes at a financial loss, in a very challenging time for everyone.

We pray we will have success.

We look forward to your response.



[Redacted signature block]



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12  
**Date:** Friday, August 6, 2021 5:37:00 PM  
**Attachments:** [image002.png](#)

---

H [REDACTED]

That's too bad that you can't make it on August 12. You are welcome to send more than one rep to the bus tour – we have enough seats across the two tours to accommodate additional attendees if there is interest.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, August 06, 2021 3:28 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: GO bus tours of Toronto MSF sites - Thursday, August 12

**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.

Siva,

I am afraid that I am not available to attend on Thursday, but I will ask our second rep on the residents table. (We were asked to limit our representation to 2 people). I will get back to you.

Sent from my iPhone

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

On Aug 6, 2021, at 2:50 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

H [REDACTED],

I wanted to send you a personal invitation for the GO bus tour next week. I hope that you (or a representative for Leaside Green) can join us on August 12. Please register [here](#) and let me know if you have any questions.

Thanks,  
Sivahami

---

**From:** Ontario Line  
**Sent:** Tuesday, August 03, 2021 3:54 PM  
**To:** [kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org); 'Councillor\_Robinson@toronto.ca' <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; Oliphant, Rob - M.P. <[Rob.Oliphant@parl.gc.ca](mailto:Rob.Oliphant@parl.gc.ca)>  
**Cc:** Weston, Wendy <[WWeston@liberal.ola.org](mailto:WWeston@liberal.ola.org)>; [amardukhi@liberal.ola.org](mailto:amardukhi@liberal.ola.org); Rachael Hillier <[Rachael.Hillier@toronto.ca](mailto:Rachael.Hillier@toronto.ca)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>; LeFebour, Patricia (Oliphant, Robert - MP) <[patricia.lefeboure.421@parl.gc.ca](mailto:patricia.lefeboure.421@parl.gc.ca)>; Shafiq, Mazhar (Oliphant, Robert - MP) <[mazhar.shafiq.421@parl.gc.ca](mailto:mazhar.shafiq.421@parl.gc.ca)>; [abeir.liton.421@parl.gc.ca](mailto:abeir.liton.421@parl.gc.ca)  
**Subject:** GO bus tours of Toronto MSF sites - Thursday, August 12

Hi Thorncliffe Park Community Table members,

I'm happy to share that we have finalized the GO bus tours of Toronto MSF sites for next week, on **Thursday, August 12**. The tours will be a chance to view MSF sites and also ask questions and have a discussion with Malcolm and other project team members.

We have booked two tour times to try to accommodate as many people as possible. We hope that you are able to join at one of these times:

- **Afternoon tour:** August 12, 1:00-5:30pm
- **Evening tour:** August 12, 6:00-9:00pm

[Click here for more details and the registration form.](#)

Space is limited, so please register by **Sunday, August 8** so that we can confirm numbers by Monday.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

<image001.png>

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Thorncliffe Park Committees  
**Date:** Friday, September 24, 2021 10:48:00 AM

---

Wonderful, thanks [REDACTED]

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

**From:** [REDACTED]  
**Sent:** September 24, 2021 10:21 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Thorncliffe Park Committees

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Siva,

I would like to request inclusion in the 2 committees being set up for Thorncliffe Park.

Sent from my iPhone

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Meeting date: Tuesday, September 28  
**Date:** Friday, September 24, 2021 1:39:00 PM

---

Thank you again, [REDACTED].

I also neglected to mention that we know that Lynn had specific questions about Slide 14 in particular, and we are currently working on clarifying that information.

Thanks,  
Sivahami

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**From:** [REDACTED]  
**Sent:** September 24, 2021 1:36 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]  
**Subject:** RE: Meeting date: Tuesday, September 28

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Sivahami:

Thank you for your e-mail and for the enclosures, and thank you for your phone call.

It would be a pleasure to meet with Malcolm on Tuesday, although I am not sure 90 minutes is likely to give time to deal with all aspects of the matter.

Yours,

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** 24 September 2021 11:46  
**To:** [REDACTED]  
[REDACTED]  
**Subject:** Meeting date: Tuesday, September 28

Hi [REDACTED],

Would you be available on Tuesday from 9:00 to 10:30am to meet with Malcolm on Teams and discuss Metrolinx's response to your proposal in detail? This is the longest stretch available in Malcolm's calendar for the next little while and it would be great if we could make it work!

See attached for the PDF and MS Word versions of the presentation.

Please let me know, and thank you,  
Sivahami

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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: ONTARIO Line in Thorncliffe Park  
**Date:** Friday, October 8, 2021 3:05:00 PM

---

Hi [REDACTED]

Just want to confirm that next Thursday at 2:00pm works for you? I will be away on vacation but Malcolm and Mark will be there.

Thanks,  
Sivahami

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

**From:** [REDACTED]  
**Sent:** October 5, 2021 4:50 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Re: ONTARIO Line in Thorncliffe Park

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Thanks Siva - I will let him know.

Sent from my iPhone

[REDACTED]

> On Oct 5, 2021, at 4:48 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> [REDACTED] is welcome to attend.

>

> Sivahami

>

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

> **From:** [REDACTED]  
> **Sent:** October 5, 2021 4:18 PM  
> **To:** Ontario Line <ontarioline@metrolinx.com>  
> **Cc:** [REDACTED]  
> **Subject:** Re: ONTARIO Line in Thorncliffe Park

>

> EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

>

>

> Siva,

>

> [REDACTED] requested to participate in our meetings. Would this be agreeable with Malcolm?

>

> Sent from my iPhone

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>> On Oct 5, 2021, at 3:53 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>>

>> Thanks so much, [REDACTED] -- we appreciate it. [REDACTED], please let us know.

>>

>> Thank you,

>> Sivahami

>>

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

>> From: [REDACTED]

>> Sent: October 5, 2021 1:21 PM

>> To: Ontario Line <ontarioline@metrolinx.com>

>> Cc: [REDACTED]

>> Subject: Re: ONTARIO Line in Thorncliffe Park

>>

>> EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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>>

>>

>> Siva,

>>

>> I managed to re-schedule my commitments on October 14th to accommodate the proposed meeting between 2:00pm -3:30pm.

>>

>> I understand that [REDACTED] can accommodate this meeting time as well - but [REDACTED] is that still the case?

>>

>> Sent from my iPhone

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>>>> On Oct 4, 2021, at 2:02 PM, [REDACTED] > wrote:

>>>>

>>>> Siva,

>>>>

>>>> I will need to reschedule something to get this meeting time to work - but could you hold this until [REDACTED] and I confirm?

>>>>



>>> Sent from my iPhone

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: New Ontario Line community notice: sound & video capture along Overlea  
**Date:** Friday, November 5, 2021 11:52:00 AM

---

Hi [REDACTED],

I think maybe we're getting our wires crossed about the intention of the recording. Sorry for any confusion. The sound demo recording taking place today is not meant to be a test. It will be used to create demonstration videos showing what typical conditions will be like at each recording location.

For actual testing, which is part of the environmental assessment process, noise measurement receptors were placed at multiple locations (one of which was Leaside Park Drive) and then sophisticated modelling was used to extrapolate the findings across the full route. The testing and modelling did look into sound and vibration levels at different times of day – more information [here](#). More noise modelling results will also be released as part of the Environmental Impact Assessment Report in January 2022.

Please let me know if you have any further questions.

Thanks,  
Sivahami

---

**From:** [REDACTED]  
**Sent:** November 4, 2021 11:55 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: New Ontario Line community notice: sound & video capture along Overlea

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Siva,

I did not receive your Oct. 25th response - but I was looking for one. Not sure what happened to it.

If your currently planned test does not consider when residents really need quiet, will you be doing a second test that does consider this?

Sent from my iPhone

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

On Nov 4, 2021, at 11:50 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I sent the response below on October 25 – hope you received it:

Hi [REDACTED]

Thanks so much for your suggestion, which we passed along to the Environment team. They shared with us that although the environmental assessment process does consider sound levels at different times of day, the intent of this website with sound demos is to show typical rather than the quietest or loudest traffic sounds. The team also considers factors such as availability of sunlight (to get good video footage, since the demos will have both sound and video), and they try to avoid having members of the public appear in the videos, especially in higher foot-traffic areas.

To clarify further, the recording being done on Friday will not be used for environmental/noise testing. It will be used for a sound demo, similar to what was created for the east segment of the Ontario Line:

<https://www.ontariolinesoundstudio.ca/>

Please let me know if you have any further questions,  
Sivahami

**SIVAHAMI VIJENTHIRA** (*she/her*)

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

<image001.png>

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**From:** [REDACTED]

**Sent:** November 4, 2021 11:40 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm MacKay  
<[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>

**Cc:** Leaside Park Terrace condo board - Lori Poulton [REDACTED]

**Subject:** Re: New Ontario Line community notice: sound & video capture along Overlea

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d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Siva,

I sent a response to the notice that a sound recording would be done, but heard nothing back.

As I am sure you know, the community would be most concerned with understanding the elevated noise levels when they need quiet; ie: at 11pm, when people are trying to sleep with an open window. Or on a Sunday, when industry stops and home owners can now enjoy the quiet of their gardens or balconies.

Will the sound tests be done during these times, or when business is pumping and everyone is awake and at there jobs?

Lori, do you have any comments?

Sent from my iPhone

[REDACTED]

On Nov 4, 2021, at 11:32 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Another update on this recording work – it was cancelled on Monday due to high winds and has now been rescheduled for tomorrow, weather permitting. Let us know if you have any questions.

Thanks!  
Sivahami

---

**From:** Ontario Line

**Sent:** October 28, 2021 10:52 AM

**To:** [REDACTED]

**Subject:** RE: New Ontario Line community notice: sound & video capture

along Overlea

Hi [REDACTED],

A quick update that the sound/video recording will likely be done from the sidewalk in front of 1 Leaside Park Drive next Monday, weather permitting, unless we hear from the resident who previously permitted us to take a photo from her second-floor home, in which case the recording would be done from there instead. Please let us know if you have any questions.

Sivahami

**SIVAHAMI VIJENTHIRA** *(she/her)*

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

<image001.png>

---

**From:** Ontario Line

**Sent:** October 25, 2021 10:34 AM

**To:** [REDACTED] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: New Ontario Line community notice: sound & video capture along Overlea

H [REDACTED]

Thanks so much for your suggestion, which we passed along to the Environment team. They shared with us that although the environmental assessment process does consider sound levels at different times of day, the intent of this website with sound demos is to show typical rather than the quietest or loudest traffic sounds. The team also considers factors such as availability of sunlight (to get good video footage, since the demos will have both sound and video), and they try to avoid having members of the public appear in the videos, especially in higher foot-traffic areas.

Please let us know if you have any other questions.

Thanks,

Sivahami

---

**From:** [REDACTED]

**Sent:** October 21, 2021 2:47 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Re: New Ontario Line community notice: sound & video capture along Overlea

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ONTARIO LINE,

I might suggest you also do this test at night, (about 10pm); when most people are going to bed, and enjoy quiet); and on a Sunday morning, at about 7am. If the tests are just done on a noisy work day, it won't help the Community anticipate the real impact of the new ONTARIO Line.

Sent from my iPhone

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

On Oct 21, 2021, at 1:24 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Either tomorrow or next week, Metrolinx will be recording sound and video at three locations along Overlea Blvd, potentially including the sidewalk in front of 1 Leaside Park Drive, for a total of four hours at each location.

The goal is to create a series of "immersive sound demonstrations" for Ontario Line north segment residents,

similar to [the sound demo series that was created for the east segment](#).

The field crew will be on foot, taking video, audio, photos and notes. There will be no parking or noise impacts associated with this work. See attached for more information.

Please let us know if you have any questions.

Thanks,  
Ontario Line Community Relations Team

<image001.png>

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

<OLine - Capturing ambient sound & video information at 1 Leaside Park, 20 Overlea, and 10-14 William Morgan - starting as early as Oct 22.pdf>

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

**From:** [Mark Clancy](#)  
**To:** [REDACTED] [Malcolm MacKay](#)  
**Cc:** [Ontario Line](#)  
**Subject:** RE: Metrolinx meeting - February 22nd  
**Date:** Wednesday, February 23, 2022 4:24:39 PM  
**Attachments:** [image003.jpg](#)  
[image004.png](#)

---

Hi [REDACTED]

Thank you for your email.

Please be assured that the image shared last evening was used for illustrative purposes and does not reflect the proposed design of the landscaping running along, or near, to the elevated track. Metrolinx will be embarking on a landscape design process that will seek input from the community. The image is to show the elevated portion with the train passing by and is part of our sound demo modeling that the environmental team spoke about last evening. We will clarify this at the virtual open house on Thursday evening to avoid any further confusion.

I would also like to share with you that Metrolinx will establish community working groups to gather input from residents to help us develop the design elements of the public spaces and landscaping designs around the elevated track. We will share more details about the working groups very soon.

Please accept my sincerest apologies for the concerns the image has raised.

Should you have any additional questions or concerns, please do not hesitate to contact me.

Sincerely,

Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-449-2857

---

**From:** [REDACTED]  
**Sent:** February 23, 2022 2:50 PM  
**To:** Mark Clancy <Mark.Clancy@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>  
**Subject:** Fwd: Metrolinx meeting - February 22nd

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Mark and Malcolm,



Wonder if we could ask a question about the meeting held last night Re: the Ontario Line?

The rendering on page 20, (below), illustrates a view of Overlea Blvd, across from [REDACTED] and our Leaside Green townhouse development; that appears to have the existing tree lined Blvd, down the centre of the street, removed. This surprised and worried many. Is this the plan?

As you know, we all remain very concerned about the elevated riders of the Ontario Line having a clear view into bedroom windows, etc. - and removing the tree-lined Blvd will make the situation worse.

Could we please get clarity on this? This rendering has upset a lot of people.... Our community's property owners were told we would have MORE trees planted to block views. Not have them removed.

Thank you in advance.

Sent from my iPhone

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



## Community Stakeholder Consultation and Correspondence Record

- Meals on Wheels East End

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Metrolinx meeting with tenants [REDACTED], May 3  
**Date:** Thursday, April 29, 2021 1:39:11 PM  
**Attachments:** [image008.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

---

Thanks for forwarding, [REDACTED] and thanks so much, [REDACTED] I'll update our contact list!

We agree that the open house format had a lot of limitations, and we're working on improvements for next time. This will be a regular video meeting so everyone will be able to speak. Looking forward to talking to you again on Monday!

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, April 29, 2021 1:11 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** RE: Metrolinx meeting with tenants [REDACTED], May 3

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Hi there,

Thanks for reaching through. The correct address is [REDACTED]

Kudos on reaching out again, we hope to be able to speak and not just type comments in a chat box at this next meeting.

Respectfully,



[REDACTED]

|

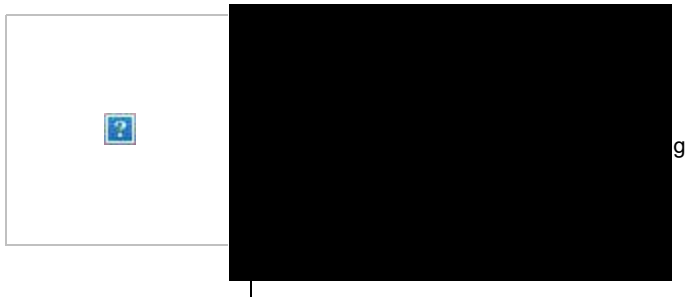
---

**From:** [REDACTED]  
**Sent:** Thursday, April 29, 2021 1:00 PM  
**To:** [REDACTED]  
**Subject:** FW: Metrolinx meeting with tenants [REDACTED] May 3

Hi [REDACTED],

Just forwarding this email to you.

Thanks,



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, April 29, 2021 12:28 PM  
**To:** [REDACTED]  
**Subject:** FW: Metrolinx meeting with tenants of [REDACTED] - Monday, May 3

Hi [REDACTED]

I tried to send the email below to [REDACTED] but I got a bounce-back.  
Can you tell me if I have the wrong address?

Hope you are able to attend this meeting on Monday at 3:00pm.

Thanks,  
Sivahami

---

**From:** Ontario Line  
**Sent:** Thursday, April 29, 2021 12:16 PM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>; 'Councillor\_Robinson@toronto.ca' <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; 'Oliphant, Rob - M.P.' <[Rob.Oliphant@parl.gc.ca](mailto:Rob.Oliphant@parl.gc.ca)>  
**Subject:** Metrolinx meeting with tenants [REDACTED], May 3

Dear tenants of 2 Thorncliffe Park Drive,

Metrolinx understands that the Thorncliffe Park community has many questions about Ontario Line plans for the area. We also know that businesses and community organizations that will be directly impacted need more opportunities for dialogue with Metrolinx. Please join us on **Monday, May 3 at 3:00pm** for a virtual community table organized by Metrolinx and MPP Kathleen Wynne, with support from Councillor Jaye Robinson and MP Rob Oliphant.

This community table will be for tenants of 2 Thorncliffe Park Drive to ask questions and share feedback about the Ontario Line project, including how we got here and next steps in our work with you. The Neighbourhood Organization and Don Valley Legal Clinic will also be invited.

At our first meeting on May 3, we will discuss the process we went through to identify the location for the maintenance and storage facility site and some examples of relocations and/or support packages we have provided for businesses and community organizations impacted by our other projects. Community input and feedback is essential to moving this project forward, and we look forward to a two-way dialogue with you about how we can best support you. It's important to note that specific negotiations should still be done directly with our negotiator, Sandy Grigg, with support from our property team.

We hope you can attend on Monday, May 3 at 3:00pm. **Please confirm your participation.** See below for the link to allow you to participate using video and audio over Microsoft Teams.

**Join on your computer or mobile app**

[Click here to join the meeting](#)

**Or call in (audio only)**

[+1 437-703-4197](tel:+14377034197).,232070413# Canada, Toronto

Phone Conference ID: 232 070 413#

We look forward to holding regular meetings to stay in touch about the project and continue our conversation with you.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12  
**Date:** Friday, August 13, 2021 9:09:00 AM  
**Attachments:** [image001.png](#)  
[image004.png](#)

---

Hi [REDACTED]

Hope your partner has a safe flight today! We missed you on the tour but look forward to seeing you at our next meeting, which we hope to schedule soon.

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

---

**From:** [REDACTED]  
**Sent:** Thursday, August 12, 2021 11:19 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

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Hi Sivahami. That sounds very tempting but I'm seeing my partner off to the airport tomorrow and want to spend every last minute with her this evening before she departs. I'll see about sending a colleague.

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, August 12, 2021 11:16 AM  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

Hi [REDACTED]

That's too bad! One of your colleagues would be welcome to join if they're available.

We also have space on the evening tour if you'd like to join us, but please text me if you're planning to come so I can add an additional dinner order. (I won't be able to access email this afternoon but you can reach me at 437-881-2618.)

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [REDACTED]  
**Sent:** Thursday, August 12, 2021 8:05 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: GO bus tours of Toronto MSF sites - Thursday, August 12

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Hi Sivahami,

Unfortunately today I have another meeting related to the expropriation that I must attend. I apologize to have to give up my seat on the tour.

Thank you and best wishes.



On Aug 6, 2021, at 5:36 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

That's great! Thanks, Adriano. See you next week.

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

<image001.png>

---

**From:** [REDACTED]  
**Sent:** Friday, August 06, 2021 3:26 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

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Thank you Sivahami, I have registered for the afternoon tour.

Thank you for your email and have a nice afternoon.

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Friday, August 6, 2021 2:48 PM  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

Hi [REDACTED]

I wanted to send you a personal invitation for the GO bus tour next week. I hope that you (or a colleague) can join us on August 12. Please register [here](#) and let me know if you have any questions.

Thanks,  
Sivahami

---

**From:** Ontario Line  
**Sent:** Tuesday, August 03, 2021 3:54 PM  
**To:** [kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org); 'Councillor\_Robinson@toronto.ca' <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>; Oliphant, Rob - M.P. <[Rob.Oliphant@parl.gc.ca](mailto:Rob.Oliphant@parl.gc.ca)>  
**Cc:** Weston, Wendy <[WWeston@liberal.ola.org](mailto:WWeston@liberal.ola.org)>; [amardukhi@liberal.ola.org](mailto:amardukhi@liberal.ola.org); Rachael Hillier <[Rachael.Hillier@toronto.ca](mailto:Rachael.Hillier@toronto.ca)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>; LeFebour, Patricia (Oliphant, Robert - MP) <[patricia.lefeboure.421@parl.gc.ca](mailto:patricia.lefeboure.421@parl.gc.ca)>; Shafiq, Mazhar (Oliphant, Robert - MP) <[mazhar.shafiq.421@parl.gc.ca](mailto:mazhar.shafiq.421@parl.gc.ca)>; [abeir.liton.421@parl.gc.ca](mailto:abeir.liton.421@parl.gc.ca)  
**Subject:** GO bus tours of Toronto MSF sites - Thursday, August 12

Hi Thorncliffe Park Community Table members,

I'm happy to share that we have finalized the GO bus tours of Toronto MSF sites for next week, on **Thursday, August 12**. The tours will be a chance to view MSF sites and also ask questions and have a discussion with Malcolm and other project team members.

We have booked two tour times to try to accommodate as many people as possible. We hope that you are able to join at one of these times:

- **Afternoon tour:** August 12, 1:00-5:30pm
- **Evening tour:** August 12, 6:00-9:00pm

[Click here for more details and the registration form.](#)

Space is limited, so please register by **Sunday, August 8** so that we can confirm



numbers by Monday.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

<image003.png>

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## Community Stakeholder Consultation and Correspondence Record

- Metropolitan United Church

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Form submission from: Contact  
**Date:** Friday, October 22, 2021 3:27:00 PM  
**Attachments:** [OL\\_downtown\\_tunnel\\_depth\\_rendering.jpg](#)  
[image003.png](#)

---

Good afternoon [REDACTED]

Thank you for reaching out! I would be pleased to answer any questions about the project and plans for the Ontario Line in the area around your church.

Would you prefer to schedule a call (via phone or video) to discuss this? I have also enclosed some resources below that I hope may help:

- [Downtown segment overview \(Osgoode to Corktown Stations\)](#)
- [Moss Park Station overview](#)
- Tunnelling infographic (attached)
  - The Ontario Line will be tunnelled underground in this area, and I believe the attached graphic may help to demonstrate the depth of the line

Tunnelling deep into the bedrock below the surface in this area reduces the potential for vibration and noise. Most of the tunnel in this area is in bedrock, which is a rigid, strong material. There is also another approximately 10 metres of glacial till above the bedrock layer, which helps isolate noise and vibration.

As part of the detailed [environmental assessment](#) work we're undertaking, we are also doing a comprehensive noise and vibration study. Through that study, we'll be predicting the noise and vibration levels associated with construction and operation and then the solutions that we'll be putting in place as part of the project's design to control noise and vibration effectively. These results will be in our draft Environmental Impact Assessment Report, which we will share for review and comment in early 2022.

I hope the information above is helpful. As mentioned, I am more than happy to schedule a call to discuss the Ontario Line further and answer questions.

Thank you again for writing, and I hope you have a great weekend,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** Metrolinx Engage via Metrolinx Engage <[default@metrolinxengage.com](mailto:default@metrolinxengage.com)>  
**Sent:** October-21-21 3:21 PM  
**To:** Peter Bailey <[Peter.Bailey@metrolinx.com](mailto:Peter.Bailey@metrolinx.com)>

**Subject:** Form submission from: Contact

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Submitted on Thursday, October 21, 2021 - 15:20

Submitted by anonymous user: 2605:8d80:648:dd4:3195:8127:3880:e7cd

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario line impact

Message: Hello - I am the minister at Metropolitan United Church at [REDACTED] I would like to understand how our church will be impacted by the construction of the Ontario line. I would be grateful if someone could get back to me. Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/28805>



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## Community Stakeholder Consultation and Correspondence Record

- Minto Properties

**From:** [REDACTED]  
**To:** [Ontario.Line](mailto:Ontario.Line)  
**Subject:** RE: mention of 1 Atlantic on the Ontario Line website  
**Date:** Friday, December 11, 2020 2:01:10 PM

---

Thanks Josh, appreciate you sharing this info. It was great meeting you and the team.

I will revert back with any additional questions, otherwise we will wait for the request on information required.

Thanks,

[REDACTED]



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**From:** Ontario Line [mailto:ontarioline@metrolinx.com]  
**Sent:** Thursday, December 10, 2020 4:04 PM  
**To:** [REDACTED]  
**Subject:** mention of 1 Atlantic on the Ontario Line website

Hi [REDACTED]

Good to connect today. I'll get Susan and her team to send you the list of what information we need with respect to the tenants at 1 Atlantic. In the meantime, wanted to share the link to the page on the Ontario Line site where 1 Atlantic is mentioned: <https://www.metrolinxengage.com/en/content/built-heritage-resources-cultural-heritage-landscapes-exhibition-station>

As noted, it's not front and centre on our site nor does it include timelines for acquisition or demolition. The main page of the site is <https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>

Let us know if you have any follow-up questions and we'll be back in touch soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

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## Community Stakeholder Consultation and Correspondence Record

- Moss Park Arena Board of Management

[REDACTED]

---

**From:** [REDACTED]

**Sent:** October 21, 2021 12:10 PM

**To:** Tina (PRK) Fernandes <tina.fernandes4@toronto.ca>; Pablo Munoz <pablo.munoz@toronto.ca>; Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Paulo Fetalvero <paulo.fetalvero@toronto.ca>

**Cc:** Councillor Wong-Tam <councillor\_wongtam@toronto.ca>; Moss Park Arena <mparena@bellnet.ca>; [REDACTED]; [REDACTED]; [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] Nancy Chater <nancy.chater@toronto.ca>; Suzanne Cooke-Wooland <suzanne.cooke-wooland@toronto.ca>; Daniel Fusca <daniel.fusca@toronto.ca>; David (Governance and Corporate Strategy) Lee <david.r.lee@toronto.ca>; Peter Didiano <peter.didiano@toronto.ca>

**Subject:** Re: Information Sessions re: Ontario Line and Moss Park Revitalization Plan

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Hello,

Attached is a letter from the Moss Park Arena Board of Management which outlines some of our concerns regarding the Ontario Line plans for the Moss Park subway stop at Queen St. and Sherbourne St.

As noted in the letter at no point has our Board indicated that we are in agreement with the plans as presented. Going forward we believe consultation is required which provides detailed impacts on park use and mitigation strategies planned.

Thank you.

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:15:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

I hope this message finds you well. I am writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions about the report, please do not hesitate to reach out.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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## Community Stakeholder Consultation and Correspondence Record

- Moss Park Coalition

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Moss Park Coalition - Metrolinx Ontario Line Environmental Assessment  
**Date:** Wednesday, March 9, 2022 5:43:00 PM  
**Attachments:** [image001.png](#)

---

Good afternoon [REDACTED]

Thank you for sharing the attached letter from the Moss Park Coalition regarding the Ontario Line. I am confirming receipt, and noting that this will be included in the records of the final Environmental Impact Assessment Report, as feedback received during the consultation period.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** March 9, 2022 8:51 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Moss Park Coalition - Metrolinx Ontario Line Environmental Assessment

[REDACTED]

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Good morning/evening

Please see attached, a submission from the Moss Park Coalition on Metrolinx's Ontario Line Environmental Assessment report.

As you know from our previous meetings with you, we are actively engaged with the Moss Park community including TCHC tenants and have compiled these notes/concerns from the various engagements and meetings held over the past year.

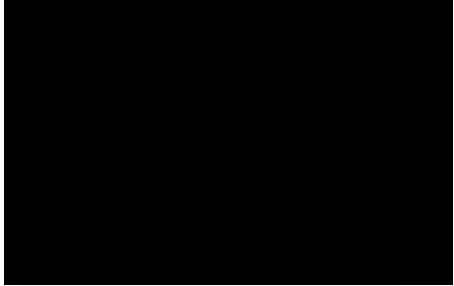
We look forward to directly engaging with the Metrolinx Ontario Line engagement team and the newly formed Moss Park Community Liaison Committee on these key items before project details

and plans have been finalized. We look forward to hearing from you soon on the next date for the Moss Park Community Liaison Committee meeting

Thank you,



Moss Park Coalition



March 8, 2022

**Submission to Ontario Line Environmental Assessment**



The Moss Park Community Benefits Coalition provides a strong voice for the Moss Park. We are collaborating to ensure the needs of Moss Park are met as the community changes. The Coalition includes the voice of resident leaders, organizations and small businesses.

The proposed Ontario Line project and Moss Park Station provides many opportunities and challenges for our community. The proposal is not yet well known in our neighbourhood, with most residents expressing a lack of awareness about the project. Any project that comes into Moss Park needs the views, representation and consent of the residents. We are looking for real partnership and collaboration by the project proponent, with community resources to support the development of a voice for Moss Park in the proposed transit plan, along with a priority for transparency and openness at every stage of the process.

We understand the complexity of building significant transit underneath an existing City form, and the desire to build the project with least impact and time on the City. However it is also true that building a great project can only happen by considering its integrated socio-economic, environmental and cultural context. That requires planning, deep engagement, and consideration for the impacts a new subway line will have on a community beyond the surface.

This submission includes concerns, ideas, and proposals we have gathered thus far, but has limitations because of the limited number of residents so far engaged in the project, due to marginalization, lack of access to technology, pandemic restrictions, and limited outreach by the project proponent.

The Moss Park community has expressed a number of concerns and desires at this stage:

- The Moss Park community is unclear about the project, its objectives, and benefits. They are worried about what negative impacts it may cause on day to day life, increase in population, and how it will benefit their community.
- The immediate and longer-term impact of the Ontario Line on the displacement of homeless and underhoused population along its corridor. In Moss Park itself, including the station staging area, many unhoused people continue to reside, to hang out, and many others take shelter in several shelters neighbouring the space. We are experiencing overlapping crises including opioid poisonings.

- Affect of transit to increase the price of housing, services, rent as well as condominium developments which will remove small business services, employment, social services and affordable rental housing.
- The impact on the Park, including removal of greenspace and recreation space for several years, and coordination and support of the City of Toronto revitalization of the John Innes Community Centre, which has already been delayed by several years.
- Concerns of noise, air pollution including heavy particulate matter, and new pests.
- Will streets remain fully accessible for people using walkers, wheelchairs, buggies and scooters during construction, and how will community safety be planned.
- The project is currently proposed in the absence of a Moss Park Social Development Plan, so there is a lack of planning, coordination and funding to support the physical infrastructure's impacts on a low income community.
- The Coalition is aware of community benefits agreements in other transit agreements, but also about agreements for community investments and resources made by that project proponent that were then taken back, as well as significant interruptions to the livelihoods of business owners and employees on transit lines.

To mitigate challenges associated with the project and propose community improvements, the [REDACTED] is currently proposing:

- Real engagement with the Indigenous communities living in the project corridor.
- Environmental assessment should take a corridor approach, considering the complex urban systems like housing and gentrification that will be affected by the project. Social and environmental benefits that can be integrated into the project and partnerships with governments and community organizations should be considered.
- The development of a fully funded Moss Park Social Development Plan in partnership with relevant provincial ministries, the City of Toronto and Moss Park community to plan for socio-economic infrastructure that meets the needs of the community, including safety, sustainability, jobs, services and affordability.
- A strong Community Benefits Agreement with the project proponent and province of Ontario which can improve social and economic standing of residents, good jobs for diverse groups in the community in apprenticeships and professional careers in addition to resident priorities. The CBA must include at least a 10% minimum diverse hiring goal.
- Support in the development of a strong City of Toronto Moss Park and revitalization of John Innes Community Centre, in an expedited fashion and with extra support for the community including community-led space and funding support to the City of Toronto.
- Work with levels of government and housing agencies to offer permanent housing to those living outdoors along the corridor, something that has universal agreement, and building rent geared to income units in the community.
- Small businesses require support financial support to mitigate the affects on their revenues, while also planning to minimize and ways to support them.
- Environmental benefits sought from the project so it has an overall improvement on quality of air, water and soil in and around the corridor, a reduction in greenhouse gases and support for community adaptation of the effects of climate change.
- Working with resident leaders, Toronto Community Housing and other housing agencies to identify opportunities to improve social conditions in Moss Park.

- Built, environmental and cultural heritage along the corridor, particularly near Queen and Sherbourne needs protection and enhancement as part of the project.
- Explore how Moss Park Station and John Innes Community Centre can be a community hub, supporting affordable food access, gardening, trees and accessible recreation services.
- Mitigation of negative affects, and creation of benefits to Moss Park Market, a central hub of community development for the community, and critical community resources like the Moss Park OPS.

The [REDACTED] looks forward to directly engaging with Metrolinx and the newly formed Moss Park Community Liaison Committee on these items before project details and plans have been finalized.

[REDACTED]  
[REDACTED]  
[REDACTED]

Review Comments Spreadsheet			
Project Name: Environmental Impact Assessment Report (EIAR) - Ontario Line		Revised By: Moss Park Coalition	
Item No.	Reviewer Name	Review Comment	Response (Authors OLT/Metrolinx )
1	Moss Park Coalition	The proposed Ontario Line project and Moss Park Station provides many opportunities and challenges for our community. The proposal is not yet well known in our neighbourhood, with most residents expressing a lack of awareness about the project. Any project that comes into Moss Park needs the views, representation and consent of the residents. We are looking for real partnership and collaboration by the project proponent, with community resources to support the development of a voice for Moss Park in the proposed transit plan, along with a priority for transparency and openness at every stage of the process.	Thank you for your comment. Metrolinx has established a Community Liaison Committee as a forum to engage with the community, listen to concerns, opportunities and collaborate on areas of interest as plans for the Project and new station progress.
2	Moss Park Coalition	We understand the complexity of building significant transit underneath an existing City form, and the desire to build the project with least impact and time on the City. However it is also true that building a great project can only happen by considering its integrated socio-economic, environmental and cultural context. That requires planning, deep engagement, and consideration for the impacts a new subway line will have on a community beyond the surface.	Metrolinx has established a Community Liaison Committee as a forum to engage with the community, listen to concerns, opportunities and collaborate on areas of interest as plans for the Project and new station progress.
3	Moss Park Coalition	This submission includes concerns, ideas, and proposals we have gathered thus far, but has limitations because of the limited number of residents so far engaged in the project, due to marginalization, lack of access to technology, pandemic restrictions, and limited outreach by the project proponent.	Metrolinx thanks the Moss Park Coalition for sharing their concerns and ideas. As public health restrictions ease, Metrolinx will be out in the community to speak directly to residents, in addition to holding public open houses and community pop-up events.
4	Moss Park Coalition	The Moss Park community has expressed a number of concerns and desires at this stage: 1. The Moss Park community is unclear about the project, its objectives, and benefits. They are worried about what negative impacts it may cause on day to day life, increase in population, and how it will benefit their community. 2. The immediate and longer-term impact of the Ontario Line on the displacement of homeless and underhoused population along its corridor. In Moss Park itself, including the station staging area, many unhoused people continue to reside, to hang out, and many others take shelter in several shelters neighbouring the space. We are experiencing overlapping crises including opioid poisonings. 3. Affect of transit to increase the price of housing, services, rent as well as condominium developments which will remove small business services, employment, social services and affordable rental housing. 4. The impact on the Park, including removal of greenspace and recreation space for several years, and coordination and support of the City of Toronto revitalization of the John Innes Community Centre, which has already been delayed by several years. 5. Concerns of noise, air pollution including heavy particulate matter, and new pests. 6. Will streets remain fully accessible for people using walkers, wheelchairs, buggies and scooters during construction, and how will community safety be planned. 7. The project is currently proposed in the absence of a Moss Park Social Development Plan, so there is a lack of planning, coordination and funding to support the physical infrastructure's impacts on a low income community. 8. The Coalition is aware of community benefits agreements in other transit agreements, but also about agreements for community investments and resources made by that project proponent that were then taken back, as well as significant interruptions to the livelihoods of business owners and employees on transit lines.	1) Metrolinx has held public open houses, Community Liaison Committee meetings to share Project scope and plans. Metrolinx will continue to share information related to the Project as plans progress. 2) Metrolinx will work with the community to minimize disruptions to residents within the park space. 3) Metrolinx recognizes that there are unavoidable impacts that come with building much-needed transit in built-up urban communities, and we believe we have a responsibility to offset these impacts by investing back in the community through important projects like this. Our goal is to help Moss Park grow and thrive as we bring new transit to the community. 4) Metrolinx continues to work with the City of Toronto to ensure there are no impacts to future planned facilities as a result of the Ontario Line Project. 5) Mitigation measures to mitigate noise and air quality impacts as a result of the project are documented in Section 5.7 and 5.8 of the EIAR. Inspection and/or cleaning of trucks/equipment will occur within the construction area to prevent the migration of pests. Inspection and/or cleaning will be done in accordance with the Clean Equipment Protocol for Industry. Please see the following link for details: <a href="https://www.ontarioinvasiveplants.ca/wp-content/uploads/2016/07/Clean-Equipment-Protocol_June2016_D3_WEB-1.pdf">https://www.ontarioinvasiveplants.ca/wp-content/uploads/2016/07/Clean-Equipment-Protocol_June2016_D3_WEB-1.pdf</a> 6) Sidewalks in the area will be maintained, where possible. Where existing sidewalks cannot be maintained, temporary sidewalks will be provided, along with the appropriate signage to indicate the detour. 7) Building transit infrastructure helps spur local opportunities. Metrolinx will continue to work with the City of Toronto to coordinate planning activities for Moss Park. 8) Metrolinx is committed to bringing transit and subsequent benefits to communities through the Project. We know it is very challenging to build transit infrastructure in established neighbourhoods. We also know that building more transit is a catalyst to help shape the future of community building, development and growth. With the new Ontario Line, we anticipate additional benefits to the community far beyond the benefits the new subway line will bring, benefits that help the community thrive and grow for years to come.
		To mitigate challenges associated with the project and propose community improvements, the Coalition is currently proposing: 1. Real engagement with the Indigenous communities living in the project corridor. 2. Environmental assessment should take a corridor approach, considering the complex urban systems like housing and gentrification that will be affected by the project. Social and environmental benefits that can be integrated into the project and partnerships with governments and community organizations should be considered. 3. The development of a fully funded Moss Park Social Development Plan in partnership with relevant provincial ministries, the City of Toronto and Moss Park community to plan for socio-economic infrastructure that meets the needs of the community, including safety, sustainability, jobs, services and affordability. 4. A strong Community Benefits Agreement with the project proponent and province of Ontario which can improve social and economic standing of residents, good jobs for diverse groups in the community in apprenticeships and professional careers in addition to resident priorities. The CBA must include at least a 10% minimum diverse hiring goal. 5. Support in the development of a strong City of Toronto Moss Park and revitalization of John Innes Community Centre, in an expedited fashion and with extra support for the community including community-led space and funding support to the City of Toronto. 6. Work with levels of government and housing agencies to offer permanent housing to those living outdoors along the corridor, something that has universal agreement, and building rent geared to income units in the community.	1) Metrolinx engages with all Indigenous Nations that have Aboriginal and/or Treaty rights where Metrolinx operates. Metrolinx has committed and is engaging with Indigenous Nations throughout the life cycle of the Ontario Line. Additional information on the engagement with Indigenous Nations that has occurred for the Ontario Line so far can be found in Section 6.2 of the EIAR report. 2) The EIAR was completed in accordance with O.Reg 341/20 took the approach of assessing the project based on the study area, rather than a corridor approach. The EIAR has addressed social and environmental benefits that the Ontario Line will provide to the community. Metrolinx continues to engage with government and community organizations as the project progresses. 3) A fully funded Moss Park Social Development Plan falls outside the mandate of Metrolinx which is to design, build, operate and maintain transit. However, Metrolinx supports community benefits that improve public realm features such as park improvements, landscaping and vegetation enhancements around transit infrastructure, enhanced architectural finishes on transit related infrastructure and streetscape improvements. 4) The 10 percent hiring target has been included in Ontario's priority transit projects, including the Ontario Line within Metrolinx since May 2021, and LRT projects for even longer. We are looking to implement a broader new approach which will work to achieve this target. 5) The revitalization of the John Innes Community Centre is a project that is City of Toronto led project. Metrolinx will work with the City on a holistic planning process for station entrance and the revitalization of the Community Centre. 6) Supporting the unhoused and persons in need of affordable housing is the responsibility of all level of government; however, the mandate of Metrolinx is to design, build, operate and maintain transit. Unfortunately housing lies outside of our mandate.



5	Moss Park Coalition	<p>7. Small businesses require support financial support to mitigate the effects on their revenues, while also planning to minimize and ways to support them.</p> <p>8. Environmental benefits sought from the project so it has an overall improvement on quality of air, water and soil in and around the corridor, a reduction in greenhouse gases and support for community adaptation of the effects of climate change.</p> <p>9. Working with resident leaders, Toronto Community Housing and other housing agencies to identify opportunities to improve social conditions in Moss Park.</p> <p>10. Built, environmental and cultural heritage along the corridor, particularly near Queen and Sherbourne needs protection and enhancement as part of the project.</p> <p>11. Explore how Moss Park Station and John Innes Community Centre can be a community hub, supporting affordable food access, gardening, trees and accessible recreation services.</p> <p>12. Mitigation of negative effects, and creation of benefits to Moss Park Market, a central hub of community development for the community, and critical community resources like the Moss Park OPS.</p>	<p>7) Metrolinx is committed to ensuring local businesses remain accessible and successful throughout this important project. We'll work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction. Metrolinx is also opening community offices along the route, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues. This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses</p> <p>8) The Ontario Line will have significant benefits, as outlined in the Preliminary Design Business Case for the project (available here: <a href="http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Summary-Public-Final.pdf">http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Summary-Public-Final.pdf</a>). These benefits include:</p> <ul style="list-style-type: none"> <li>• Improved Quality of Life and Public Health: The Ontario Line could improve local air quality and reduce collisions by up to 1,200 over the project life cycle by taking over 28,000 cars off the road each day and encouraging use of active travel to access transit. Travellers who switch to rapid transit from driving tend to walk more and realize health benefits from a more active lifestyle.</li> <li>• Unlocking Jobs and Economic Development: The Ontario Line is expected to support over 4,700 jobs per year between 2020 and 2030, with continued employment after 2030 for the operations and maintenance of the line.</li> <li>• Moving People with Less Energy and Reduced Emissions: The Ontario Line could reduce overall energy expended for transport by up to 7.2 million litres of automobile fuel every year. This is the same as nearly 120,000 fill ups at the pump per year. This reduction in automobile travel is estimated to amount to over 14,000 tonnes of greenhouse gas emission reductions per year.</li> </ul> <p>9) Metrolinx believes that we have a responsibility to offset these impacts from the project by investing back in the community through important projects like this. Our goal is to help Moss Park grow and thrive as we bring new transit to the community.</p> <p>10) The Heritage Detailed Design Report (HDDR) speaks to anticipated impacts and mitigation requirements across the Ontario Line. At the intersection of Queen and Sherbourne Streets, all identified built heritage resources, aside from Moss Park itself, are being avoided.</p> <p>11) Metrolinx is committed to continuing to work with Moss Park Coalition to explore how Moss Park Station and John Innes Community Centre can be a community hub. The revitalization of the John Innes Community Centre is a project that is City of Toronto led project. Metrolinx will work with the City on a holistic planning process for station entrance and the revitalization of the Community Centre.</p> <p>12) Metrolinx is committed to continuing to work with Moss Park Coalition to mitigate negative impacts to Moss Park Market and create benefits to this market.</p>
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## Community Stakeholder Consultation and Correspondence Record

- Moss Park Neighbourhood Association

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line Update  
**Date:** Thursday, March 11, 2021 7:16:01 PM  
**Attachments:** [image001.png](#)

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Thank you for the update  
Much appreciated.

[REDACTED]

On Thu, Mar 11, 2021 at 2:11 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

I hope you are doing well and enjoying the warmer weather. I had a chance to follow Amazing Moss Park on Instagram and appreciate the art you showcase there.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress on the project so far and what communities can expect this year. In terms of Moss Park, we expect to update the community in the near future with concept renderings and the proposed station entrance locations.

While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so Moss Park residents can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

Here are some helpful links:

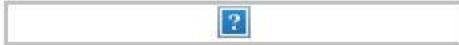
- Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.
- Click [here](#) for different ways to contact us either by phone, email or set up a meeting.
- The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Downtown Segment Virtual Open House - April 26  
**Date:** Wednesday, April 14, 2021 7:16:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Apologies for the error. The event is on April 26<sup>th</sup> 2021 at 6:30pm.

Best,

Bismah

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**From:** [REDACTED]  
**Sent:** April 14, 2021 7:10 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line Downtown Segment Virtual Open House - April 26

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Thank you Bismah,

Look forward to communicating with you. I am forwarding this link to our neighbours.  
PLEASE CLARIFY IS THIS FOR APRIL 22 or APRIL 26th  
SEE YOUR SAMPLE.

Thank you, [REDACTED]

On Wed, Apr 14, 2021 at 3:36 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Hope you are doing well and enjoying the warmer weather.

This is Bismah from the Ontario Line team. I have recently taken over engagement responsibilities for Corktown and Moss Park stations from Daryl who is now working on stations along the east segment of the Ontario Line. I work closely with Josh and the team in this regard and am also available through this email address.

On behalf of Metrolinx, I would like to invite you to a virtual open house we are hosting on April 26th to share information and answer questions about the downtown segment of the Ontario Line transit project. This includes the future stations at Osgoode, Queen, Moss Park and Corktown. The open house will take place on Thursday, April 22 starting at 6:30pm. You can

register and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

We ask that you please circulate this engagement opportunity with your friends and neighbors. It's not as good as being together in person but we look forward to connecting with residents and answering their questions. Here are some sample messages for social media posts if helpful:

**Sample message for email/Facebook:** Join Metrolinx on Monday, April 26 2021 at 6:30pm for an Ontario Line presentation and Q&A about the stations at Osgoode, Queen, Moss Park and Corktown. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

**Sample tweet:** Join @Metrolinx on Monday, April 26, 2021 at 6:30pm for an @OntarioLine presentation and Q&A about the downtown stations. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

This public event is part a series we are hosting through April for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. Please stay in touch with us at 416-202-5100 or [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com), and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Feel free to reach out with any questions.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: Downtown Segment - June 17th 2021  
**Date:** Friday, June 4, 2021 10:23:00 AM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

I hope you've been well and staying safe!

I am writing to let you know about our next [virtual open house for the Downtown Segment](#) of the Ontario Line. This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. During these virtual open houses, Metrolinx experts will also talk about transit corridor lands and what they mean for people who live or work near the route.

We hope you will join us and please feel free to share the messaging or details below with your network:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown . Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

As always, if you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

## Community Stakeholder Consultation and Correspondence Record

- Muslim Association of Canada



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Inquiry into Building Transit Faster Act 2020  
**Date:** Tuesday, June 8, 2021 6:09:00 PM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

Thank you for your email. Do you own property in Toronto along the route of the [Ontario Line](#)?

You can look up your property [here](#) to see if it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue.

If you do own property in the transit corridor lands, the designation essentially means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#).

If you do not own property along the Ontario Line, please let us know so we can do some digging as to why you may have received the letter!

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

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**From:** [REDACTED]  
[REDACTED]:17 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Inquiry into Building Transit Faster Act 2020

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Good afternoon,

My team received the attached letter in the mail today and we are unclear as to which property it is referring to. If you could please shed some light on that we'd greatly appreciate it.

Thank you.

## Community Stakeholder Consultation and Correspondence Record

- Office Ombudsman of Ontario (OOO)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Ombudsman Inquiry  
**Date:** Monday, November 9, 2020 1:10:00 PM  
**Attachments:** [image002.png](#)

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Hi [REDACTED]

Thank you for reaching out to our team. Our Senior Manager on the Ontario Line Community Relations team is Josh Vandezande. For simplicity and consistency, everyone on our team uses this email address, [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Please do not hesitate to reach out at any time. We look forward to working with you in the future.

Sincerely,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]  
**Sent:** Monday, November 09, 2020 9:58 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Ontario Ombudsman Inquiry

Hello,

I am writing from the Office of the Ontario Ombudsman. I am hoping to get the contact information for a manager or designated contact person who can receive complaints and escalation of complaints regarding the Ontario Line. In addition, I am looking for a contact person that our Office can call with inquiries related to the Ontario Line. I appreciate your attention to this matter and look forward to hearing from you. I can also be reached at 416-902-8619.

Sincerely,

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Pape Area Concerned Citizens for Transit (PACCT)

**From:** [REDACTED]  
**To:** [Josh Vandezande](mailto:Josh.Vandezande@metrolinx.com)  
**Cc:** [Franca Di Giovanni](mailto:Franca.Di.Giovanni@metrolinx.com); [REDACTED]; [Claudia Mio](#); [Ontario Line](#)  
**Subject:** Re: Ontario Line update  
**Date:** Friday, November 20, 2020 9:42:59 AM

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That sounds like an agenda.

7 PM would work.

Let us know the format. If possible, a video meeting would be preferred over just audio but we're flexible.

Enjoy your Friday!

On Fri, Nov 20, 2020 at 9:39 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks [REDACTED]. We can be flexible on time but I believe you said last time that 7-8:30pm worked well for your group.

For the agenda, we would like to pickup the discussion regarding alternative alignments to the Minton Place portal and anticipated impacts. Also, your email mentioned wanting to share some of what you are hearing from the community, which would be very useful for us. We can also provide an update on the establishment of community liaison committees.

Josh

**From:** [REDACTED]  
**Sent:** Thursday, November 19, 2020 6:35 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; [REDACTED]  
[REDACTED] Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

November 25.

what time were you thinking?

and since this is quick turnaround, we'd like your suggested agenda before the weekend, please. Otherwise, we'll ask that the meeting be moved back 1 week.

Thanks

On Thu, Nov 19, 2020 at 3:49 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED] and PACCT,

Just following up to confirm whether you are available November 24-26 for a next discussion.

Let us know what evening works best.

Josh

---

**From:** Josh Vandezande

**Sent:** Thursday, November 12, 2020 6:59 PM

**To:** [REDACTED]

**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; [REDACTED]  
[REDACTED]; Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Ontario Line update

Hi [REDACTED]

Perfect timing as we are expecting some additional details early next week regarding alignment options and impacts in follow up from our last discussion. Can you let us know which evening between November 24-26 would be best for a 7-8:30pm meeting? I need to confirm some availability on our end still but let me know what's possible for you. We will also be providing an update on plans for establishing Ontario Line community liaison committees.

Absolutely understand the interest in a more detailed view of anticipated noise and vibration impacts during both construction and operation of the project, as well as associated mitigation measures to reduce these impacts. The noise and vibration study that will form part of the Environmental Impact Assessment Report is planned to include figures with contour-type mapping indicating anticipated levels of noise and vibration in proximity to project activities. The report is expected to be released in mid-2021 but we are looking into what will be available before then.

To help inform this report, we will be setting up some additional noise and vibration monitoring around Minton Place in the near future. A community notice will be sent out once details are confirmed.

Let me know which evening works best for the PACCT Executive.

Josh

**From:** [REDACTED]  
**Sent:** Thursday, November 12, 2020 3:05 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

Hi Josh,

Two things:

1. still waiting to get a reply on the above request
2. we would STRONGLY encourage you set a meeting up with us sooner versus later. There is widespread panic in our neighbourhood over fears of construction and expropriation. We think it's in everyone's best interest if we talked about the general mood and the conversations/emails we've been receiving over the past two weeks.

Thanks

On Fri, Oct 30, 2020 at 8:05 AM [REDACTED] wrote:

Hi Josh,

I had a quick thought. If your team can come up with a zone map that would show construction and operation noise/vibration radius from the site, it would be appreciated.

We would like to have Metrolinx's data (which I assume is out there) that

shows the projected vibration and noise spread from the tunnel and bridge epicentre. Thanks

On Thu, Oct 29, 2020 at 7:34 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

We're working on scheduling some follow-up meetings for mid-November but I need sufficient time to assemble information to respond to PACCT's questions substantively. I'll reach out by the end of next week to propose a couple dates.

Thanks for your patience,

Josh

**From:** [REDACTED]  
**Sent:** Tuesday, October 27, 2020 7:44 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

We haven't heard back from you. When can we expect follow up?

On Thu, Oct 15, 2020 at 8:55 AM [REDACTED] wrote:

Hi Josh,

Please thank your team for taking the time to meet with us.

We look forward to continuing discussions in the upcoming weeks.

What timeline targets did you want to set for some of the open issues (time and fiscal data for non-Minton PI bridge routes, goodwill gestures to our community for construction hardships, etc)?



On Wed, Oct 7, 2020 at 8:06 AM Josh Vandezande  
<[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks [REDACTED]

We will hold 7-8:30pm on October 14<sup>th</sup> and wait to hear back from you.

In terms of communication with property owners, no expropriation notices have gone out as we're still determining exact property requirements.

Earlier this week, we delivered and mailed letters to property owners along Pape, Minton Place and Hopedale Avenue to advise them that, based on the proposed alignment we would be sharing with the public in the coming days, we anticipated that their property would be needed to accommodate the construction of the Ontario Line. Letters were sent to owners of four residential properties and 26 commercial properties.

It is important to note that this letter is not the commencement of any formal acquisition process. We are contacting property owners to ensure they are aware of the project and the implications it may have on their property. The letter included our contact information so that they can contact us directly with any questions. Once property requirements are confirmed, Metrolinx will reach out to impacted property owners to advise of the requirements and commence acquisition attempting to reach an amicable agreement. Expropriation is considered a backstop measure, and where expropriation is initiated, Metrolinx will follow the requirements of the Expropriations Act.

We are committed to working closely with impacted property owners to reach mutually beneficial agreements for any properties that are required to deliver the project. We will keep the lines of communications open and impacted property owners informed from planning and design through construction, as we move forward with the Ontario Line.

Respecting that this is a sensitive issue for the individuals whose properties may be affected and that each situation is unique, we will not be providing a list of specific properties and will continue to focus on providing individualized, direct support to anyone who may be affected.

We look forward to meeting with you next week.

Josh

**From:** [REDACTED]  
**Sent:** Tuesday, October 06, 2020 12:51 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

Evening tends to be better.

Also, can you please provide to us (this week, ideally) the number of homes that will be expropriated, the number of homes that received notification of expropriation (hearing some homes received it already) and the addresses that will be expropriated?

Thanks

On Tue, Oct 6, 2020 at 10:25 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Understood. I'll see what time I can make the team available on the 14<sup>th</sup>. Is afternoon or evening better for you?

Also, the north segment content is now live on the website.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 6:46 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

Hi Josh,

Thanks for the heads up.

Our executive committee has a meeting tomorrow night. The Metrolinx release will obviously be at the top of our agenda.

It would be a disservice to our neighbours to engage with Metrolinx before engaging with the very people we represent. While we welcome a meeting with Metrolinx, it would have to be after we've heard back from our neighbours, formulated their thoughts and, also, after Paula Fletcher's Zoom meeting.

How does Ontario 14 sound?

On Mon, Oct 5, 2020 at 6:16 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hello PACCT,

The Ontario Line North segment Neighbourhood Update will be posted on our Engage website tomorrow. I'll send you another message once everything is up. We would like to setup some time to connect with the four of you, answer questions and discuss next steps on engaging with your members.

Are you available Wednesday at 3pm or would a time later in the week be preferable?

Josh

**Josh Vandezande**

**Senior Manager of Community Relations - Ontario Line**

**Metrolinx: connecting our communities**

**Mobile: 437-218-5436**

---

**From:** Josh Vandezande

**Sent:** Thursday, September 17, 2020 8:40 AM

**To:** [REDACTED] Richard Sigesmund <[rsigesmund@pacct.info](mailto:rsigesmund@pacct.info)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Ontario Line update

Hello PACCT,

Today, Metrolinx is releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The information for the Pape area will be posted in early October and the Ontario Line team would appreciate the opportunity to meet with again with PACCT at that time. I'll get in touch with you to propose some dates soon and we can discuss an agenda for the meeting.

Finally, I wanted to take this opportunity to e-introduce you to Gurjeet

Kaur and Vanessa Cheng who have joined the Ontario Line Community Relations Team. For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Gurjeet and Vanessa are available to support you and your members with any questions you may have.

We look forward to connecting with you soon.

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

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Mobile: 437-218-5436

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--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** FW: New Metrolinx Community Notice - Noise and vibration study along Ontario Line - starting November 16, 2020  
**Date:** Monday, November 16, 2020 9:57:00 AM  
**Attachments:** [OLine - Noise and vibration study along Ontario Line - work starting November 16, 2020.pdf](#)  
[image001.png](#)

---

Hello PACCT,

We received a bounce back from [REDACTED]'s email listed below, and wanted to share the information we sent over earlier in case you hadn't received it.

As mentioned below, we wanted to give you a heads up about some upcoming noise and vibration studies along Pape Avenue and at Minton Place. The attached notice lists all locations where noise and vibration monitors will be deployed. Notices will be carried by field crew carrying out the work, to be shared with any inquiring residents or businesses, and will also be available on our website.

Please don't hesitate to contact us if you have any questions.

The Ontario Line Community Relations Team



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**From:** Ontario Line  
**Sent:** November 14, 2020 10:24 AM  
**To:** [REDACTED]  
**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Subject:** New Metrolinx Community Notice - Noise and vibration study along Ontario Line - starting November 16, 2020

Hello Richard and PACCT,

We wanted to give you a heads up about some upcoming noise and vibration studies along Pape Avenue and at Minton Place. The attached notice lists all locations where noise and vibration monitors will be deployed. Notices will be carried by field crew carrying out the work, to be shared with any inquiring residents or businesses, and will also be available on our website.

Please don't hesitate to contact us if you have any questions.

The Ontario Line Community Relations Team



**From:** Ontario Line  
**To:** [REDACTED]  
**Cc:** Josh Vandezande; Malcolm MacKay; [REDACTED]  
**Subject:** RE: PACCT/Metrolinx- Summary of Meeting  
**Date:** Thursday, December 17, 2020 9:33:00 AM  
**Attachments:** image001.png

---

Hi [REDACTED]

We didn't record formal minutes from the October 14 meeting and the November 25 meeting was after the ECR consultation period but we will work with our Environmental team to summarize concerns raised in these and future meetings with PACCT and include them in the Environmental Impact Assessment Report which will be released in 2021.

Should you have any further questions, do not hesitate to reach out to us

-Vanessa

**Vanessa Cheng**  
Team Lead of Community Relations - Ontario Line  
[REDACTED]

**Safety Never Stops.**

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**From:** [REDACTED]  
**Sent:** Sunday, December 13, 2020 9:45 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** Josh Vandezande <josh.vandezande@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; [REDACTED]  
**Subject:** Re: PACCT/Metrolinx- Summary of Meeting

Hi Vanessa,

That is perfect. Malcolm and Josh did explain as much when we met at Minton Place. We just wanted to make sure we were talking about the same thing.

We would also like the minutes of our meetings added to the ECR.

Regards,

[REDACTED]

Sent from my iPhone

On Dec 11, 2020, at 3:29 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Absolutely, happy to clarify.

Metrolinx completes reference concept designs in preparation for procurement, to inform environmental studies and reports, and to give the community a better understanding of what is being planned. The successful bidder for the Northern Civil, Stations and Tunnels contract is then responsible for identifying the means and methods that they will use to complete the work, within the specifications set out by Metrolinx. As they develop their plans and schedules, impacts become more clear and mitigation plans are developed, working with the community. An example of a temporary property impact is a weekend closure of a road, blocking access to a driveway for a week or turning off the water to a couple of houses for a day. Of course we would provide impacted residents and PACCT with lots of notice and make alternate arrangements to minimize disruption.

Let me know if you have any further questions.

-Vanessa

**Vanessa Cheng**  
Team Lead of Community Relations - Ontario Line  
[REDACTED]

<image001.png>

**Safety Never Stops.**

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**From:** [REDACTED]  
**Sent:** Friday, December 11, 2020 8:07 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** Josh Vandezande <josh.vandezande@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; [REDACTED]  
**Subject:** Re: PACCT/Metrolinx- Summary of Meeting

Good morning Vanessa,

Thank you for your quick response.

Could you clarify 'final designs that would have temporary impacts'? Our understanding is that the final design is completed. Does this refer to the construction phase that will occur above ground? Could you please be more specific?

Regards,

[REDACTED]

Sent from my iPhone

On Dec 10, 2020, at 11:57 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out – hope you have been staying warm and safe

I appreciate you sharing your additional comments. There are a couple of proposed tracked edits that I wanted to share some more details about:

- For additional properties needed, we still do not anticipate needing anything further than the four homes as discussed in our last meeting, but we are still awaiting final designs that may have temporary impacts
- At this time, we only anticipate having a cross-section drawing of the tunnel with elevation to share with you early in the new year. Renderings and conceptual drawings of potential future uses of the land overhead will be shared at a later time

Don't hesitate to let me know if you have any further questions or comments

Speak soon,  
Vanessa

**Vanessa Cheng**  
Team Lead of Community Relations - Ontario Line

<image002.png>

**Safety Never Stops.**

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**From:** [REDACTED]  
**Sent:** December 9, 2020 11:58 AM  
**To:** Vanessa Cheng <[Vanessa.Cheng@metrolinx.com](mailto:Vanessa.Cheng@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Claudia [REDACTED]  
**Subject:** PACCT/Metrolinx- Summary of Meeting

Hi Vanessa,

Thank you for the great summary of notes from our meeting on November 25th

I have made some slight edits by adding headings to delineate points with specific topics of conversation. I have also added a few additional comments in blue

Please review and let me know if there is anything else that should be added. Could you please confirm by the end of the week, if possible?

Many thanks,  
[REDACTED]

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<PACCT AND METROLINX MEETING v 2.docx>

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** Metrolinx Community Notice - surveying work on Pape and Lipton starting January 18  
**Date:** Friday, January 15, 2021 12:05:00 PM  
**Attachments:** [OLine - Surveying along the Ontario Line corridor.pdf](#)  
[image002.jpg](#)  
[image003.png](#)

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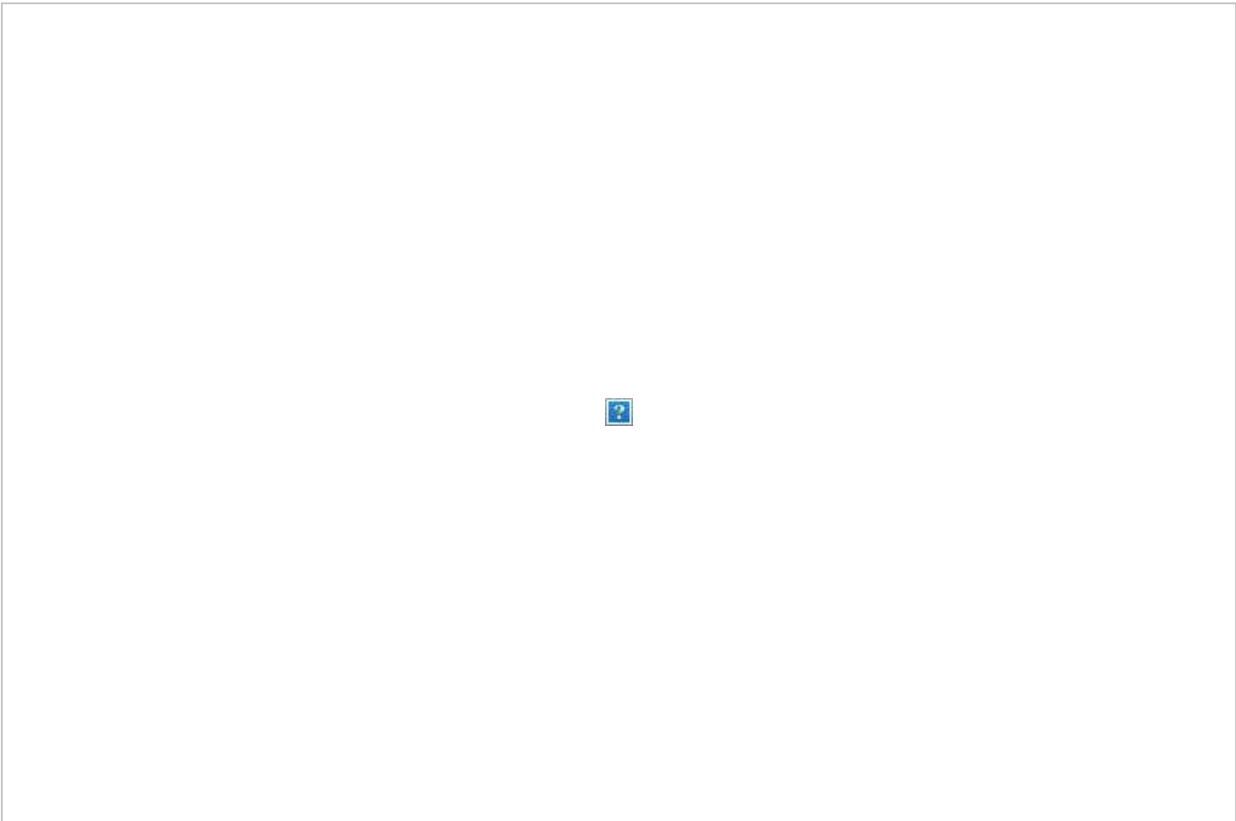
Hello PACCT,

Wishing you all a happy new year! We hope this message finds you all well.

We wanted to give you a heads up about some upcoming survey work along Pape Avenue and Lipton Avenue. We know that the work has been disruptive in the past and reminded our contractors of the importance of minimizing disruption for the duration of the work. We expect that surveying work will begin on Monday, January 18 and will last for up to two weeks.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If anyone has questions, please feel free to forward the attached notice, which is also available on our [website](#), or suggest they contact us by email or phone.



Sincerely,

Gurjeet

**Gurjeet Kaur**

Community Relations and Issues Specialist - Ontario Line

Metrolinx

**Safety Never Stops.**

**From:** Ontario Line  
**To:** [REDACTED]  
**Cc:** [REDACTED]; Malcolm MacKay; Josh Vandezande  
**Subject:** RE: January update - schematics, additional information  
**Date:** Wednesday, February 17, 2021 12:55:00 PM  
**Attachments:** image001.png

---

Hi [REDACTED]

Thank you for your email

Josh and I are going to work with the team to pull some information together and we'll come back to you soon

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



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**From:** [REDACTED]  
**Sent:** February 12, 2021 9:03 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: January update - schematics, additional information

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Hi Josh,  
Thought I'd get back to you about the previous email.  
In January, we sent our neighbours an email about our on-site meeting. In the email, we included some of the key talking points, including: plan details emerging in January and projections comfortably capping the number of expropriated homes in our neighbourhood at 4 houses. We've had some decent buy-in from our neighbours, but with the recent lack of plans presented, we're getting a lot of anxious comments from our group. In addition, there are some rumours going around regarding expropriation and a hurried schedule (it's stemming from Canada Post moving their post office from Pape and Cosburn suddenly), so nerves are getting frayed once again.  
It's a long project and a long process, and we know that we're going to need to keep the communication lines open in order to show our neighbours that the planning and process will be done in good faith and with our neighbourhood's best interest kept in mind.  
Was there absolutely nothing we can share planwise or processwise? No updates we can share?

We get that our area's the last one to be rolled out. We're simply trying to build trust all around, so any news to share would be beneficial.

Thanks

On Wed, Feb 3, 2021 at 11:38 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],  
As I suspected, unfortunately there is nothing further we can share with respect to the bridge or tunnel at this time. As we move through the first half of 2021, the team will be advancing designs for this area so that we have sufficient detail to begin assessing impacts and developing mitigations as part of the Environmental Impact Assessment Report, which is expected in late 2021. Gurjeet and I will check in with you in a few weeks. If you're interested in setting up a time to connect again virtually or on the sidewalk, let us know!

Josh

**From:** [REDACTED]  
**Sent:** Wednesday, January 20, 2021 4:59 PM  
**To:** Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** January update - schematics, additional information

Happy new year, Josh and Malcolm. We hope all is well.

Hope we're not catching you during a busy news week. We are hoping that we can get some of the schematics you mentioned were forthcoming re: the Don Valley bridge and tunnel.

We've already communicated to our neighbours that Metrolinx is projecting that only 4 homes will likely need to be expropriated and you don't foresee the number going (much) higher than that amount. Our neighbours understand the situation, but are eager to have more information regarding the schematics.

Thanks in advance

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[REDACTED]  
[REDACTED]



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**From:** [Ontario Line](#)  
**To:**  
**Cc:** [REDACTED]; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); [Pape Avenue Concerned Citizens for Transit \(PACCT\)](#)  
**Subject:** RE: Ontario Line  
**Date:** Wednesday, February 3, 2021 9:15:00 AM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

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Hello ,

We appreciate your interest in the Ontario Line and are grateful to PACCT in passing your comments along to us and working with us to keep the community informed.

We understand your concern about the property and community impacts of the Ontario Line.

By using a mix of surface track, elevated guideways and underground tunnels, we are able to bring more transit to more communities in need of higher transit, including Thorncliffe Park and Flemingdon Park, and sooner than previously planned. Running above ground where possible will also save customers time on their journey with more convenient transfers to other surface transit routes.

Digging deep enough to go under the Don Valley would have meant that stations in Thorncliffe Park and Flemingdon Park would have to be deeper than any station in Toronto's transit network, as much as 70 metres underground. Travelling from street level to the platform would take more than four and a half minutes. These stations would have taken almost twice as long to build and required much more property for tunneling and excavation.

Because of the unique geography in this area, the tunnel would need to be much deeper than the bottom of the Don River. The geological conditions at that depth are not feasible for construction and the slopes would present challenges to acceleration and deceleration, not allowing the Ontario Line to meet the planned frequency of trains arriving every ninety seconds, once fully operational.

After crossing the valley, the Ontario Line crosses Millwood Road and runs on an elevated guideway to Thorncliffe Park station and Flemingdon Park station along a section of Overlea Blvd, the hydro corridor, and a section of Don Mills Rd. In your email, you ask whether the tracks would run along the middle of the road. They will not. Trains will run on an elevated guideway that will be built on the north side of Overlea Blvd and the west side of Don Mills Rd, using a smaller footprint that avoids impacts on traffic lanes and reduces disruption during construction. A revision to the route, shared with the community in fall 2020, turning north behind the Costco also avoided impacts to community spaces like the Valley Park Middle School and its neighbouring cricket pitch, along with several houses of worship.

We look forward to sharing more information as the project advances and we will continue to work with communities to ensure designs are sensitive and respectful of the neighbourhoods the Ontario Line runs through and that measures are in place to address noise or vibration impacts, where necessary. We hope this helps address some of your concerns, but please do not hesitate to reach out if you have any further questions or feedback.

Best

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 27, 2021 9:59 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [contact@pacct.info](mailto:contact@pacct.info); [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); Councillor Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>  
**Subject:** Re: Ontario Line

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Hi  
Thanks for the email.

One of our mandates is to eliminate, if possible, the need to expropriate homes in our neighbourhood and to minimize the negative impact of constructing and operating a transit line. We share similar concerns.

As per our last newsletter, PACCT had proposed the underground option. Metrolinx said there were a number of problems. One is the incline needed to get to grade down the line, a second would be the increase in travel time. But the two biggest issues would be: depth of the Cosburn station to make it deep underground and the cost of going under the Don river. I believe the number they used was one billion dollars, and that didn't include the cost to bury the line.

We are disappointed that there is not an option on the table that would eliminate any negative impact to our neighbourhood and

other neighbourhoods. It is best if Metrolinx, who I Cc'd on the email, would address your specific concerns on their own, since they've done the work that should justify their route.

On Wed, Jan 27, 2021 at 9:50 PM

wrote:

Hello,

I was looking closer at the Ontario line proposed route and tried to draw the route over top a more detailed google map of the area. From their plan it seems like part of the rail might even be built on existing roads (much like the Eglinton LRT) if that is the case based on the existing disaster which I think the Eglinton LRT has become (especially on the east side) I think pushing for an underground option is justified.

Pros for underground option

- Prevents destruction of existing park system
- Prevents the reduction of lanes on Don Mills and Overlea (I have a feeling they might plant the rail line in the center of the road like they did on Eglinton Ave) Community need more details about this.
- Prevents the expropriation of homes
- May not be as costly as they claim (route will be more direct – light blue line - instead of having to bend all over the place to line up with roads, no bridge to build etc. So there's a chance the cost may come out the same or slightly more, but maybe not 3 fold like they claim if they are reducing the length of route with the underground option.

Below is my drawing. I mean the proposed route is pretty vague since it isn't that detailed so I'm only guessing at the exact location.

- Dark blue is the underground to Cosburn
- Pink is the proposed above ground route
- Light blue is my proposed underground route that intersects with the proposed stations.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Hydrogeology work on and adjacent to Pape Avenue from Westwood Avenue to Riverdale Avenue - work starting February 2  
**Date:** Friday, January 29, 2021 9:47:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Hydrogeology along and adjacent to Pape Avenue - work starting February 2.pdf](#)

---

Hello PACCT,

Please find attached our latest community notice regarding hydrogeology work on and adjacent to Pape Avenue from Westwood Avenue to Riverdale Avenue, starting Tuesday, February 2 and ending Wednesday, February 3. Some parking spots will not be accessible for the duration of the work. Due to the narrow streets where the work areas are located, and the need for trucks and other equipment to move in and out, we have made a note in the notice that residents with parking spaces in the work areas listed on the notice may wish to move their vehicles out before 8 a.m. on both days. In the event that a vehicle is blocking access to the work area, a paid duty officer and the field crew will work with the vehicle owner to relocate the vehicle as necessary. The field crew will work for a few hours at each location before moving to the next marked location. You can find more details in the attached notice.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials. It will also be hand-delivered to area residents and businesses, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling in parking lots near Pape Station - work starting February 1  
**Date:** Friday, January 29, 2021 9:46:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Parking lots near Pape Station- work starting February 1.pdf](#)

---

Hello PACCT,

Please find attached a notice about investigative drilling work in the parking lots near Pape Station, starting February 1 for approximately six weeks. Throughout the duration of the work, some parking spots will be unavailable in the work zones, while access to and within the parking lots will be maintained at all times. Every effort will be made to minimize disruptions. You can find more details in the attached notice.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials. It will also be hand-delivered to area residents and businesses, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Daytime and overnight off-peak hours surveying within Pape station - Work starting February 16th  
**Date:** Friday, February 12, 2021 8:52:00 AM  
**Attachments:** [OLine - Overnight and Off-Peak Hours Survey at Pape Station - work starting February 16.pdf](#)  
[image001.png](#)

---

Hello PACCT,

Please find attached our latest community notice regarding surveying taking place both in daytime and overnight off-peak hours within and near Pape station starting February 16<sup>th</sup> and lasting up to three weeks. Some of the surveying will be taking place overnight in order to avoid disruptions to customers. There will be no anticipated noise, vibration, transit or traffic impacts as a result of this work, and no equipment will be left on site. Further details can be found in the attached notice.

As you may know, construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials, community groups, and will also be carried by field crew carrying out the work.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area  
**Date:** Friday, February 19, 2021 5:07:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Hi [REDACTED]

Yes, the location is near the Millwood Bridge.

Feel free to reach out if you have any further questions.

Have a good weekend,

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



---

**From:** [REDACTED]  
**Sent:** February 19, 2021 4:53 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Upcoming Metrolinx Ontario Line work in your area

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It says "Pape near Hopedale Ave". Can you clarify if that's near the Millwood bridge?  
Thanks

On Fri, Feb 19, 2021 at 4:47 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello,

Metrolinx will be conducting some overnight work in the neighbourhood of your business and organization starting Wednesday, February 24<sup>th</sup>. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should

you have any questions, please email us.

**The Ontario Line Community Relations Team**



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1  
**Date:** Tuesday, March 9, 2021 8:17:42 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Thanks for the editing. Can i use you for my business emails? Lol.

Anyways, we have an executive meeting tonight and we'll discuss this and get back to you if there are further questions.  
Thanks

On Tue, Mar 9, 2021 at 8:11 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi Richard,

A few edits for clarity, below.

Thanks for your help in sharing this further information with the community.

Josh

---

**From:** [REDACTED]  
**Sent:** Tuesday, March 09, 2021 7:56 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** Re: Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1

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Thanks for the clarification.

Due to the panic caused by the previous survey map, we will be sending our members a follow-up communication. We would rather have the information come from the horse's mouth, but my interpretation of what you're saying above is this:

The surveying is being done to collect further data; the area being surveyed is not being considered as additional homes to be expropriated. The surveying is being done to proactively **study the neighbourhood** ~~inspect homes~~ prior to construction and to collect data **to help avoid** ~~for~~ **future** construction impact i.e. potential noise, vibration and structural damage.

Would you agree on that or are we seeing something different?

On Mon, Mar 8, 2021 at 5:13 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

We apologize for any confusion the survey caused. We are happy to provide clarity about the work taking place and why it is required.

Our contractor is surveying a larger area around the Ontario Line route to ensure that all existing conditions are accounted for and that measurements are exact. I do want to stress that although we require additional data that will be collected in the public right-of-way, it does not indicate a greater impact on homes and businesses in your neighbourhood. The purpose of existing conditions surveys is to make sure we are doing our due diligence and ensuring there are no unplanned impacts on existing and adjacent infrastructure.

Let us know if you need anything further. We will also be responding to a number of area residents who contacted us directly.

**Gurjeet Kaur**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Monday, March 08, 2021 12:44 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Josh Vandezande  
<[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]

Karen Urban [REDACTED]

**Subject:** Re: Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1

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Any updates as to why a large stretch of Hopedale Ave will be surveyed?

You can understand why our expectations would be to have this information for our members by Tuesday.

Thanks

On Thu, Mar 4, 2021 at 5:32 PM [REDACTED] wrote:

Hi Gurjeet,

Me sending our members this map plus the lack of promised updates is going to make a LOT of people nervous. Now would be the time for you to send our group some updates and detailed information.

Thanks

On Thu, Mar 4, 2021 at 5:26 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I'm reaching out with an update about the surveying work. It's progressing well, and

the field crew will begin work in the area around Pape station and moving north, starting on Monday, March 8<sup>th</sup>. Please see attached for two maps with further details on where the work will take place.

I hope this helps, and please do not hesitate to let me know if you have any further questions. Josh and I are also continuing to work on a broader project update for PACCT and should have something out to you early next week.

Best,

Gurjeet

**Gurjeet Kaur**

Community Relations & Issues Specialist – Ontario Line

MetroInx: connecting our communities



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**From:** Ontario Line

**Sent:** February 26, 2021 2:14 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: MetroInx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1

Hi [REDACTED]

Thanks for reaching out about this upcoming survey work.

The field crew will be beginning the survey near the Don River and working their way north, with the work planned and executed in segments on a weekly basis. We will be receiving further details about the streets in the Pape corridor that will be surveyed as the work progresses and the details are finalized. We wanted to be sure to provide you an early heads up, and we will provide you with a more detailed map of the area from O'Connor north to Minton Place once we have further details.

If you have any further questions, feel free to reach out.

**Gurjeet Kaur**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Friday, February 26, 2021 10:03 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** Re: Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1

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If you can please re-send the first map with clearer details of the streets/blocks north of O'Connor that will be part of the survey, it would be appreciated. The map is incredibly hard to read and disseminate information from.

On Fri, Feb 26, 2021 at 9:50 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello PACCT,

Please find attached a notice about surveying work that will be resuming as of Monday, March 1<sup>st</sup> and continuing for up to 6 months in order to support the Ontario Line project design, with the possibility of work times being shortened pending weather and field conditions.

The work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment which will be monitored at all times, and not be left overnight at any point. A field crew of one or two persons will also use monitoring equipment to locate utilities in the field and use water soluble paint marking to note their locations, while a second crew will take measurements. All work will be carried out within public roadways with no impacts to traffic or transit. Please see attached for the notice which contains further details, a map that highlights where the work will be taking place in your area, and an image of the equipment that will be used.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials, businesses and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Josh Vandezande](#)  
**To:** [REDACTED]; [Ontario Line](#); [REDACTED]  
**Subject:** RE: Design changes to Ontario Line  
**Date:** Monday, March 29, 2021 7:49:39 AM

---

Hi [REDACTED],  
We'd be happy to connect again. Can you suggest a couple dates and times that work for PACCT, other than April 8<sup>th</sup>?

Josh

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** Saturday, March 27, 2021 11:26 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>; [REDACTED]  
[REDACTED] PACCT <contact@pacct.info>  
**Subject:** Design changes to Ontario Line

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With articles [like this one](#) and the lack of promised communication from Metrolinx, we think we are well overdue for a Zoom meeting. We think we have some issues that need revisiting. Our neighbourhood's trust in the proposed plans is fading and fast.  
Thanks

--  
[REDACTED]

**From:** [REDACTED]  
**To:** [Josh Vandezande](#)  
**Cc:** [Ontario Line](#); [REDACTED]; [Malcolm MacKay](#)  
**Subject:** Re: PACCT x Ontario Line meeting April 6  
**Date:** Wednesday, April 21, 2021 7:34:58 PM

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Honestly?

The feedback we're getting from our neighbours is not surprising. My summary of the general comments given to us:

"Everything felt scripted."

"Questions seemed cherrypicked" (think this was obvious when Floyd Ruskin's questions weren't answered).

"LOTS of questions regarding the vagueness of expropriation/number of homes that will be lost."

Our thoughts? At the last Zoom meeting, we addressed the need for confidence and honesty. This week's meeting ended up depleting that even more. No one left feeling good, happy or like questions were answered. The cloud of mass home loss still hangs due to lack of finality and with vagueness. Same with our concerns addressing noise and vibration.

We don't know if this was done purposely by Metrolinx or if it is just a poor choice of words. but, in the end, knowing that we're losing 4 homes vs 14 or 40 is huge, and Metrolinx is failing to put this into writing as a guarantee. We all still view there being wiggleroom for mass home loss, or that the buck is being passed to the contractors who will have the final say. PACCT's position is that Metrolinx definitely knows how many homes will be lost, how many people will be displaced, and there shouldn't be any guesswork down the road.

So yeah, that's where we're at. We don't think the Zoom meeting did anything positive for our neighbourhood nor for Metrolinx. Just being honest.

On Wed, Apr 21, 2021 at 8:13 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

As with anything new, there were definitely some things we can improve on but it was good to be able to get information out to 100+ people and take their questions. As I mentioned prior to the event, this is just one way we're connecting with people. Would love to hear the feedback you received. Maybe it's time for another socially distanced coffee...after the SNOW stops.

Josh

---

**From:** [REDACTED] >  
**Sent:** Tuesday, April 20, 2021 7:10 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]; [REDACTED]; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>  
**Subject:** Re: PACCT x Ontario Line meeting April 6

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Hi Josh,

We've heard back from a number of our neighbours. We're curious as to how Metrolinx thinks yesterday went.

On Tue, Apr 6, 2021 at 1:29 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi PACCT,

Look forward to connecting tonight. Just attaching a couple reference slides with the project timeline and highlights of some upcoming engagement opportunities. I also wanted to share a [new blog](#) that we put out today to provide some more detail about how our plans for the Riverside area continue to be refined to reduce impacts.

See you online at 6:30!

Josh

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**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [Malcolm MacKay](#); [REDACTED]; [Ontario Line](#)  
**Subject:** RE: Last night's meeting + follow up  
**Date:** Thursday, April 8, 2021 9:44:30 AM

---

For the Ontario Line, we had always planned for a maintenance and storage facility in the Overlea/Wicksteed area as we need to keep it as close as possible to the main line tracks but also want to limit property impacts on surrounding businesses. This is the [location](#) (click on Maintenance and Storage Facility) we landed on following engagement with property owners to determine their relocation potential. We'll be discussing with the community at a virtual Q&A session next week. I'm working to confirm a similar event for the Pape - Minton Place for April 19 and will let you know asap about that date.

Have a good day.

Josh

---

**From:** [REDACTED]  
**Sent:** Wednesday, April 07, 2021 6:42 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED]  
[REDACTED] Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Last night's meeting + follow up

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Thanks for the heads up.  
Is this replacing the one that was planned for the valley near the Viaduct?

On Wed, Apr 7, 2021 at 6:34 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi PACCT,  
A quick heads up that we will be announcing the location of the OL maintenance and storage facility tomorrow morning. It will be north of Overlea Blvd in the Leaside Business Park. I'll send you a link to the updated web page tomorrow when it is live.

Have a good evening,  
Josh

---

**From:** Josh Vandezande  
**Sent:** Wednesday, April 07, 2021 10:56 AM  
**To:** Richard Sigismund <[REDACTED]>; Malcolm MacKay  
<[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED]

[REDACTED]  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Last night's meeting + follow up

Hello [REDACTED],

Thanks for the follow up and the continued dialogue. We are working on securing a series of dates for open houses across the alignment and should have an update for you by Friday or Monday. I will also be following up with the meeting summary and some of the new information we discussed last night.

We appreciate your honesty and are committed to moving forward together in the spirit of respectful collaboration.

Josh

---

**From:** [REDACTED] <[REDACTED]>

**Sent:** Wednesday, April 07, 2021 9:20 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED]

**Subject:** Last night's meeting + follow up

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Hi Josh and Malcolm,

Thanks for the Zoom meeting and listening to our concerns and addressing some of them directly.

We are hoping we can establish the virtual meeting date sooner vs later. That gives us the opportunity to update our neighbours about last night's meeting and to notify them with the meeting date in advance so we can maximize awareness.

Just of note: we addressed our concerns about honesty and relationship building. This morning, [we see this tweet](#) and it speaks directly to our fears. There's a conflict between us seeing actions like this and then us having talking with your team. Just being honest with you.

[REDACTED]

--

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]; [Malcolm MacKay](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line updates for PACCT  
**Date:** Monday, April 19, 2021 5:26:36 PM

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Surprise us! Kidding but some of the presubmitted questions, and our responses, may make you think of a new question so we're happy for it to be organic.

Talk soon.  
Josh

---

**From:** [REDACTED]  
**Sent:** Monday, April 19, 2021 5:26 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]; [REDACTED]  
[REDACTED] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line updates for PACCT

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Hello Josh,

Thanks for letting us know about the audio option for the questions as well as the Zoom hand raising.

[REDACTED] has a conflict for today. We appreciate the offer of allowing PACCT the first question. I don't mind being the rep for the group. Let me know if you need to question in advance or can we surprise you?

[REDACTED]

On Mon, Apr 19, 2021 at 1:00 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED] and PACCT,

Quick follow up to let you know that in addition to addressing the questions that have been submitted in advance, we've added an option where people can ask their question (audio only) live during the second part of the meeting. Instructions for how to do this will be sent out to all participants in advance soon but basically instead of watching the event on the website, participants can choose to view it via Zoom and "raise their hand" to ask the panel a question. **We'd like to offer PACCT the chance to ask the first question. Please let me know who your rep will be.**

Looking forward to seeing you online tonight.

Josh

---

**From:** Josh Vandezande

**Sent:** Friday, April 16, 2021 3:06 PM

**To:** [REDACTED] <[REDACTED]>

**Cc:** [REDACTED]

[REDACTED] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Ontario Line updates for PACCT

Hi [REDACTED]

For sure -- we're already incorporating the feedback we received last night to improve our approach for next week.

We use a variety of formats to engage with people about the project. For smaller group meetings, like we have with the PACCT Exec, being together on video with open mics works fine. With hundreds of attendees, that's not feasible. Similar to other large virtual meetings that have become the new normal over the last year, Monday's event will focus on answering the most common questions as submitted and voted on by attendees. Although Zoom provides a simple platform, there are security challenges so we developed a solution that includes dynamic audience feedback. We're looking at ways to make that experience as positive as possible.

Unfortunately, in-person events aren't possible right now but we will be reminding people that our team is available for 1-1 chats via video or phone at anytime. As the project moves forward, there will be a variety of ways for people to learn more, ask questions and provide feedback.

Thanks for checking in.

Josh

---

**From:** [REDACTED]

**Sent:** Friday, April 16, 2021 11:47 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED]

[REDACTED] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Ontario Line updates for PACCT

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Hi Josh,

We are hearing a lot of people were unhappy with the format of the Thornccliffe meeting.

What format are you planning to use for our meeting?

Hint: having the chat feature as the only communication option will be pointless. People want a

discussion, not a lecture.

On Tue., Apr. 13, 2021, 2:01 p.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi PACCT,  
Registration for the April 19 virtual open house is now available at  
<https://www.metrolinxengage.com/en/OLiveApril19>

Thank you for helping to promote this event in your community. Let us know if you have any questions.

Josh

On Mon, Apr 12, 2021 at 4:50 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]  
We ran into a couple technical issues on the website so registration is not yet up.  
We're going to keep working on it tonight and I'll send you an update in the morning.

Josh

**From:** [REDACTED] >  
**Sent:** Monday, April 12, 2021 8:18 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line updates for PACCT

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Hi Josh,  
we'll send out our neighbourhood email within 24 hours of getting the meeting sign-up link, so we look forward to hearing from you again today.  
Let's stick to Tuesday evening meetings re: May 10 .

On Fri, Apr 9, 2021 at 6:20 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi PACCT,  
Three quick follow ups before the weekend:

1. We should have a few of the drawings and other info we discussed ready by the end of next week.
2. The virtual open house for the Pape, Cosburn, Don Valley Crossing segment of the alignment will be **April 19 at 6:30pm**. Registration will open on Monday and we will send you another message once the registration



page is live.

3. Would a next meeting the week of May 10 work for PACCT? What date would you prefer?

Josh

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Josh Vandezande](#); [REDACTED]  
**Subject:** Re: Metrolinx Survey Expansion - Hopedale Avenue  
**Date:** Thursday, April 29, 2021 4:32:51 PM  
**Attachments:** [image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.jpg](#)  
[image008.jpg](#)  
[image009.jpg](#)

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thanks for the heads up.  
we will contact our neighbours.

On Thu, Apr 29, 2021 at 4:11 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Hope this email finds you well.

I wanted to share a heads up that the contractor will be conducting a site visit tomorrow afternoon to review the locates that have been marked by Ontario One, in order to further plan how they might best position their equipment that will minimize impacts to residents. They will only be visually assessing both work areas, and will not be using any equipment or spray paint.

Work is still anticipated to begin May 10, 2021, and we are planning on sharing the notice with PACCT as well as dropping off hard copies of notices to residents next Wednesday. As mentioned previously, we'll also have a member of our team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have.

I will share the notice with you once further details have been finalized, but in the meantime, let me know if there's any questions I can help you with.

Very best,

Vanessa

Vanessa Cheng

Team Lead of Community Relations - Ontario Line

Metrolinx: connecting our communities

[Redacted]

---

**From:** Ontario Line

**Sent:** April 23, 2021 11:44 AM

**To:** [Redacted]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [Redacted]

Malcolm MacKay

<[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [Redacted]

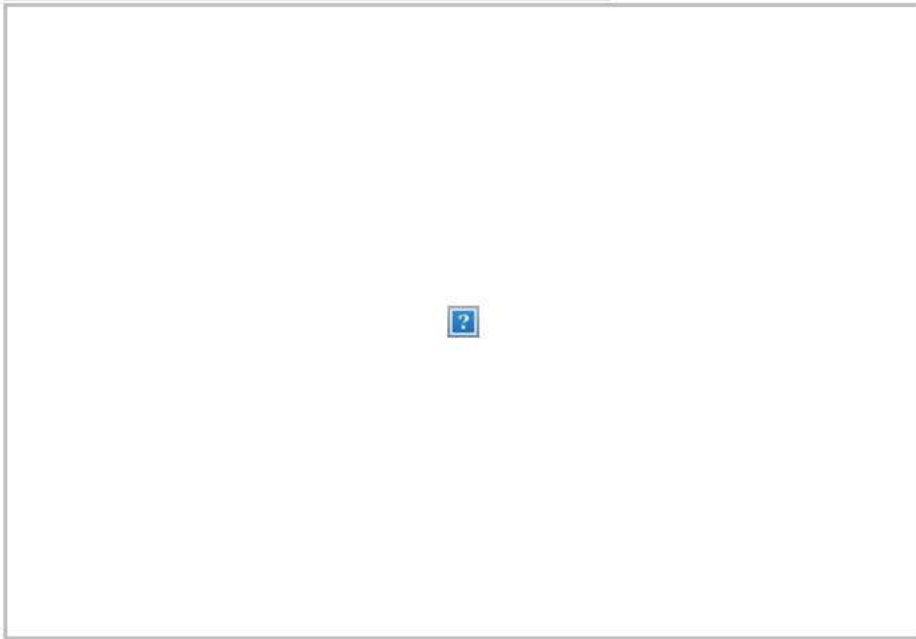
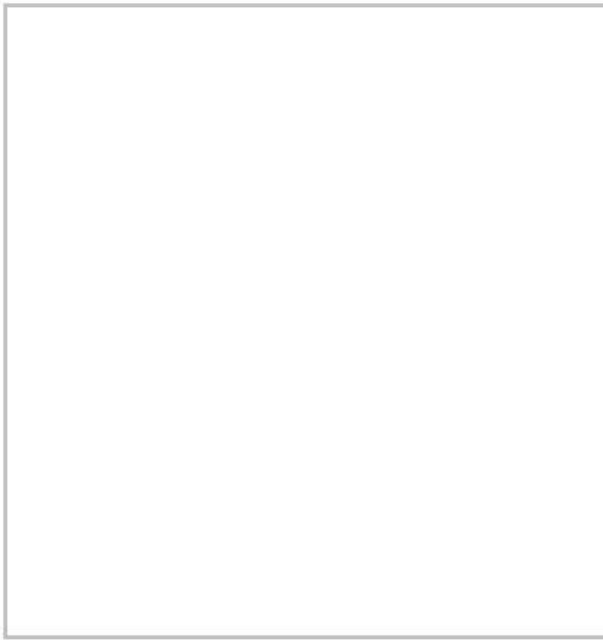
**Subject:** RE: Metrolinx Survey Expansion - Hopedale Avenue

Hi [Redacted]

Thanks for your patience as we looked into your question, and for bringing this to our attention.

The markings the resident shared are related to locating plotting for some further geotechnical drilling work that is needed to support the portal design, and as Josh mentioned below, does not indicate a change in our plan or property requirements.

Investigative drilling to evaluate underground conditions is planned to begin May 10, 2021 and will take place at two locations in the area:



Although the location on Hopedale not directly above the future location of the tunnel, geotechnical information from this spot will be used to supplement previously collected data regarding slope stability and subsurface conditions. The alternative would have been to drill on someone's property in the area which we try to avoid as much as possible.

Prior to drilling work beginning, the contractor will have a company named Ontario One visit the location to mark out the locations of underground utilities. As a first step, they had to mark where the planned boreholes will be. While we were waiting for a confirmed start date before sending you notice of upcoming work, we have asked the contractors to let us know when they plan to visit a site, even if it is to mark out work or utility locations in the public right-of-way. We know these "surprises" can be disconcerting for residents and will keep information flowing as much as we can to avoid confusion.

In terms of next steps, Ontario One will be sending out different public locaters depending on what utilities are in the area, over the next couple of weeks before drilling starts. Neither Metrolinx nor our contractor have line-of-sight as to precise dates this may take place, but it will happen during Monday-Friday during business hours. We have reminded them of the importance of remaining within the right-of-way unless prior notice is provided.

For the drilling work that will begin on May 10, work is anticipated to last up to three weeks at each location, which means work is anticipated to last up to June 21, 2021. Drilling will only take place Monday-Friday during the day, and drilling will be similar to what residents have experienced previously, where the drilling is intermittent throughout the work day and work period in order for the field crew to reach the depths needed. They will be starting at the location on Minton Place, before moving to the location on Hopedale Avenue. The contractors are still finalizing details, and we will be sharing a notice with PACCT and area residents (in hard copy) the week before work begins. In addition, as Josh and our team have done in the past, we will have a member of our community relations team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have.

Please let me know if you have any further questions I can help you with.

Very best,

Vanessa

Vanessa Cheng

Team Lead of Community Relations - Ontario Line

Metrolinx: connecting our communities

[Redacted]

---

**From:** [Redacted]  
**Sent:** April 23, 2021 7:41 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [Redacted] Malcolm MacKay

<[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED] Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Metrolinx Survey Expansion - Hopedale Avenue

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for the quick reply.

Just note that we'll need specifics that we can hold Metrolinx to. No surprises in 1-3 years. We are clear about this.

4 homes can't become 10 or 14 or 40.

On Fri, Apr 23, 2021 at 7:36 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

We're looking into this and will get you some details today, however, additional geotechnical work or surveying along the alignment will be necessary as we continue to refine our designs and does not indicate a change in our plans or property requirements. I understand why residents would be concerned and we will provide information about upcoming work as soon as possible.

Josh

---

**From:** [REDACTED]  
**Sent:** Friday, April 23, 2021 7:17 AM  
**To:** [REDACTED] Malcolm MacKay  
<[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [REDACTED] Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [REDACTED]  
**Subject:** Fwd: Metrolinx Survey Expansion - Hopedale Avenue

**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 Malcolm and Josh,

This email was sent to us yesterday. It summarizes the distrust that our neighbours have for Metrolinx.

Our executive was not notified of surveying being done nor the purpose of surveying. Our neighbours believe this is for further expropriation and, frankly, we will think the same unless you show us details plans that would state otherwise.

This is not the kind of email that, 1 week ago, I envisioned sending you two.

See below for details and we will await your response.

Dear All - I have attached a series of photographs showing survey markings put onto Hopedale Avenue this afternoon under & beside my vehicle (outside of my home) on Hopedale Avenue.

These survey markings - clearly Ontario Line related due to the "OL - have now expanded to homes 6 houses East of Minton Place. I am continually appalled, angered and gravely upset by the lack of communication and disregard for personal property and the current economic and pandemic climate shown by Metrolinx and their sub-contracted firms.

Not only does this serve as nothing more than a reminder of potential eviction (sorry, expropriation) but just as we saw this time last year when similar markings were sprayed onto lawns, front yards and steps, there has been blatant disregard for the potential impact to personal property.

Trust you can appreciate my concerns and will add to continued discussion points. I will be adding to my own legal folder.

Regards

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue - starting as early as May 10  
**Date:** Thursday, May 13, 2021 10:51:50 AM  
**Attachments:** [image006.jpg](#)  
[image007.png](#)  
[image008.png](#)  
[image001.png](#)

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Hi PACCT,

We just heard back from the field crew that they won't be done their work on Hopedale Avenue by Friday after all, so they will not be leaving that location and moving to the second location on Minton Place yet.

The reason is that they realized that they need a deeper core sample from the drill site, to collect soil and rock at bedrock level, which they expect to take until May 31. They will also get a deeper core sample at the Minton Place site when they relocate there. They still expect that the work at the two locations will stay within the timeframe on the notice we distributed, i.e. up to three weeks at each location. We'll send you an update if there are any changes.

I am also going to follow up with Ramin, with PACCT cc'd, regarding his question about cleaning the street. The field crew will still pressure wash the street on Friday because they committed to do so, and they will also do their regular daily wash on other days (they missed the daily wash on Tuesday night but have committed not to miss it again). The trouble is that there isn't a nearby stormwater catch basin on Hopedale Avenue, so the water they use for the work doesn't have a direct place to go, but they are aware of resident concerns, and the daily wash will hopefully help resolve the issue.

Please let me know if you have any questions.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

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**From:** Ontario Line  
**Sent:** Wednesday, May 12, 2021 9:06 AM  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Subject:** RE: New Metrolinx Ontario Line Community Notice - Investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue - starting as early as May 10

Hi PACCT,

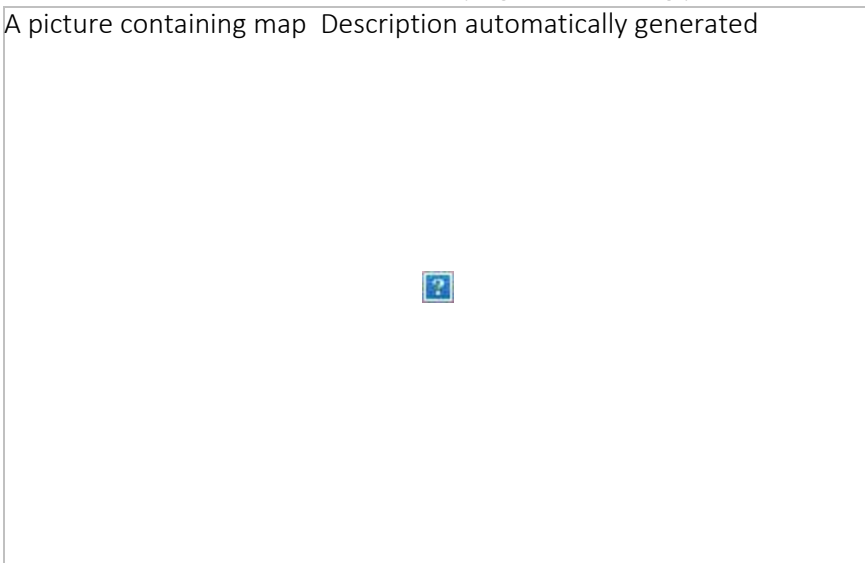
It was nice seeing you last night. Thanks again for taking the time to meet with us.

As I mentioned in the meeting, the field crew has been making good progress on the investigative drilling work on Hopedale Avenue. I'm so glad to hear that you've had good experiences with them so far. They let us know that the work on Hopedale is expected to wrap up this Friday, which means they will move on to the second location on Minton Place and begin work on that same day. As before, a couple of driveways may be blocked intermittently during drilling hours, but the field crew will work with anyone who needs access in or out of their driveway. I spoke with the affected residents this past Monday, and the field crew will also knock on their doors before work begins so that they can make sure to move their cars off the street.

At the same time that this drilling work is taking place, one or two field crew members will also be continuing some topographic surveying work that they were unable to do previously, using handheld equipment and staying on sidewalks and roads. This surveying work is being done in order to ensure that the Ontario Line has minimal impact to properties once construction begins later in the project. They may use water-soluble spray paint to mark out underground utility locations, but this will be done only on City sidewalks and roads as necessary.

Here are the limits of where the surveying will be taking place:

A picture containing map Description automatically generated



Please let us know if you or any residents have questions about these work updates, and please share our contact info with anyone who has questions:

- Email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)
- Phone: 416-202-5100
- Book-a-meeting: <https://www.metrolinxengage.com/en/content/book-meeting-community->

[relations](#)

Thanks very much,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

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**From:** Ontario Line

**Sent:** Wednesday, May 05, 2021 9:16 AM

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue - starting as early as May 10

Hello PACCT,

Please find attached a notice about investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue that will be starting as early as this Monday, May 10<sup>th</sup>. The drilling work will begin at the Hopedale Avenue location before moving to the Minton Place location, and is anticipated to last up to three weeks at each location. As work is taking place on public roadways, the contractor has raised the possibility that a few driveways in each work location may be blocked intermittently during drilling hours, but a spotter and associated traffic control crew will always work with residents to move in, out and around the work zone whenever necessary. Please see attached for the notice which contains further details.

We will be dropping off hard copies of notices to residents today, and will also have a member of our team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have. In the meantime, residents are always welcome to contact us directly if they have any further questions ahead of work beginning.

This notice is being emailed to Elected Officials and community groups. It will also be distributed to residents in the area, carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**

**From:**

[Ontario Line](#)

**To:**



**Subject:**

**Date:**

Wednesday, May 19, 2021 1:16:03 PM

**Attachments:**

[image001.jpg](#)  
[image003.png](#)

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Hi PACCT,

The drilling crew let us know that they noticed some new oil stains on the roadway around Hopedale Ave and Minton Place. The crew believes the oil may have come off a garbage truck on its route earlier today and has alerted 311. We wanted to let you know as well in case any residents reach out to you.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Groundwater sampling on Hopedale Ave & Minton Place  
**Date:** Wednesday, June 23, 2021 4:37:00 PM  
**Attachments:** [OLine - Minton Place and Hopedale Avenue - starting as early as May 10.pdf](#)  
[image003.png](#)

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Hi PACCT,

On June 30, July 7, and possibly July 8, workers will do some groundwater sampling at the monitoring wells that were drilled on Hopedale Ave and Minton Place in May. (See the attached notice from May for the exact locations.)

The workers expect to be onsite for 2-3 hours in total each day, and the sampling will be done by hand, so there won't be a truck onsite, and there won't be any drilling, noise, or impacts to parking/traffic.

We will not be distributing new notices for this work because we stated in the previous notice that there would be periodic site visits for groundwater sampling after drilling was complete, and we noted that the work would not involve noise or parking impacts.

Please let me know if you have any questions, and see you tonight at our meeting!

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Thursday, July 29, 2021 3:47:00 PM  
**Attachments:** [image007.png](#)  
[21-07-27 PACCT meeting summary.pdf](#)  
[image004.png](#)  
[image006.png](#)

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Hi everyone,

Thank you again for our meeting on Tuesday. Please see attached for our meeting summary and action items. As discussed, we expect to be able to get to some of the action items by our next meeting, but will need some more time for others.

I'll follow up soon with potential dates for our next 6-week meeting. Please let us know if you'd like to have a touch-base sooner than that.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Tuesday, July 27, 2021 6:30 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED] Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; PACCT <contact@pacct.info>  
**Subject:** RE: PACCT-Metrolinx Working Plan: Building Better Transit Neighbourhoods

Hi [REDACTED],

Please see attached for the letter, with our apologies. I am also attaching images we'll walk through tonight.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[Redacted]

---

**From:** [Redacted]  
**Sent:** Tuesday, July 27, 2021 6:14 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [Redacted]  
[Redacted] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; PACCT <[contact@pacct.info](mailto:contact@pacct.info)>  
**Subject:** Re: PACCT-Metrolinx Working Plan: Building Better Transit Neighbourhoods

**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.

Just pointing out that the meeting's in 15 minutes and we never got the promised document.

On Mon, Jul 26, 2021 at 8:08 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [Redacted]

Sorry for the delay. We hope to share it with you as soon as possible. We know we want you to have the response before our meeting.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

[Redacted]

---

**From:** [Redacted]  
**Sent:** Monday, July 26, 2021 5:27 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [Redacted] Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; [Redacted]  
[Redacted]  
**Subject:** Re: PACCT-Metrolinx Working Plan: Building Better Transit Neighbourhoods

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello Sivahami,

Thank you for providing the explanation around the delay.

As we are nearing the end of the business day can you let us know when we will be receiving the information.

We want to make sure we have enough time to review ahead of the call tomorrow at 6:30.

On Mon, Jul 26, 2021 at 4:05 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

We realized that we needed a few more eyes on the response to ensure accuracy from all perspectives. The various technical teams are just finishing giving us their final input. We really appreciate your patience.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED] >

**Sent:** Friday, July 23, 2021 9:18 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)> [REDACTED]

**Subject:** Re: PACCT-Metrolinx Working Plan: Building Better Transit Neighbourhoods

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for the email.

Can you let us know any details for the delay?

On Fri., Jul. 23, 2021, 4:42 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi PACCT,

We have been working hard to get our response to you by today, but we need a bit more time to confirm certain details. We will send it to you by end of day on Monday, July 26 instead. We apologize and thank you for your patience.

Thanks,

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

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**From:** [REDACTED]  
**Sent:** Wednesday, June 23, 2021 6:25 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>  
**Cc:** [REDACTED]; [julie.dabrusin@parl.gc.ca](mailto:julie.dabrusin@parl.gc.ca); Tabuns - QP, Peter <[tabunspq@ndp.on.ca](mailto:tabunspq@ndp.on.ca)>; Councillor Paula Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>  
**Subject:** PACCT-Metrolinx Working Plan: Building Better Transit Neighbourhoods

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Malcolm,  
Attached is the detailed action plan we discussed during our meeting.  
Our requests are divided into four pillars, with the requests in order of priority.

We do ask that Metrolinx respond to our community's requests by July 23 2021.  
Please let us know if you require additional information.

Thanks

--  
[REDACTED]



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**From:** [Ontario Line](#)  
**To:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** RE: New Ontario Line Community Notice - Subsurface work along Pape Ave - Overnight on August 9 and 10  
**Date:** Thursday, August 12, 2021 11:51:00 AM  
**Attachments:** [OLine - Pape Avenue overnight - starting as early as August 16.pdf](#)  
[image007.png](#)  
[OLine - Pape Avenue daytime - starting as early as August 16.pdf](#)  
[image001.png](#)  
[image004.png](#)

---

Hi everyone,

We were able to work with the City to divide the planned work so that it takes place in the daytime in more residential areas while remaining overnight to avoid traffic impacts in the busier/more commercial areas. Please see attached for the revised notices.

The revised schedule is:

- August 16 from 3pm to 7pm: Gertrude Place, Pape & Bain, and Pape between Langley and Poucher.
- August 16 and 17 overnight from 9pm to 5am: Pape & Cosburn, Pape between Sammon and Browning, and Danforth between Pape and Eaton.

We are distributing paper notices in the area and will update them on our website as well.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** Ontario Line  
**Sent:** Friday, August 06, 2021 5:19 PM  
**Subject:** RE: New Ontario Line Community Notice - Subsurface work along Pape Ave - Overnight on August 9 and 10

Hi everyone,

This work has been postponed to August 16 and 17. I will send a revised notice next week with the new details.

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** Ontario Line

**Sent:** Tuesday, August 03, 2021 4:54 PM

**Subject:** New Ontario Line Community Notice - Subsurface work along Pape Ave - Overnight on August 9 and 10

Hello everyone,

Please find attached a notice about upcoming overnight investigative subsurface work at multiple points along Pape Avenue, expected to take place on August 9 and 10. Should the work be delayed by unforeseen circumstances, we'll reach out with an update.

Please note that this work is taking place overnight (over two nights) to minimize impacts to traffic and road users.

This notice is being emailed to Elected Officials and community groups, as well as hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will be available on our website.

Please let us know if you have any questions.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Meeting date in early October  
**Date:** Friday, October 8, 2021 3:01:43 PM  
**Attachments:** [image001.png](#)  
[image004.png](#)  
[image005.png](#)

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Hi everyone,

Just wanted to follow up on what address would be best for an outdoor meeting next Wednesday.

Alternatively, the meeting can take place on Teams instead.

Let us know what you prefer, and hope you have a restful long weekend.

Thanks,  
Sivahami

---

**From:** Ontario Line  
**Sent:** September 24, 2021 12:12 PM  
**To:** [REDACTED]; Mark Clancy <Mark.Clancy@metrolinx.com>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: Meeting date in early October

Hi everyone,

Malcolm, Franca, and Mark would be happy to meet you all in person for an outdoor meeting on October 13. Thank you very much for the invitation!

Can you tell us the address where they should meet you at 6:30pm?

(Unfortunately, I'll miss this one.)

Thanks,  
Sivahami

---

**From:** Ontario Line  
**Sent:** September 21, 2021 10:48 AM  
**To:** [REDACTED] Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]

[REDACTED]

**Subject:** RE: Meeting date in early October

Hi [REDACTED]

Just confirming with everyone that in-person will work for them, but in the meantime let's consider October 13 booked for a meeting date! Thanks so much for the quick reply.

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [REDACTED]  
**Sent:** Monday, September 20, 2021 9:31 PM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
<[contact@pacct.info](mailto:contact@pacct.info)>; [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Re: Meeting date in early October

**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 Mark,  
We had talked about an in-person appropriately-distanced neighbourhood meeting. Gets dark early, but if Mlinx is game, we'd look at October 13.  
Let me know

On Mon, Sep 20, 2021 at 3:31 PM Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Thank you for the introduction Sivahami.

Hello everyone.

I am really looking forward to meeting you all and do hope we will be able to connect in person soon.

I look forward to the discussion at our next meeting. In the meantime, please know that I am available anytime, should you have any questions and/or items you would like to discuss.

My contact details are below.

Best regards,

Mark Clancy (*he, him*)  
Senior Manager, Community Relations (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-449-2857

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** September 20, 2021 11:55 AM

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Cc:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Subject:** Meeting date in early October

Hi everyone,

Would one of the following dates work for your group for our next PACCT/Metrolinx meeting from 6:30 to 8:00pm? I will send a draft agenda later this week.

- Mon Oct 4 at 6:30pm
- Wed Oct 6 at 6:30pm
- Wed Oct 13 at 6:30pm
- Thu Oct 14 at 6:30pm

I also wanted to introduce you to our new Senior Manager of Community Relations, Mark Clancy. He is taking over for Jackie Czajka, who moved on to the Peel team at the beginning of September. Mark looks forward to getting to know you and is available as a direct line for any questions or concerns you have.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



This e-mail is intended only for the person or entity to which it is addressed. If you received this in

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Ontario Line community notice: sound & video capture at Minton Place  
**Date:** Thursday, October 21, 2021 12:12:00 PM  
**Attachments:** [OLine - Capturing ambient sound & video information at Minton Place - starting as early as October 22.pdf](#)  
[image001.png](#)

---

Hi PACCT,

Metrolinx will be recording sound and video at Minton Place for a total of four hours either tomorrow or next week, with the goal of creating a series of “immersive sound demonstrations” for North segment residents, similar to [the sound demo series that was created for the East segment](#).

The field crew will be on foot, taking video, audio, photos and notes from the sidewalk/right-of-way. They will be looking out towards the valley near the location of the future portal. There will be no parking or noise impacts to residents.

Please reach out if you have any questions.

Thanks,  
Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** Tree inventory / visual survey in Don Valley  
**Date:** Thursday, October 28, 2021 4:54:00 PM  
**Attachments:** [image001.png](#)

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Hello,

Metrolinx will be conducting a tree inventory through a visual survey in the Don Valley under the Millwood Bridge and around the DVP starting November 1, 2021. The work will be done during daytime hours (9am-5pm) for a period of 30 days, and the field crew will be on foot, taking photos and notes. There will be no parking or noise impacts, and the crew will not be using spray paint. A community notice for this kind of survey work can be found [here](#).

Please reach out if you have any questions.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA** (*she/her*)  
Community Relations & Issues Specialist – Ontario Line  
416-202-5100  
[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



**From:** [Ontario Line](#)  
**To:** [REDACTED] [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** RE: INFORMATION REQUEST for PACCT (Follow Up to Meeting Oct. 13th)  
**Date:** Tuesday, December 14, 2021 10:56:58 AM

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Thank you for getting back to me.  
We look forward to connecting with you in the new year.  
Wishing you all the very best this holiday season.

Mark

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**From:** [REDACTED]  
**Sent:** December 13, 2021 9:38 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: INFORMATION REQUEST for PACCT (Follow Up to Meeting Oct. 13th)

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Good evening Mark,

Thanks for the follow up!  
We don't believe there is anything further to discuss, at this point, until we see the EA report in January and the footprint of the future construction site footprint.

We will be in touch in the new year with some dates.

Have a good holiday!

[REDACTED]

Sent from my iPhone

On Dec 10, 2021, at 10:16 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED],  
I hope you are both keeping well.  
I am following up to see if you've landed on some dates for us to connect before the end of the year. Please let me know if there's a preferred date and time and I will advise the team here.



Thank you, Mark

---

**From:** [REDACTED]  
**Sent:** November 25, 2021 10:37 AM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Re: FW: INFORMATION REQUEST for PACCT (Follow Up to Meeting Oct. 13th)

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Hello Mark,

Thank you for sending this to us. I have not had a chance to review myself as my paying job got a little busy now but I will.

I've signed up for the second session tonight and looking forward to it.

Meeting in early December sounds like a great idea. We all know what happens as the month goes on. Then the New Year and January will be upon us. It's important to have at least one session before the EA is due to come out. We will check with the team and find out some options that work for us and send those along to you to book this.

[REDACTED]

On Mon, Nov 22, 2021 at 5:58 PM Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Good evening [REDACTED],

It was such a pleasure meeting you both last month. My sincerest apologies for the delay in getting back to you.

As requested, I have attached a copy of the meeting notes. If you need any adjustments to the notes, please do not hesitate to connect with me.

We are working to get the additional information as you note in your email. I will connect back with you as soon as I have the details.

You also enquired about the timing for the Environmental Impact Assessment Report. We are planning to release the report in January 2022.

You may be aware of our upcoming virtual open houses this week (Tues. Nov 23 and Thurs. Nov 25th). At both sessions we will provide an update on the entire Ontario Line route, with a look at what has happened over the past year and what residents

can expect in 2022. Both nights will have the same presentation. If you are able to join us for one of the sessions, please do let me know which session, as we would like to acknowledge your attendance and the work PACCT is bringing to your community.

If you would like for us to arrange a follow up meeting with you in December, please let me know and I will work with the team to set that up.  
As always, please do not hesitate to call or write should you have any questions.

Mark

Mark Clancy (he, him)  
Senior Manager, Community Engagement (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-449-2857

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

From: [REDACTED]  
Sent: November 2, 2021 9:24 PM  
To: Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>; Sivahami Vijenthira <[Sivahami.Vijenthira@metrolinx.com](mailto:Sivahami.Vijenthira@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>  
Cc: [REDACTED]  
Subject: Follow up to Meeting (Oct. 13th)

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Hi Mark, Malcolm and Sivahami,

>

> We are following up on our meeting from October 13th.

> [REDACTED] and I both appreciated the open and direct conversation regarding what Metrolinx could and could not commit to, and the offer to always be available given any future concerns or issues.


>

> There were a number of items that we discussed:

> - mapping of the layout of the actual construction site (i.e., size,

> footprint)

> - renderings of the bridge

> - potential plexiglass wall  
> - date of Environmental Assessment Report (Early January)  
> - 'Record of Meeting' so that these items are also noted for future use by the Construction Co.  
>  
> We would specifically like to ask for the renderings of the bridge and the mapping of the construction site. Please let us know when we can expect these.  
>  
> Many thanks,  
>  
>   
>  
> Sent from my iPhone  
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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Environmental Impact Assessment Report  
**Date:** Tuesday, February 8, 2022 11:26:00 AM  
**Attachments:** [image001.png](#)

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Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

**From:** [REDACTED]  
**To:** [Mark Clancy](#)  
**Cc:** [REDACTED]  
**Subject:** Re: EIAR Questions and Concerns for Submission into Final EIAR report  
**Date:** Wednesday, March 2, 2022 9:20:50 PM  
**Attachments:** [image001.png](#)

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Thanks for the reply, Mark.  
Have a great evening.

On Wed, Mar 2, 2022 at 9:19 PM Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hello [REDACTED] – Thank you for sharing your questions with us. I know you have spent a great deal of time reviewing the EIAR and gathering your questions.

The team is reviewing the information you have shared. I will connect back with everyone tomorrow (Thursday March 3) with more details.

Regards, Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)

647-449-2857

[REDACTED]

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**From:** [REDACTED]  
**Sent:** March 2, 2022 7:54 PM  
**To:** [REDACTED]

[REDACTED]

**Subject:** Re: EIAR Questions and Concerns for Submission into Final EIAR report

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Hello all,

Please confirm that this email submission has been received and that it will be going on public record.

Thank you.

On Tue, Mar 1, 2022 at 11:15 AM [REDACTED] wrote:

Good morning Mark,

We, [REDACTED] have not yet heard back from you regarding a meeting to discuss the EIAR, and some questions and concerns that arose from the review of its contents. We are still hopeful that you will be able to meet with us prior to the March 9<sup>th</sup> deadline. Please send us a date as soon as possible.

In light of these timelines, we are including our spreadsheet of questions and issues from the '*Environmental Impact Assessment Report (EIAR), [REDACTED] Environmental Impact Assessment Review – Questions and Concerns*'. *See attached.*

We would like these questions and your responses included in the final EIAR version, and your responses recorded for public record to our community. All of our questions focus on each of the 7 areas within your EIAR.

The column '**Metrolinx's Responses**' is to be filled out by your project team in a timely manner. Ideally, **prior to the March 9<sup>th</sup> deadline** when this document becomes a fait d'accompli with no opportunity for recourse.

We look forward to hearing back from you.

Sincerely,



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Review Comments Spreadsheet					
		Project Name:	Environmental Impact Assessment Report (EIAR) - Ontario Line		Revised By: Pape Area Concerned Citizens for Transit (PACCT)
Item No.	Reviewer Name	Conditions from EA Impact Report	Page Reference	Issues/Questions:	Response (Authors OLT/Metrolinx)
<b>ES1 PROJECT OVERVIEW AND STUDY PURPOSE</b>					
1	PACCT	ES.1 Project Overview and Study Purpose Proposed Reg 341/20	ES 1, ES.1	<p>This reviewer recognizes that the basis for the assessment is flawed, as the proposed Reg 341 manipulated established organizational structure to allow the fox to guard the hen house. In essence Reg 341/20 removed or diminished the important critical reviewer role of the MOECC. The Conservation Authorities and the science community. Thus exposing our provincial parks and conservation reserves to exploration of provincially significant elements, ecological integrity, and environmental impacts, and opens the lands to exploitation.</p> <p>So in context, this begs the question if in the scope of work of the EIA document was intentionally excluded or minimized, in the rush to build transit faster. The public simply are not experts in this field and transparency is of utmost importance in public projects. There needs to be a level of trust earned and not taken for granted. The 2 significant changes were:</p> <ol style="list-style-type: none"> <li>1. An exemption under the Environmental Assessment Act (EAA) for all projects in provincial parks and conservation reserves carried out by or on behalf of the Ministry of the Environment, Conservation and Parks (ministry).</li> <li>2. A proposed new environmental impact assessment policy under the Provincial Parks and Conservation Reserves Act (PPCRA) for projects carried out in provincial parks and conservation reserves, which would replace the requirements under the current Class Environmental Assessment for Provincial Parks and Conservation Reserves (Class EA-PPCR).</li> </ol> <p>Q: Will Metrolinx provide a GAP ANALYSIS that clearly shows the differences and omissions from the Scope of work that was provided in this (EIAR) document in comparison to the Scope of work that would have been required under relevant legislative regulations, that existed before Reg 341, so that the public can better assess the potential project. Impacts that were not considered in the current Scope of work, that formed the basis of this report AND identify any Gaps (exclusions or omissions) in the scope of work that could be significant to the project assessment?</p> <p>Q: Given that the project is reliant on Federal Funding, what if any Federal protection and/or reporting requirements are attached to this project?</p> <p>Q: Can the Conservation Authority, MOECC or other regulatory and watchdog authorities, dismissed by Reg 341/20, influence the design/construction, now that their authority is removed, and if so, how is their input captured.</p> <p>Q: Is this proposed Reg 341 now law?</p>	<p>Thank you for sharing your thoughts with us on the Draft Ontario Line Environmental Impact Assessment Report. We appreciate your participation and feedback, as it is an important part of our work and we look forward to your continued involvement with the Project.</p> <p>Q1: The scope of work provided in the OL EIAR in accordance with Ontario Regulation 341/20 is similar to the scope of work required for other public transit projects governed by Ontario Regulation 231/08. The Ontario Line EIAR includes a Project description, existing environmental conditions, the potential environmental impacts of the Project, mitigation and monitoring measures, the consultation process followed, and future permitting and approval requirements. Environmental Assessments for other transit projects follow this same structure and scope. The main difference between O Reg 341/20 and O Reg 231/08 is that O Reg 341/20 provides an opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. Metrolinx is not planning to publish a gap analysis to highlight the differences between the two regulations.</p> <p>Q2: While there may be Federal funding, Metrolinx follows provincial environmental assessment regulations and guidelines for transit projects and the Ontario Line EIAR was completed in accordance with Ontario Regulation 341/20.</p> <p>Q3: Metrolinx has and will continue to engage with regulatory agencies and stakeholders throughout the project, including TRCA, MECP, DFO MHSTCI, MND/MNR, MTO and City of Toronto. The EIAR was shared with agencies/stakeholders and the reports were revised based on comments received. Section 6.4 of the EIAR (page 340) provides a list of all the technical stakeholders Metrolinx engaged with during the development of the EIAR and comments and responses received are detailed in Appendix B of the EIAR. Metrolinx is committed to obtaining the necessary permits and approvals from regulatory agencies throughout design and construction.</p> <p>Q4: Ontario Regulation 341/20 came into effect on June 30, 2020 and it is the regulation that defines the environmental assessment process for the Ontario Line Project, under the Environmental Assessment Act.</p>
2	PACCT	ES.1 Project Overview and Study Purpose Proposed Reg 341/21	ES 1, ES.2	<p>The Basis of Design for the Project is flawed, and therefore this EIA study, is too limited in scope. Route selection process (which is such a fundamental foundational step in establishing SMART transit projects) WAS NOT TRANSPARENT for the Ontario Line. The line is based on the opinion of one consultant working for Premier Ford, and was done in haste, as first proposed in the Initial Business Case for the Ontario Line, July 2019. The document states that, "Leading up to this IBC, a variety of variations for the Ontario Line alignment were developed and considered. The alternatives were refined and narrowed down through continuous analysis and screening that focused on major community impacts, cost, constructability, and operability. The alignment evaluated in this document is a representative alignment and variations may be explored further through preliminary design."</p> <p>Further means to obscure and curtail TRANSPARENCY was gained through "The Building Transit Facet Act" which eliminated the requirement to hold what's known as a "hearing of necessity" for expropriations for transit projects.</p> <p>Q: Can the province provide any proof that alternative routes were considered?</p> <p>Q: Can Metrolinx confirm that selection of the optimum route was outside of their scope of work?</p> <p>Q: Can Metrolinx confirm that their scope of work is not limited, in any substantial way by the constraints of the project imposed by the Provincial government, or identify any GAPS in assessment that should be considered?</p> <p>Q: What, if any "variations to the alignment" were considered, or explored by Metrolinx, outside of those proposed in the IBC, as promised?</p>	<p>Q1: The Ontario Line Initial Business Case provides the alternative routes that were considered. The Initial Business Case can be accessed here: <a href="https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF">https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF</a> As part of the development of the Initial Business Case (IBC), a significant number of alignments were evaluated based on the business case criteria's strategic, economic, financial and deliverability factors. Alignment options were weighted throughout and eliminated due to underperformance or constraints. Furthermore the proposed alignments continues to be refined before and after the IBC and preliminary design business case stage.</p> <p>Q2: Alignment and corridor selection was part of the scope of work. See above.</p> <p>Q3: The scope definition for the project was not constrained. The overall goal of the new Line was defined and options were explored as to how to best achieve the stated purpose of the new line.</p> <p>Q4: A number of alignment variations, throughout the corridor, were reviewed and incorporated into the design as part of the options analysis.</p>
3	PACCT	Above Grade Element - Project Element Footprint in vicinity of Crothers Woods and Reclamation of Ecological areas	Appendix F, Figure F-1-16	<p>The Project footprint impacts a very significant portion of the Lower Don Parklands having multi-use trails and Crothers Woods both heavily used for hikes and biking.</p> <p>Q: What will be construction activities in this area?</p> <p>Q: Why is such a large footprint required in the Don floodplain area.</p> <p>Q: How long will areas be inaccessible for public recreation during construction.</p> <p>Q: Can Metrolinx provide a different scale drawing that better represents the impacts at the sensitive Portal opening and Don Valley Crossing from Minton Place to Milwood Road? The scale of the drawings provided makes interpretation of the project Footprint difficult to visualize.</p> <p>Q: What is the reclamation plan for the area post-construction to rehabilitate the Don Ecology and will it recapture the ecological restoration work that has taken place over the past decades.</p> <p>Q: Will input be sought from the government agencies and Non Government Organizations (NGOs) that worked for decades to reclaim the Don, or will they be consulted or engaged in the development of the reclamation / re-planting program.</p> <p>Q: Who will be responsible to oversee and sign off on the planned reclamation plan, and works?</p>	<p>Q1: Please refer to Table 3-5 for a list of anticipated construction activities. The area contains existing HONI infrastructure, and represents a conservatively large area within which transmission lines will be relocated to accommodate the Ontario Line.</p> <p>Q2: The area of potential impact will be further refined and reduced to the extent possible as design progresses, and disturbed areas will be restored in consultation with the TRCA and City of Toronto.</p> <p>Q3: Portions of this area will be unavailable for the duration of the construction period. The extent and specific locations will be refined as part of detailed design.</p> <p>Q4: Profile drawings with more details on the Ontario Line project have been included in the Final EIAR.</p> <p>Q5: The impacts in the areas in the Don, West Don and Wainstey valley will be temporary, and the area will be restored to existing condition or better.</p> <p>Q6: Yes, Metrolinx will work both the City of Toronto and the Toronto and Region Conservation Authority to develop the restoration plan.</p> <p>Q7: The City of Toronto will be responsible for overseeing and signing off on the planned reclamation plan.</p>
<b>NOISE AND VIBRATIONS</b>					
4	PACCT	Construction noise:	ES 1, ES.2;	<p>The reviewer questions whether or not the proposed MECP NPC-115 and 118 requirements are appropriate, or too lenient for equipment being used near sensitive receptor residential areas as identified for this Project.</p> <p>The reviewer questions the intensity of the impairment to quality of life due to construction noise, when the bulk of the construction activities peak in our neighbourhood.</p> <p>Q: In the Minton Place portal area and Cosburn Station, what is the anticipated duration of construction disruption to local residences, from first shovel to construction closure and operational sign-off? (Months / years?)</p> <p>Q: Are there higher standards (lower level) guidelines available and has Metrolinx considered adoption of the best available noise controls in Sensitive Receptor areas?</p>	<p>Q1: -Minton Place approximately January 2025-March 2028 for North Works. Periodic RSSOM (systems works) would be minor for the MP Portal.</p> <p>-Cosburn Station: Approximately January 2025 – March 2028 for North Works. RSSOM (system works) will take place approximately December 2028-April 2030 but would be much less intrusive than the civil works.</p> <p>Q2: MECP NPC-115 and 118 are equipment-based maximum noise limits, developed by the Ministry and adopted on construction projects throughout the Province. Further, these NPC guidelines are used in conjunction with receptor-based limits, which Metrolinx has adopted the FTA construction noise limits (as noted in Section 4.2.3 of the Noise and Vibration Report) for the environmental assessment and included even more stringent construction noise limits than these for the contractor. Thus, in combination, a robust standard of construction noise criteria (both at the equipment, and at the receptor) has been adopted by Metrolinx for the project to ensure the best noise controls are required at the sensitive receptor areas.</p>
5	PACCT	Construction noise:	Appendix F, Figure F-1-16 Above Grade Element - Project Element Footprint Minton Place residences.	<p>CR RESD-173 is an "Identified Area for Mitigation". Beyond 30 Minton place, mentioned in the document, there are 4 residences in the block identified by CR RESD-173). Some of those residences have received a letter (February 2022) stating that an easement would be required and a legal right of way would need to be negotiated, however, neither are within the footprint as shown.</p> <p>Also, the footprint shown in teh document is significantly different than the footprint identified in the "Transit Corridor Letter", received in June 2021.</p> <p>Q: Recognizing that major projects go through levels of refinement in the details in the planning process, can Metrolinx assure residences that all reasonable steps are being made to minimize the project footprint and impacts to property owners and titles?</p> <p>Q: There is mention of compensation to owners for easement rights. Under what regulation will the compensation amounts / parameters be assessed?</p> <p>Q: Why would an easement be needed outside of the identified project footprints?</p>	<p>The below ground easement is part of the EEB structure underground will probably require some tie backs to support the SOE. The 25m distance from the edge of this SOE to the nearest property (No 34) on the west side of Minton Place- this should not be an issue, as the portal is becoming shallower out of the ground then the requirement for long/deep tiebacks is reduced. Any tiebacks would be under Minton Place.</p> <p>Q1: Through the planning process, Metrolinx has identified property requirements that are absolutely necessary to construct Ontario Line infrastructure. Metrolinx will only acquire lands required for transit purposes.</p> <p>Q2: Compensation for property interests will be in accordance to the Expropriations Act.</p> <p>Q3: Following the EIAR process, easements outside of the EIAR project footprint may be required for access for the purpose of either construction or operations and maintenance. Any additional access requirements will be determined as detailed design progresses.</p>
6	PACCT	Construction noise:	Appendix F, Figure F-1-16 and F-1-17 Above Grade Element - Pier, Bridge, Shaft.	<p>The intended Finished Design details of the portal opening (shown in orange) and the need for such a large Project Elements Footprint (blue) are unclear.</p> <p>Q: How long will areas be inaccessible during construction.</p> <p>Q: What is the expected slope needed for the portal excavation</p> <p>Q: Will retaining walls / shoring be used to minimize the footprint, and reduce the risk of slope instability and collapse such that was experienced along the Eglington in October, 2020.</p> <p>Q: Where is the actual "opening of the portal" (to the east or west of the orange designated area)?</p>	<p>Q1: Minton Place and Hopedale Avenue will remain accessible during construction. The work will take place from approximately January 2025-March 2028 for North Works. Periodic night time lane reductions on the DVP will be required for the bridge construction.</p> <p>Q2: The excavation for the portal will have vertical walls supported by shoring, instead of slopes walls. This is done for stability and to minimize the disturbed area.</p> <p>Q3: The shoring wall will have soil tie backs for additional stability, however, the tiebacks do not interfere with any buildings in the area.</p> <p>Q4: The portal will open to the north, towards the Don Valley Parkway.</p>



7	PACCT	Construction noise:	Appendix F, Figure F-1-16 and F-1-17 Above Grade Element - Pier - Bridge, Shaft Portal details and Protection of canopy old growth trees.	The footprint of the Portal at Minton Place is huge, requiring the expropriation and demolition of the north side of the street residences (6 houses, including heritage homes and families), and the likely destruction of dozens of mature hardwood canopy trees (century old Oaks and Maples). The area is also used for a bedding area and wintering grounds for a local deer population. Mature hardwood canopy trees are major contributors to carbon capture sequestration, in comparison to newly planted or early stage regeneration forests. The mature tree are an integral part of the landscape and residential attraction. Old Growth trees need to be protected. Q: Can Metrolinx provide more details on the destruction of canopy forests, and what steps will be taken to save mature trees? Q: What considerations if any were given to the above comments regarding deer and other inhabitants (birds and mammals), and forest destruction? Q: Has a professional forester done a forest survey, to identify pre-construction forest make up and provide recommendations for reclamation / reforestation? Q: What specific trees will be protected? Q: What time of year will the trees be demolished and has the project considered impacts to fauna and nesting, resident and migration birds and critters, etc. Q: What is the tree replacement program or final state? Q: What will the finished portal area look like post construction, from the view of the residences remaining adjacent to the portal? Q: In the vicinity of the Minton Place portal, has the project considered options to improve parking and snow removal as part of the plan AND what will general maintenance and operational traffic/access will be needed once operation?	Q1: Metrolinx endeavors to retain trees to the extent possible. With respect to large, older trees, Metrolinx has looked at alternatives when removal is the only feasible solution due to operational and/or construction constraints. Tree spading - or transplanting - is an alternative that Metrolinx has looked into extensively. We've consulted with many reputable spading companies and unfortunately, and unanimously, tree spading is not a viable option for trees over 30 cm dbh - which depending on species generally equates to trees that are no older than 30-50 years. Additionally, there are other constraints with spading that make it difficult, including access and topography. For large, mature trees the only viable solution is to avoid removals where possible, and if not possible, to provide a tree end use for any high value trees that can include habitat restoration projects as well as artisan creations that could service the community. Q2: As part of the EIA, our subject matter experts identified and assessed potential impacts to wildlife habitat, including deer, birds and mammals. Once designs progress and before construction, the subject matter experts will identify potential mitigation measures for the work area around Minton Place portal to avoid any direct conflicts with wildlife. This would include establishing buffers around work zones and installing protective fencing to prevent wildlife, like deer, from entering these areas. During construction, we will have qualified wildlife experts on standby to regularly assess existing mitigation measures and adaptively manage onsite works to further avoid impacts on local wildlife as required. Once construction is complete, areas around newly installed infrastructure will be restored to existing condition or better as long as the replanted material will not pose a risk to safety or the infrastructure. All on-site restoration opportunities will also consider planting spacing requirements which may mean that some compensatory activities will happen off-site. Q3: Arborist Reports will be prepared to identify which trees need to be removed, injured or protected and support permit applications. Arborist Reports and tree inventories will be prepared by an U.S.A. Certified Arborist in accordance with the Ontario Forestry Act R.S.O. 1990, the Metrolinx Vegetation Guideline (2020) and other applicable regulations and best management practices. Restoration plans will be developed in consultation with stakeholders including the TRCA and the City's Urban Forestry group. For construction areas where impacts are temporary, Metrolinx's goal is to restore to existing condition or better as long as the replanted material will not pose a risk to safety or the infrastructure. All on-site restoration opportunities will also consider planting spacing requirements which may mean that some compensatory activities will happen off-site. Q4: Metrolinx's goal is to retain as many trees as possible. A Certified Arborist works with the project team to identify which trees need to be removed, injured or protected to support the project. This will be done during the detailed design stage when the full extent of impacts is known. With respect to how we protect trees, prior to any removals or project activities, Metrolinx will implement appropriate tree protection, including boarding and fencing, in consultation with the City of Toronto through the permitting process. Q5: Tree removals will be in accordance with applicable timing windows to protect wildlife, including breeding birds and SAR bats. Should trees need to be removed inside the restricted timing windows, then a breeding bird and nest survey will be undertaken by an experienced searcher 48 hours prior to vegetation removal. If a nest is located the area will be protected until the birds have left the nest. Regular monitoring will also be carried out during construction to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Q6: Metrolinx compensates for trees according to municipal requirements, where bylaws are applicable. In all areas, Metrolinx will also calculate compensation based on the Metrolinx Vegetation Guideline. This means that compensation may be above and beyond what is required to satisfy the municipal bylaw. Ecological compensation is applied in Designated Natural Areas - defined as Toronto's Natural Heritage System and the TRCA's Terrestrial Natural Heritage System within the Ontario Line study area. On-site restoration opportunities will consider tree planting spacing requirements as well as infrastructure constraints, which may mean that offsite restoration is required. Q7: Residents adjacent to the portal will not see the portal as it will be below ground, but trains will be visible as they cross the DVP and Don Valley. Q8: As detailed design of the Ontario Line Project develops, parking, operational and maintenance traffic impacts will be identified through this process.
8	PACCT	Construction noise:	Appendix F, Figure F-1-16 Identified Areas for Mitigation	A significant number of homes (RESID 171-174) in the vicinity of Minton Place and Hopedale intersections are impacted, and will be subjected to significant disturbance as well as be unbearable to live in, despite mitigation efforts. Q: Will the impacted residences be required or have an option for re-imbured re-locating during peak construction disruption?	There will be continuous noise and vibration monitoring throughout construction, at required areas. If an exceedance occurs, Metrolinx will work with the contractor to identify and mitigate the exceedance as soon as possible. Prior to construction, Metrolinx will also inform community residents on how they can provide comments or concerns during construction, the details required in order to properly action any complaints (e.g. address/time/date/description of issue), and the process to handle such complaints. In the case where the contractor is unable to resolve disturbances affecting residential tenants, Metrolinx and the contractor will work with the impacted resident to develop reasonable individual mitigation strategies that are appropriate for the situation.
9	PACCT	Construction noise:	Appendix E: E7 Table E-1 Representative Receptor List (Noise)	CR_RESID_173 identified Minton Place. For clarity sake, there appear to be 4 residences in the block, and not just one. Q: Please include a list of all residence addresses impacted, and not just one representative address.	The Representative receptor represents a group of receptors with similar or lower exposure to Project noise or vibration in the area. The Representative receptor is the receptor most exposed to Project noise or GVB compared to other receptors in the area. In this case, 30 Minton Pl is the representative receptor.
10	PACCT	Construction noise:	pg 34, 4.4.2 Assumptions	'Daytime period corresponds to the 16 hour period between 07:00 and 23:00 and nighttime period of 8 hours between 23:00 and 07:00'. The reviewer is concerned that School children typically are in bed by 20:00 and the working class (commuters) by 21:00. I just cannot imagine the physical and mental fatigue that this project will create if noise levels disrupt sleep patterns of families, well into the sleeping hours. It is the reviewers opinion that the construction Daytime period is too late in the evening, in residential areas and Sensitive Receptor areas, and should be reduced. Q: Will Metrolinx further reduce the acceptable working 'daytime period' in sensitive residential areas? Q: Will Metrolinx afford alternative housing for nearby residences during peak construction?	Q1: Metrolinx does not anticipate reducing the working hours. There will be continuous noise and vibration monitoring throughout construction period in required areas. If an exceedance occurs, Metrolinx will work with the contractor to identify and mitigate the exceedance as soon as possible. Q2: In the case where the contractor is unable to resolve disturbances affecting residential tenants, Metrolinx and the contractor will work with the impacted resident to develop reasonable individual mitigation strategies that are appropriate for the situation.
11	PACCT	Construction noise:	pg 61, 4.5.4 Assumptions and Appendix L Example Monitoring Requirements	A construction Noise Management plan and complaints protocols is conceptually presented, but commitment appears weak. The documents states that "More often than not, the project team will be called upon to apply its professional judgement to select the appropriate type of monitoring" and that the "monitoring engineer" will report and that monthly summary reports are to be provided to Metrolinx. The reviewers concern is that monitoring without prompt corrective measures and transparent and timely reporting will add no value to local residences. Q: What is the commitment to a response time (from an anticipated noise exceedance to corrective measures (stop work order if needed) and subsequent reporting? Q: What parties comprise "The Project Team", and will it include an independent watchdog or will the contractor be self monitoring? Q: Please clarify, the "Monitoring Engineer" responsibility and what authority will they have contractually over the contractor making unacceptable noise? Can they issue a stop work order? Q: Who will have the final responsibility for implementing the monitoring program to ensure compliance in a timely manner? Q: What is the timely reporting requirement to impacted locals?	Q1: There will be continuous monitoring to detect noise exceedance and alert Metrolinx and the contractor as they occur. If an exceedance occurs, Metrolinx will work with the contractor to identify and mitigate the exceedance as soon as possible (typically within 48 hours). Prior to construction, Metrolinx will inform community residents on how they can provide comments or concerns during construction, the details required in order to action any complaints (e.g. address/time/date/description of issue), and the process to handle such complaints. Q2: Metrolinx will provide oversight of the contractor activities to ensure compliance with contract documents and regulatory requirements. Q3: Metrolinx will oversee the work completed by the contractor and has the authority to issue a stop work order, if required. Q4: Monitoring requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required monitoring activities in accordance with any applicable regulations or guidelines. Q5: There will be continuous monitoring throughout the construction period. Monitoring information will be provided to the community at the regular construction liaison committee (CLC) meetings and notices will be provided to the community in advance of construction activities.
12	PACCT	Construction noise:	Appendix M: Train Service Levels and Speed	The table "Service Level 3 (2060 - 2080) lacks context and proper descriptors. Q2: What does this data represent? The titles of the charts appears to be incorrect (Eastbound/westbound)?	Train speed charts have been checked and, based on an eastwest alignment for the overall project, these are correct. Service Levels are taken from the reference service plans provided for the analysis. The year range data was provided for: Service Level 1 - 2030 - 2039 Service Level 2 - 2040-2059 Service Level 3 - 2060 - 2080 Thus, the data represents the full operational service level (level 3) for the Ontario Line.
13	PACCT	Operations Noise	Table ES-1: Mitigation Measures and monitoring	The wording "if feasible" and "where feasible", is weak, and begs the question, just how much autonomy will the contractor be afforded? Q: What will be the lag time between the detection of excessive noise (Above the permitted levels) to an actionable outcome (stop the activity or reduce the noise) and reporting to the impacted receptors of the exceedance and actions taken. Q: Who will be responsible and what is the procedural authority to determine if a noise above the project criteria will be allowed because it is deemed 'not feasible' to mitigate? Q: Will the contractorface contractual punitive damages for breaches of construction noise or vibrations, and who will be responsible forongoing monitoring and mitigation?	Q1: There will be continuous monitoring to detect noise exceedance and alert Metrolinx and the contractor as they occur. If an exceedance occurs, Metrolinx will work with the contractor to identify and mitigate the exceedance as soon as possible (typically within 48 hours). Q2: Metrolinx will provide oversight of contractual requirements, including noise and vibration. Metrolinx will endeavor to prevent exceedances in all cases and prioritize mitigation of any exceedances that occur during construction using all available options. Q3: The contract documents contain measures to enforce compliance with all noise and vibration requirements, including the option for financial penalties. Noise and vibration monitoring and mitigation will be completed by either the consultants or contractor, and Metrolinx will oversee the implementation of the monitoring program during construction.
14	PACCT	Operations Noise	pg 14, notes on Table 3-2, Noise measurements	The notes reveal that significant assumptions were used for background noise at 5 locations. It is not clear what access constraints inhibited nighttime monitoring (a flashlight, perhaps), or why monitoring was not repeated when nearby construction noise was not present? The assumption that evening noise (Rush-hour) would be the same as nighttime noise is potentially very flawed. As a resident in the MO_07N location (Minton Place Hopedale Ave, the noise levels can change dramatically depending upon city events, rushhour, weather and road conditions etc. The background noise levels study was also believed to have been conducted during periods of shutdown due to Covid, and no mention of the significance is included. The modelling assumptions of background levels therefore deemed suspect and unreliable. Q: Can Metrolinks comment on the above?	When assumptions are made for time periods where data could not be collected or where circumstances rendered the data to be invalid, it is important to note that assumptions are made in the conservative direction (for example, assuming an evening level is similar to a measured night time level, when an evening level is very likely to be louder due to higher traffic volumes), and not in the direction of overestimating noise levels. This means that when noise limits are set using measurements, they are on the stringent/quieter side. At the referenced locations (MO_01W and MO_05S) when the evening period was assumed to be similar to the night-time period, it was the evening period that could not be measured due to access constraints, not the night-time period (which was made available for measurement). As this is the case, the evening levels are quite likely to be conservative as evening traffic levels would be greater along Richmond/Spadina and Sherbourne/Richmond street than during night time hours. At the referenced location (MO_03S) where assumptions were made due to day-time construction, it is also very likely that day-time levels would be higher or similar to evening levels, as most of the rush hour periods are contained within the 7AM to 7PM time period. This is a conservative assumption. The same principle applies to locations where levels were assumed based on data from other locations. In both cases, the location where data was adopted from was expected to be quieter than the area that assumptions were made for (based on proximity to major roadways and expected traffic for said roadways).

15	PACCT	Operations Noise	ES 1, ES 2 Receptor - Based (construction) Noise Assessment	<p>The project adopted 'Draft Protocols for noise and vibration, from the Proposed Scarborough Rapid Transit extension. The criteria accepts a 10% (5dB) increase in noise above the 'highest day and nighttime 'pre-Project sound levels'.</p> <p>The reviewer notes that the background noise levels were collected during a short window with Covid restrictions in place and may not be representative. Sound changes across the Don Valley significantly, and changes significantly through the seasons, weather conditions and traffic ebbs and flows. Because of past design criteria of previous transit projects, the DVP specifically, the Minton Place portal area is already a noisy urban environment. We cannot carry on a conversation some days). The reviewer calls foul, and recognizes a slippery slope (or Death by a thousand cuts) of degradation to the quality of life in the urban environment, caused by transit projects. If rapid transit is supposed to improve flow and decrease traffic, why should we not expect to see benefits instead of further degradation?</p> <p><b>Q1: Can the project "Basis of design" (BOD) be changed to maintain or reduce noise levels in areas that are already noisy because of the close proximity to the DVP?</b></p> <p><b>Q2: Justify why one transit project that increased sound levels to exceptional highs, should be allowed to be used as a baseline for another transit project.</b></p> <p><b>Q3: What other guidelines / Protocols were considered before adopting a proposed Scarborough criteria?</b></p> <p><b>Q4: Has Metrolinx assessed or considered sound echoing through the valley in their 'worst-case scenario'?</b></p>	<p>To qualify the rail noise criteria adopted for the project, as identified in Section 5.2.2.1 of the Noise and Vibration Report, the criteria accepts the 5dB above baseline noise levels and is consistent with rail industry noise guidelines for light rail projects. As noted in Section 3.2.4, that there were significant reductions from pre-COVID ambient noise levels, thus, pre-COVID noise levels are adopted for the project.</p> <p><b>Q1:</b> With consideration for Minton Place, rail noise impacts were assessed at the closest receptor (RR_RES_011), which show predicted average daytime and nighttime noise levels (Table 5-9) to be 56dBA and 51dBA, respectively. Given pre-COVID noise levels in this area are 55dBA and 50dBA for daytime in this area, we expect the ambient noise levels will be effectively maintained in this area (given that a 1dB difference is considered imperceptible).</p> <p><b>Q2:</b> A variety of guidelines were considered for application to the Ontario Line noise criteria, as noted in Section 5.1.2 of the Noise and Vibration Report. For this project, the FTA was the first guideline considered, as an industry-leading noise protocol for rail projects in North America. This was supplemented by the TTC Scarborough Protocol, which showed agreement to the FTA approach. This, an adoption of the final noise criteria in Table 5-9 was used for the Ontario Line.</p> <p><b>Q3:</b> As noted in Section 5.1.2 and 5.2.2.1 of the Noise and Vibration Report, both the FTA guideline and TTC Protocol were considered for this project.</p> <p><b>Q4:</b> Noise modelling using industry-standard software was used to complete the noise predictions. From this, orders of reflection ('echo's') were considered in the prediction to ensure sound echoing was considered in the worst-case scenario.</p>
16	PACCT	Operations Noise	ES 1, ES 2 Receptor - Based (construction) Noise Assessment	<p>The document states that 'pile driving is not expected to occur as part of the project construction', however, piles are one means used to limit the extent of excavated materials, during construction activities</p> <p><b>Q: Has Metrolinx considered other construction methods (other than pile drivers) to reduce the excavated footprint, noise and vibrations , and thus surface destruction of habitat in and around the Don Valley ecological areas, in the vicinity of the Minton Place Portal?</b></p>	<p>The excavation is proposed to be supported by drilled shafts. Drilled shaft installation typically has less noise and vibration impacts compared to driven piles while still allowing for a vertical excavation to minimize impacts at the surface.</p>
17	PACCT	Operations Noise	pg 67	<p>The document states that the 'Passby Sound Level' criteria is 80 dBA. This sounds quite high, and represents 62% increase over background and other Daytime/Nighttime criteria criteria (of 55/50 respectively). This level seems very unrealistic in residential areas!</p> <p><b>Q1: Is the 80dB guideline appropriate for residential location where a train will passby every 45 seconds, until 11PM every day?</b></p> <p><b>Q2: What authority approved these levels?</b></p> <p><b>Q3: Why should the limits be allowed to be pushed another 5dB, of about 10% above existing levels ?</b></p>	<p><b>Q1:</b> The 80dB criteria is from the MOEE/TTC Draft Protocol for Noise and Vibration Assessment and is an absolute maximum pass by noise level to address potential impacts. The modelled pass by noise levels at Minton Place are 64dBA as presented in the draft EIA, which are equivalent to conversational noise levels.</p> <p><b>Q2:</b> The passby noise level criteria have been adopted by the Ministry of Environment, Conservation and Parks, who oversee noise impacts and mitigation within the Province of Ontario.</p> <p><b>Q3:</b> A 5dB increase in average daytime and nighttime noise levels is considered the maximum acceptable increase without additional noise mitigation. For Minton Place, we note that our predicted average increase is expected to be no more than 1dB.</p>
18	PACCT	Operations Noise	pg 71	<p>The document states that, "The Minton place Portal is considered as a point source resulting in a sound pressure 4dB higher than the related tracks at a distance of 25m from the portal". What does this mean for local residents?</p> <p><b>Q1: In lay-person terms, what is the sound level at the tracks at the portal (X + 4dB?) and the highest anticipated sound level at residences nearest the portal, at the pane of window and outdoor spaces AND How does this compare with the criteria and background and other projects of similar scope?</b></p> <p><b>Q2: Explain which criteria in essence becomes the predominant upper limit? Is it 50/55 or 80 dB every "train passby" 45 seconds?</b></p>	<p><b>Q1:</b> Train noise is modelled in what is called a "line source" – where the sound produced comes from the entire length (in this case, a train). The noise from the portal (when the train goes in or out) is modelled as a "point source", where the sound produced comes from a single point. We assess both noise impacts, combined, to the residences at Minton Place. To account for this, and as per analysis references for the Eglinton Crosstown LRT project, we note that using the train noise level would under-estimate the portal noise, so we applied an additional 4dB correction to the train noise to account for this (Section 5.4.2.1 of the N&amp;V Report). In this way, we are conservatively increasing the portal noise to account for how we expect the train and portal noise to interact, thus ensuring we are conservatively assessing the noise impacts to residences at Minton Place.</p> <p><b>Q2:</b> Both the average noise impact and the instantaneous passby limit have to be met. For this project, an average noise level of 5dB above the existing baseline (for a 16hr daytime and 8hr nighttime average level) is considered, in addition to the individual train noise as it passes by not to exceed 80dBA. Note at Minton Place, we predicted average noise levels of 56dBA daytime and 51dBA nighttime, and a passby noise level of 65dBA (around conversational level).</p>
19	PACCT	Operations Noise	pg 75 - 78, 5.4	<p>Methodology makes many assumptions and relies on predictive modeling. 5.5.2 states that the "Conceptual Design should be verified as the design progresses.</p> <p><b>Q: What is the planned approach to verify assumptions and measure and mitigate any modelling errors or unexpected negative impacts?</b></p> <p><b>Q: What assurances can Metrolinks provide that criteria and design basis will not slip during design and construction phases and be verified upon operational testing.</b></p> <p><b>Q: What is the procedure and who is responsible?</b></p>	<p>The OI noise assessment has adopted the FTA General methodology approach, as outlined in Section 5.4 of the Noise and Vibration Report. This is an accepted industry-adopted guideline for addressing rail noise predictions. However, assumptions are required at the time of the environmental assessment (as outlined in Section 5.4.2.1) to complete the predicted modelling.</p> <p><b>Q1:</b> To verify assumptions, the contractor is obligated to complete an updated operational noise assessment, based on the latest design information they propose. This will include the specific of the train vehicle, specific alignment locations, etc. Further, the contractor is also obligated to complete further detailed analysis as per the FTA Detailed methodology, which supports additional in-situ measurements (specifically for vibration impacts). Then, the contractor shall complete operational monitoring of noise levels as part of their contract, which if noise limits are not achieved as per the EA noise criteria, the adaptive management plan shall investigate additional mitigations that can be implemented to address exceedances.</p> <p><b>Q2 &amp; Q3:</b> Metrolinx has included contractual obligations to meet noise limits that are more stringent than those proposed in the noise impact assessment, to ensure that the criteria proposed in the EA are achieved. This will be qualified by follow-up operational noise monitoring to confirm the noise limits are achieved for the project.</p>
20	PACCT	Operations Noise	pg. 79 Train Noise Impacts at Grade/Elevated Track	<p>Since significantly different levels are accepted at or below grade, and at receptor.</p> <p><b>Q1: Please clarify which criteria used at the Minton Place portal exit AND add data in format of Table5-9</b></p> <p><b>Q2: What level will the nearest residence (cR_RES_173 &amp; 174) be subject to and how does that compare to current 'background' conditions.</b> (Passby limit of 80 (dBA), is significantly more than the Train Day/Night/Sound/</p>	<p><b>Q1:</b> The operational rail noise criteria applied for the project, including Minton Place, is included in Table 5-5, Table 5-9, column 4 (Existing Day / Night Baseline Sound Level (dBA)), indicates whether the pre-project sound from 2019 City of Toronto road traffic data, or 55 / 50 dBA would be higher (as per Note 1 in Table 5-9).</p> <p><b>Q2:</b> CR references construction noise receptors, where RR references Rail Receptor/operational noise receptors. Given discussions in these questions have been about operational noise, we respectfully consider that RR_RES_001 (170 Hopedale Ave) is the location that is being requested. As per Table 5-9, receptor RR_RES_001 has predicted daytime/night average noise levels of 56dBA and 51dBA respectively. Current background condition were measured to be 55dBA and 50dBA, as per Table 3-6 (NO, 07N).</p>
21	PACCT	Operations Noise	pg. 80 Table 5-9 Predicted Sound Levels from Train	<p>Since significantly different levels are accepted at or below grade, and at receptor</p> <p>Lpassby limit of 80 (dBA), is significantly higher than the Train Day/Night/Sound.</p> <p><b>Q: Please clarify the criteria used at the Minton Place portal exit AND add data in format of Table5-9</b></p> <p><b>Q: What level will the nearest residence (cR_RES_173 &amp; 174) be subject to and how does that compare to current 'background' conditions.</b></p>	<p>See comment responses above.</p>
22	PACCT	Operations Noise	pg 90, 5.5.10	<p><b>Q: Can metrolinx provide a list of relevant documents that will form the best practices and explain how it will be incorporated and or monitored and adhered to, as a 'best practice, and ultimately who will be responsible to finalize and oversee. In other words, if it is a project commitment, how will it actually be implemented?</b></p>	<p>The best practices and mitigation measures are presented in the Noise and Vibration Report (Table ES1) and the contractor will be required to follow them. The EIA and the Noise and Vibration Report documents the necessary mitigation measures and best practices in this manner because mitigation is often specific to the environmental component and scope of work, which varies throughout the Ontario Line Project study area. Mitigation requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.</p>
23	PACCT	Operations Noise	No page reference	<p>Historically, Minton Place was dissected in half and lost half of its homes when the DVP was constructed, in 1961. As a result, a number of homes were demolished and the quiet cul-de-sac and ravine setting, with was subjected to very high background noise levels from the DVP, likely to a level that would not be accepted in today's standards. The Proposed Ontario Line is proposing to push those levels much higher! Why settle for an added noise levels, where the project may be able to improve on noise levels resulting from prior transit projects?</p> <p><b>Q: Can the design of the Minton Place Portal include provisions to reduce background noise from the DVP, experienced by the local residences, as a potential added project benefit?</b></p>	<p>The Ontario Line noise assessment is based on a comparison to existing noise levels, which includes the DVP noise at Minton Place. The commitment for the Ontario Line noise impact is to minimize any increase to this existing ambient noise, where our assessment shows that there will be no significant increase at the closest residence at the Minton Place Portal. The Ontario Line project is not expected to reduce existing ambient noise, including that from the DVP. Table 5-9 in the EIA shows the impact summary at 170 Hopedale (closest to Minton Portal), shows project levels (56/51dBA) are just 1dB above existing (55/50dBA), and below the allowable limit.</p> <p>To hear audio demonstrations of predicted relative changes in sound level relating to future Ontario Line vehicles at Minto Place, please access the Immersive Sound Studio using the following link: <a href="https://www.ontariolinenoiseandvibration.com/minton-place/">https://www.ontariolinenoiseandvibration.com/minton-place/</a></p>
24	PACCT	ES.4 Construction Vibration	ES 4, iv Construction Vibration	<p>The EIA states that "The transmission vibration (GBN) criteria proposed for construction activities were adopted from the FTA 'occasional train pass-by events', as opposed to criteria used for frequent train movement. The basis for this decision is that "impact of tunnelling is not expected to be long term". However, the basis seems flawed, and Metrolinx should adopt the lesser of the criteria as the anticipated construction schedule is not known at this stage, and it is believed that receptors in the Portal area will be experiencing this vibration frequently.</p> <p><b>Q: What is the difference between the two criteria, and will Metrolinx adopt the more stringent vibration criteria, especially in areas identified as having sensitive receptors.</b></p>	<p>The tunnelling criteria are discussed in Section 6.1 and the adoption of GBN criteria from the FTA guideline are described in Section 6.1.4. As noted, the adoption of the FTA "occasional train passby events" criteria was adopted for the project. These levels are at 38dBA indoor noise, which is considered relatively quiet. The tunnel vibration zone of influence at these levels are shown in Figure H-2-11, identify the houses adjacent to the tunnel that could be affected. However, this criteria is adopted as this would be a single-event noise (as the tunnel machine passes by the residence), would be for an evening to a few days, so that the "occasional train passby event" category was determined to be most appropriate.</p>
25	PACCT	ES.4 Construction Vibration	6.4.5 Permits and Approvals	<p>In general, this section is very loose and lacks commitment and detailed action plan. The document states that, 'No Permits or approvals are required for construction vibration'.</p> <p>This reviewer believes that without permits and approval requirements, the onus on the project to self monitor is higher.</p> <p><b>Q: How can Metrolinks ensure the proper management of vibration that does not require permitting or approval? Does Metrolinx expect the contractor to self regulate?</b></p>	<p>Vibration will be monitored throughout construction at the receptors identified in the Noise and Vibration Report. The construction vibration threshold presented in the Noise and Vibration report are based on industry standards and best practices, as detailed in Section 6.1 of the report. Metrolinx will provide oversight of the monitoring program and mitigation measures implemented by the contractor.</p>
26	PACCT	ES.4 Construction Vibration	ES 1, ES 4, iv Construction Vibration	<p>Potential impacts from construction vibration are understated. Beyond 'cosmetic damage and human discomfort' Vibrations could have long term structural impacts on the older brick foundation homes, typical of East York, including some century or near century old homes. These impacts, such as unsettling of the mortared surfaces between brick layers could be inflicted at quite some distance through ground vibrations, and may not fully develop until seasonal wetting/frost heave occurs. This is a potential source of damage that is by nature very difficult to prove or litigate. Mental health impacts, loss of sleep and work-from-home conflicts will arise and are a serious consequence of the proposed project, that cannot be understated. There is also concern that monitoring will be done under contract to Metrolinks and residences will not be able to have timely access to information or be able to contractually rely on the works, unless it is made a requirement in the contract documents.</p> <p><b>Q: Will resident owners that are located in impacted zones be contractually afforded "Reliance" on pre-post condition survey consultants work and have access to the terms and conditions and limitations of the scope of work in construction documents?</b></p> <p><b>Q: Will Metrolinx re-imburse residence for an independent pre-and post construction building assessment surveys ?</b></p> <p><b>Q: During the peak of construction will any residences be required or afforded an option to re-locate . If so, What compensation or protocol are in place for temporary relocation of local impacted residences.</b></p>	<p><b>Q1:</b> If a property is directly required for the construction of the Ontario Line Project, Metrolinx will reach out directly to the property owner. Any environmental investigations completed for a specific property prior to acquisition will be shared with the property owner.</p> <p><b>Q2:</b> Reimbursement of an independent pre-and post-construction survey on properties that will not be directly impacted by the project is not planned. However, if property owners have questions or concerns regarding a specific property we encourage them to reach out to the Metrolinx Community Relations team via email and phone (416-202-5100 and ontarioline@metrolinx.com).</p> <p><b>Q3:</b> There will be continuous noise and vibration monitoring throughout construction, at required areas. If an exceedance occurs, Metrolinx will work with the contractor to identify and mitigate the exceedance as soon as possible. In the case where the contractor is unable to resolve disturbances affecting residential tenants, Metrolinx and the contractor will work with the impacted resident to develop reasonable individual mitigation strategies that are appropriate for the situation.</p>

27	PACCT	ES 4 Construction Vibration	Appendix H: Figure H-1-16	<p>Zones of Influence ZOIs, are identified in the document. Figure H-1-16 shows the line of heritage buildings and structures and (Non Heritage Buildings and Structures) dissecting through the centre of buildings / residences (examples: Fig H-1-15 in vicinity to Coburn Station and along the south side of Minton Place Fig H-1-16).</p> <p>The area of "Human Perception", shown in Figure H-1-16 appears to extend about 100m from the "Above Grade Element Footprint"</p> <p><b>Q: What definition is being used to assess "heritage"?</b></p> <p><b>Q: What is the main driver (activity) of such a wide footprint of "human perception", and is it an occasional or steady source?</b></p> <p><b>Q: There is no mention of timelines/ project schedule for disruptions. Please give the local residences an estimate of the anticipated construction disturbances in each of the key areas shown with a large "Human Perception" bubble: months / years?</b></p> <p><b>Q: Please correct / clarify the use of designated areas especially where the lines dissect through houses... Simply put, is my house (in cR RESD 173 block) and neighbours deemed heritage or not</b></p> <p><b>Q: Based on similar past construction / tunneling projects, what damage to local residential brick buildings / foundations has occurred because of construction and operational vibrations, and what compensation or repair has needed to be made?</b></p>	<p>Q1: Screening for heritage potential is based on Ontario Regulation 9/06, Ontario Regulation 10/06, the City of Toronto Heritage Register, Identified National Historic Sites, Ontario Heritage Trust properties and a screening evaluation based on professional judgement. These are used to determine the potential for cultural heritage value or interest at all properties impacted by the Project.</p> <p>Q2: As per Section 6.4.1 of the Noise and Vibration report, the highest vibration levels are associated with the vibratory roller and truck activities in staging areas, and the operation of the TBM. The TBM would be a temporary vibration impact, as it moves past buildings over a few days. The vibratory roller is also a localized vibration impact, during the final surfacing of the construction staging areas. Truck activity vibration impacts would be more of a continuous source, but only localized to residences with the setback distances identified in Table 6-5 of the Noise and Vibration report.</p> <p>Q3: Portions of this area will be unavailable for the duration of the construction period. The extent and specific locations will be refined as part of detailed design.</p> <p>Q4: Please see HDR, Figure 6. Identified heritage residences in the area include 126 O'Connor Drive and 1311 Page Avenue. Based on that figure it does not appear your house is deemed heritage.</p> <p>Q5: Metrolinx will conduct pre-construction surveys at properties within the Zone of Influence and implement vibration mitigation measures and monitoring to reduce potential vibration impacts. Metrolinx will continue to work with property owners regarding potential vibration impacts, in the event that compensation or repairs are required as a result of construction activities.</p>
28	PACCT	ES 4 Construction Vibration	ES x	<p>"Pre Construction building inspections of the potentially impacted buildings are to be conducted. " However it is not clear who and under what contractual structure the monitoring will be conducted, or what specific buildings will be monitored, and what access to reports and legal / contractual reliance homeowners will have on the reports.</p> <p>Mitigation Measures include recommendation for Pre-construction Activities (consultation with property owners) , but there is no mention of Post Construction Activities.</p> <p>Mitigation Measures recommend some measures that seem unattainable given the PROPOSED Ontario Line route through residential settings. For example, "Heavily loaded trucks and equipment should be routed away from residential streets". The reviewer questions how this recommendation is realistically attainable.</p> <p>The contractor, once again, is left to self monitor for Vibrations which again puts the fox in charge of the hen house.</p> <p>Q1: Is the monitoring in place to protect the buildings and make restoration for damage or to protect the crown from claims?</p> <p>Q2: please clarify what specific buildings will receive pre and post condition surveys and monitoring.</p> <p>Q3: Will an independent consultant complete the work?</p> <p>Q4: Will contractual reliance be granted to residential owners for legal purposes.</p> <p>Q5: will a post construction condition survey be conducted for property owners on building in the ZOI, and a report be provided that documents any structural changes and a corrective measures plan, where damage has occurred?</p> <p>Q6: Can a third party independent monitoring engineer be contractually obligated to monitoring construction vibrations in the ZOIs, as opposed to allowing the contractor to self monitor?</p>	<p>Q1: Construction vibration monitoring will be required during the construction of the project. Should damage from the Ontario Line construction activities be confirmed, then resolution through the Metrolinx complaints process is available to make restoration for damage.</p> <p>Q2: Pre and post construction surveys will be conducted at properties located within the Zone of Influence, pending access to the potentially impacted properties.</p> <p>Q3: Construction vibration monitoring will be completed by the Contractor. However, all monitoring is evaluated by Metrolinx and their Supporting technical advisors (in vibration) to ensure the quality of the monitoring results.</p> <p>Q4: Any environmental investigations completed for a specific property before acquisition will be shared with the property owner. However, Metrolinx does not share reliance letters.</p> <p>Q5: Pre and post construction surveys will be conducted at properties within the Zone of Influence. Metrolinx will continue to work with property owners regarding potential impacts, in the event that compensation or repairs are required as a result of construction activities.</p> <p>Q6: Construction vibration monitoring will be completed by the Contractor. However, all monitoring is evaluated by Metrolinx and their Supporting technical advisors (in vibration) to ensure the quality of the monitoring results.</p>
29	PACCT	Construction Vibration	Appendix L Required Noise and Vibration Monitoring	<p>The example provided identifies different requirements for monitoring based on project location (urban vs suburban).</p> <p><b>Q1: Please clarify the definition of urban vs suburban to be used for the assessment.</b></p> <p><b>Q2: As a specific example, please explain/confirm the Required Noise and Vibration Monitoring for the residences identified to the Minton Place Portal.</b></p> <p><b>Example: URBAN?; Over 12 Months?; Nighttime activity: Within ZOI? therefore Type 1 monitoring, yes??</b></p>	<p>Q1 "Urban" environments would be defined as an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum". "Suburban" environments would be defined as an acoustical environment that has daytime characteristics of an urban environment, but nighttime characteristics of low evening and night background sound level defined by natural environment and infrequent human activity.</p> <p>Q2: For Minton Place Portal, given its proximity to Don Valley Parkway noise, it would be defined as an Urban environment with respect to Appendix L.</p>
30	PACCT	Construction Vibration	Appendix L: Noise Monitoring Provisions:	<p>The example, states that "The Project Co. shall employ monitoring equipment with output of each noise meter being continuously "stored in the cloud", and provide monthly reports to Mx".</p> <p><b>Q: Given the significance of this issue and the age of transparency and on-line reporting the monitoring output should be made publicly available in real time. Can Metrolinx make this a project requirement?</b></p>	<p>There will be continuous monitoring throughout the construction period. Monitoring information will be provided to the community at the regular construction liaison committee (CLC) meetings.</p>
31	PACCT	Construction Vibration	Appendix M: Train Service Levels and Speeds	<p>The Tables provided in the Appendix lack clarity and descriptors. <b>Please clarify / explain.</b></p>	<p>The Service Table in Appendix M provides a breakdown of the train service volumes for weekday, weekend and holiday operation. This is used in the noise modelling of the operational noise impact (Table 5-9). The Speed/Position charts in Appendix M provide the speed levels throughout the alignment, used in the noise modelling of the operational noise impact (Table 5-9).</p>
32	PACCT	Construction Vibration	Appendix N: Traffic Data	<p>The Tables provided in the Appendix lack clarity and descriptors. <b>Please clarify / explain.</b></p>	<p>The Traffic Data in Appendix N provides a breakdown of the road vehicle traffic (number of cars, trucks, busses) along various roads. This is used in the traffic noise modelling of baseline road traffic noise as outlined in Section 3.4.2.</p>
33	PACCT	Operations Vibrations.	ES vi, Operations Vibrations.	<p>The document states that " this assessment is preliminary based on current design and inputs and assumptions... and that "the assessment should be updated against the defined criteria as the design progresses... AND...for Downtown and Pape Tunnel sections, a detailed impact analysis should be performed once the design has been confirmed, as indicated in the US FTA Manual... to better determine the vibration propagation characteristics of the soil... "</p> <p>This reviewer notes that a number of borehole soil and groundwater testing programs were conducted over many phases in the Pape Portal Area over the past 2 years. Early bore-on-the-ground reports, indicated that the soils and groundwater characteristics were not suitable for the proposed Portal location. This has very serious ramifications, and it is believed that more detailed information is currently available and not being disclosed. This data seems as indicated is a critical project gate in determining whether or not the proposed route is viable.</p> <p>Q1: What are the soil and groundwater conditions in the Minton Place Portal area, and do they present an engineering/construction challenge?</p> <p>Q2: What other tests could be performed at this stage of design to confirm or deny the suitability of the proposed portal location?</p>	<p>Section 7.3.3 of the Noise &amp; Vibration Technical Report identifies the operational vibration methodology used for the assessment. This is based on the FTA General Methodology for vibration impacts. For vibration assessments, the general assessment methodology is applicable to the environmental assessment level of detail. Further detailed assessment utilizing the FTA Detailed Methodology, which involves in-situ vibration measurements once tunnelling access is available, will substantiate and confirm the vibration impact assessment and proposed mitigation to ensure vibration limits are achieved.</p> <p>Q1: Soil conditions were identified for the vibration assessment as per Table 7-3 Path Definition.</p> <p>Q2: The other tests that would be considered, as identified in the FTA Detailed Methodology, are transfer mobility tests, that would provide in-situ vibration propagation characteristics through measurement inside the tunnel structure, once access is available. Further geotechnical investigations are planned as detailed design progresses.</p>
34	PACCT	Operations Vibrations.	ES Table ES-1, Operations Vibrations.	<p>The document states that, " LMS (Light Mass Spring) system is recommended to be implemented through the entire Pape Section of the alignment and FST (Floating Slab Track) is recommended at the double cross over near 810 Pape avenue and Minton Place Portal.</p> <p><b>Q: In consideration that the residences in the area of the Portal were promised "state-of-the-Art" design and construction methods, in the letter received from Metrolinx Feb 2022, we want assurances that a FST is the best technology and that FST or better technology will be mandated as a project Basis of Design requirement , rather than a weak recommendation in the draft EIA document.</b></p> <p><b>Q: What is the difference and cost benefit analysis of using FST throughout the entire Pape Section? This is requested as a transparent assessment of the value that the province puts on our long term health and life quality?</b></p>	<p>Q1: Both LMS and FST systems are state-of-the-art mass-spring systems to mitigate vibration and therefore ground borne noise caused by the trains operating along the track. The Project Technical Requirements require the installation of high-attenuation track fastening systems and mass-spring systems as mitigation measures where required in accordance with the Environmental Obligations and without limiting any of those obligations, also at particular areas along the guideway, such as for example between Gerrard and Minton Place portals. We can therefore confirm that this is not a recommendation but a requirement.</p> <p>Q2: Both LMS and FST systems are state-of-the-art mass-spring systems with similar characteristics. The type of mass-spring system which will eventually be installed is subject to detailed calculations, modeling and eventually soil propagation testing in the finished tunnel before installation of the track system. In the end, the requirements on minimum insertion loss as described in the Project Technical Requirements must be met.</p>
35	PACCT	Operations Vibrations.	pg 104, 7.12 Other Guidance Documents and 7.13 Applied Assessment Criteria	<p>"The MOEE/TTC Draft Protocol, states and operations vibration limit of 0.1 mm/s for residential properties within 15m of the track. In comparison a level (0.045) , less than half of residential is set for highly sensitive buildings. From a resident's perspective living next to a portal with trains running every 45 seconds, I sure hope my house gets identified as highly sensitive.</p> <p><b>Q: How is a "highly sensitive building" defined and identified.</b></p>	<p>"Highly Sensitive Buildings" are those buildings that are susceptible to vibration levels well below those perceptible by people. Specifically, this impacts highly sensitive equipment (e.g. MRI) that may be affected by very low levels of vibration in the building. This category is not applicable to residences, which have their own category for vibration (0.1 mm/s).</p>
36	PACCT	Operations Vibrations.	7.2.1 A1-Grade/Elevated Track	<p>There is no direct mention to the bridge planned across the DVP from Minton Portal.</p> <p><b>Q: does the bridge represent an elevated track comparable or was any modelling done to confirm anticipated noise from trains crossing the bridge at high frequency?</b></p>	<p>Modelling accounted for the train along the bridge as an elevated track. However, the main impact to the Minton Place residences is at the portal opening, which accounts for the portal noise and the train running along the bridge.</p>
37	PACCT	Operations Vibrations.	7.2.1 A1-Grade/Elevated Track	<p>The document states that the "Passby Sound Level" criteria is 80 dBA. This sounds quite high, and represents 62% increase over background and other Daytime/Nighttime criteria criteria</p> <p><b>Q: How do you justify 80dB as a Passby Sound Level when there will be 496 trains travelling the tracks from 7:00 a.m. - 11:00 p.m., EACH WAY? This is a total of 992 trains a day which would actually equate to almost a constant noise level of 80 dB</b></p>	<p>The 80dBA passby noise limit is an individual train criteria, which is independent of the number of trains. The average noise criteria (50B above baseline) is also adopted to address the number of trains, the duration of those trains, and the time when trains are not travelling. As noted, the passby noise level at Minton Place is 64dBA, and the average nighttime noise level is 56dBA between 7am - 11pm.</p>
<b>4. Construction Noise Impact Assessment</b>					
38	PACCT	4.2 Applicable Criteria	p.23 Section 4.2.3, US FTA Kmitls for Construction Noise, Table 4-2	<p>Table 4.2 shows Residential sound levels during construction as 80 dBA day and 70dBA at night. This is considerably higher than the ambient sound levels of 55 dBA day and 46 dBA night shown in Table 3-2 on p14 for Minton Place/Hopelade Ave. Q: Please justify the levels acceptable for residential area with sensitive receptors.</p> <p><b>Q: What additional construction noise mitigation is Metrolinx planning for residential areas?</b></p>	<p>The construction noise limits, as per FTA guidelines for rail transit construction projects, are at 80dBA daytime and 70dBA night. And though these absolute limits in the assessment are higher than existing ambient noise levels (as per receptors CR_RESID_171 to 74) are 59dBA day and 51 dBA night, respectively, the impact at these locations (with typical 5m hoarding, generators and fans with silencers/enclosures) is expected to be 68 - 74dBA (Table 4-9), depending on the construction activity.</p> <p>The contractor is obligated to prepare their own Construction Noise Management plan, and will consider implementing mitigation identified in Appendix K or other mitigations to meet these criteria (i.e. 5m temporary barriers, equipment silencers, etc.). Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.</p>
39	PACCT	4.3 Project Construction Noise Considerations	p.25,Section 4.3, Project Construction Noise Considerations	<p>2nd para states that project construction is expected to be conducted in three (3) shifts per day, five days per week with reduced operations on weekends. <b>Does this work schedule meet with the City of Toronto construction regulations?</b></p>	<p>Metrolinx has sequenced the construction schedule to minimize potential impacts due to construction noise during evenings, nighttime and weekends. Construction schedules will also be coordinated so that noisy work happens during daytime hours, where possible. Furthermore, Metrolinx will provide oversight of the noise and vibration requirements in the contract to ensure compliance. As a crown agency, Metrolinx is exempt from noise bylaw permits since these activities fall under Government Work. However, Metrolinx will work to carefully manage, mitigate, and monitor noise throughout construction.</p>

40	PACCT	4.3 Project Construction Noise Considerations	p.27, Table 4-4. Also p.33, Section 4.4.1 Assumptions	Table 4-4 shows Tunnel Boring Machine (TBM) Exit Shaft and Elevated Corridor and Bridge construction occurring DIN (Day/Night - 24 hours per day). Also para 4.4.1 states that the TBM is expected to operate two 12-hour shifts and 6 days a week. <b>What mitigation is in place to reduce nighttime construction noise for predominately residential areas near the Minton Place Portal and the bridge over the DVP?</b>	The contractor is obligated to prepare their own Construction Noise Management plan, and will consider implementing mitigation identified in Appendix K or other mitigations to meet these criteria (i.e. 5m temporary barriers, equipment silencers, etc.). Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.
41	PACCT	4.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.45, Table 4-8, Unmitigated Construction Noise - Receptor Area (last column) - 4 rows for exit Portal (Minton Place). Also Table 4-9 Mitigated Construction Noise.	Trackwork and Tunneling (Day/Night dBA) sound levels - bold and underline below numbers indicates exceedance of daytime and nighttime limits for both Unmitigated and Mitigated tables. <b>What further mitigation is planned here?</b>	The contractor is obligated to prepare their own Construction Noise Management plan, to show they meet their contractual noise limits (which are set lower than 80/70/90A), and can consider implementing mitigation identified in Appendix K, or other mitigations to meet these criteria. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.
42	PACCT	4.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.48, Section 4.5.3 Construction Noise Mitigation	Ventilation fans for tunnels during TBM operations should be limited to 107dBA - are ventilation fans to be used at the Minton Place exit portal? Even with a silencer this is very noisy and needs to be further mitigated.	These are specified as a sound power level of 107dBA (used for equipment specifications), and sound pressure levels are lower than this (depending on the distance away from the equipment). Silencers can be provided to achieve significant noise reductions (10-20dB), as required, to achieve the necessary noise reduction to meet the construction noise criteria.
43	PACCT	4.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.60, Section 4.5.4 Construction Monitoring	<b>When will the Construction Noise Management Plan be issued? Also a timeline is needed for the issuance of the Communication and Complaint Protocol.</b>	The Construction Noise and Vibration Management Plan and the Communication and Complaint Protocol are contract requirements that will be developed prior to construction and have commercially sensitive information. Therefore, they will not be made available to the public.  However, prior to construction, Metrolinx will inform community residents on how they can provide comments or concerns during construction, the details required in order to properly action any complaints (e.g. address/time/date/description of issue), and the process to handle such complaints. Metrolinx will notify the public with community notices in advance of any construction work related to the Ontario Line via the website, e-newsletters, emails to community groups and physical canvassing for particularly disruptive work. Metrolinx will also be sharing information to the community through a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.
44	PACCT	4.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.61, Section 4.5.5, Permits and Approvals	For predominately residential areas like Minton PI/Hopedale Ave, Metrolinx MUST engage with the City of Toronto to incorporate municipal requirements as a best practice. <b>NOT WHERE PRACTICAL TO SUIT METROLINX!</b>	Thank-you for your comment. Metrolinx has been and will continue to engage with the City of Toronto as project planning progresses, including for the Minton Place/Hopedale Avenue area.
<b>5. Operations Noise Impact Assessment</b>					
45	PACCT	5.1 Regulatory Overview	p.62, Section 5.1 Regulatory Overview	Last para - Because Metrolinx is a provincial agency, and the City of Toronto's guidance defers to provincial noise guidance, this assessment considers the operations noise impact against provincial guidelines. <b>Why does the City of Toronto guidance defer to provincial noise guidance? The city needs to take action here.</b>	As a crown agency, Metrolinx is exempt from noise bylaw permits since these activities fall under Government Work. However, Metrolinx will work to carefully manage, mitigate, and monitor noise throughout construction. Please reach out to City of Toronto for further information on noise guidance
46	PACCT	5.3 Project Operations Noise Considerations	p.68, Section 5.3 Project Operations Noise Considerations	There is no section here that address the train noise in traversing the bridge over the Don Valley and the effect on the Minton PI and Hopedale Av residents.	Section 5.3.1 identifies that elevated trackwork was evaluated. This included the trackwork across the bridge over the DVP at Minton Place.
47	PACCT	5.3 Project Operations Noise Considerations	p.68, Section 5.3.2 Stations and Emergency Egress Buildings	2nd para - At the Portals, emergency ventilation will be provided by jet fans installed within the tunnel itself. These jet fans are expected to operate during planned testing - how often is this planned testing to occur? <b>When will it occur, day or night? It is understood that jet fans will be provided with noise controls (exhaust/intake silencers, casing enclosures) to maintain compliance with MECP NPC-300 noise limits - noise controls need to be more than just understood, they need to be mandatory.</b> Note that Table 5-7 (p.72) shows Emergency Ventilation System Fan Sound Power Levels of 123dB	Jet fans will be provided with silencers to ensure that they are in compliance with NPC-300 noise limits. They will be operated for maintenance purposes during daytime, when background levels are highest. The Emergency Fans noted in the comment (123dB) are for fire ventilation systems at stations, and are not located at the Minton Place location.
48	PACCT	5.3 Project Operations Noise Considerations	p.70, Section 5.3.4 Underground Trains	The noise emitted from trains entering and exiting the Minton Place Portal is included in this assessment - this is not true. There is not an adequate or specific study to address the operational noise levels of over 500 trains at 80 km/hr per day exiting and entering the Minton PI portal and traversing the bridge over the Don Valley and the effect on the residents of Minton PI and Hopedale Av. <b>Where is your data on the sound of two trains passing each other plus the sound of the traffic and the 4 dBA increase from portal? Where is your study? There is nothing in the EIAR.</b>	The results of the operational train noise modelling is presented in Table 5-9. This is based on the Federal Transit Administration (FTA) train noise modelling methodology, including the assumptions presented in Section 5.4.2.1 and the train service data in Appendix M. Collectively, these are presented as the study in the Noise and Vibration report.
49	PACCT	5.3 Project Operations Noise Considerations	p.70, Section 5.3.4 Underground Trains	Noise exiting tunnels has not been adequately addressed. Comparison studies required to validate this statement.	Noise modelling has accounted for train noise exiting tunnels, by applying the 4dB portal noise penalty to the train noise levels as outlined in Section 5.4.2.1.
50	PACCT	5.4 Methodology	p.72, Section 5.4.2 Stations, Table 5-6 Emergency Ventilation System Basis of Design and Table 5-7 Generic Emergency Ventilation System Fan Sound Power	Table 5-6 Operation Modes - <b>Emergency</b> - Fans operate at full speed. Emergency situations excluded from assessment. Routine testing carried out during the daytime up to 2 min per fan - <b>Sound Power Levels of 123dB. Maintenance</b> - Fans can operate for a full hour at 3/4 speed during overnight track maintenance - <b>Sound Power Levels 116 dB, Normal</b> - Fans operate for a full hour at 1/2 speed during normal tunnel operations - <b>Sound Power Levels 105dB. Are these excessive sound levels expected to emit from the Minton PI portal?</b>	Table 5-6 identifies Station Fire Ventilation fan systems, which are not applicable to Minton Place.
51	PACCT	5.4 Methodology	p.71, Section 5.4.2 Assumptions, 5.4.2.1 Trains	<b>For this operational assessment, the following assumptions are noted:</b> Selected bullet points - 1. Train sound exposure level (SEL) is 80 dBA at 7.5 m, at a reference speed of 80 km/h; 2. A 5 dB increase on the elevated guideway is included to account for noise re-radiated from the concrete structure (FTA) - this should include the bridge over the Don Valley; 3. The Minton Place Portal is considered as a point source resulting in a sound pressure 4 dB higher than the related tracks, at a distance of 25 m from the portal; 4. For each track direction, 496 trains travel between 07:00 and 23:00 (daytime), and 81 trains travel between 23:00 and 07:00 (nighttime). These are very high and frequent noise levels for the Minton PI portal and Hopedale Ave areas and need to be studied and mitigated further. <b>Question: Where are the studies to show each of these in combination to truly determine noise levels??</b>	The FTA operational noise impact methodology (the FTA Manual would be the study) was used, as described in Section 5.4. This has been developed over decades in the rail industry, based on research over the past 20-30 years, to develop this industry guide for rail noise.  The methodology uses these assumptions for the train operation (train sound level, speed, number of trains) and factors identified in the FTA method (5dB correction for elevated guideway), they are combined in the noise analysis, using the industry-standard CADNA noise modelling software, to complete the predictions. From this, the passby and average noise levels are predicted for the Ontario Line trains.
52	PACCT	5.4 Methodology	p.73, section 5.4.2.3	Points 1-6. Noise values noted here of 73 dBA to 83 dBA are extremely loud. <b>How long would equipment operate at these noise levels?</b>	These are the expected noise levels from standard equipment at the operation, maintenance and storage facility at a standard distance (e.g. 5m). The assessment is based on a 1hr noise exposure, as per MECP NPC-300 to the nearest receptors, which will be further away, thus lower noise level, than those presented in Points 1-6.
53	PACCT	5.4 Methodology	p.75, Section 5.4.3 Train Noise Assessment Methodology	1st para - Airborne noise for revenue track rail movements is assessed from the Minton Place Portal. 3rd para, last 2 sentences - The guideway on either side of the elevated track is considered to be self-shielding, where noise through the bottom of the elevated supporting tracks is negligible. All train noise is expected to radiate from above the structure - if so, then can it be expected that the train noise from the bridge over the Don Valley will radiate above the structure into the area of Minton PI and Hopedale Ave? If so, the bridge needs to be covered near the Minton PI portal to avoid this radiated train noise. Also, <b>give the many variables here, a detailed analysis is required here rather than a predictive analysis from software algorithms.</b>	The discussion on noise through the bottom of the elevated structure is relevant to buildings adjacent to the elevated structure (Thorncliffe area). For the Minton Place portal, and associated bridge, this is not a factor. Further, the train on the bridge structure, as well as the train passing through the portal, have been accounted for in the noise modelling. The predictive analysis has provided a detailed analysis, considering acoustical variables in accordance with the applicable Federal Transit Administration (FTA) train noise prediction methodology, that covers the requirements of a detailed analysis. Based on the predicted results, the Minton Place portal and bridge does not warrant covering the train near the portal to address train noise.
54	PACCT	5.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.80, Table 5-9	Noise levels at [redacted] Overlea are very close to limit. <b>What are these based on and what is the accuracy?</b>	Noise passby levels at 14 and 20 Overlea are close to the 80dBA passby limit. Thus, Metrolinx has committed to including an additional 2m noise barrier at this location (Section 5.5.2.2). "In addition, Metrolinx has committed to incorporating a noise barrier along part of the alignment at Leaside Park Drive (shown in Appendix P). This barrier may provide additional noise attenuation and/or shielding for areas of the study area. Any additional attenuation or shielding provided by this barrier is not considered in this assessment." Thus, the passby noise levels at 14 and 20 Overlea would be further reduced than what is presented in Table 5-9.
55	PACCT	5.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.82, Section 5.5.2 Train Noise Verification for Mitigation	Train noise is predicted to be compliant without additional mitigation in the OLN section - this is certainly not true based on all the above issues.	The resulting noise modelling presented in Table 5-9 shows that all operational train noise is compliant with the noise criteria adopted for the project. Thus, the conclusion that train noise is predicted to be compliant is valid.
56	PACCT	5.5 Potential Impacts, Mitigation Measures and Monitoring Activities	p.90, Section 5.5.10 Permits and Approvals	Metrolinx will engage with the City of Toronto to incorporate municipal requirements as a best practice to the extent possible - this should be mandatory not just to "the extent possible"	Metrolinx has been engaging with the City of Toronto on the Ontario Line Project since the beginning of the Project, and will continue to do so as project planning progresses. As a crown agency, Metrolinx is exempt from noise bylaw permits since these activities fall under Government Work. However, Metrolinx will work to carefully manage, mitigate, and monitor noise throughout construction.
<b>6. Construction Vibration Impact Assessment</b>					
57	PACCT	6.1 Regulatory Overview and Criteria	p.91 Section 6.1.3 Municipal Context. Also p.102, para 5.4.3.2 Monitoring Activities	Encouraging to hear that Metrolinx will adopt the construction vibration limits outlined in the City of Toronto's By-Law No.514-2008. Will the City of Toronto engineers have the authority to monitor the vibration levels and direct Metrolinx to take action to adjust construction operations to rectify excess vibration? How and to whom do residents complain regarding annoying vibration?	Metrolinx provides oversight of the contractor to ensure that they complete the required mitigation measures in accordance with any applicable regulations or guidelines.  Prior to construction, Metrolinx will inform community residents on how they can provide comments or concerns during construction, the details required in order to properly action any complaints (e.g. address/time/date/description of issue), and the process to handle such complaints. Metrolinx will notify the public via community notice in advance of any construction works via the Ontario Line website, e-newsletter, email to community groups and physical canvassing for particularly disruptive work. Metrolinx will also be sharing information to the public via a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.
58	PACCT	6.1 Regulatory Overview and Criteria	p.92, Section 6.1.4 Other Guidance	Construction vibration can generate indoor noise annoyance through the vibration of building structures such as floors and walls. Cosmetic damage and human comfort are concerns here. However, the City of Toronto by-law does not provide any GBN limits for construction activity. <b>It appears that the noise limits in this section are arbitrary. Further investigation and adequate limits of GBN need to be determined here.</b>	The City of Toronto bylaw for construction only addresses vibration limits for cosmetic damage to buildings. These have been supplemented with the Federal Transit Administration (FTA) ground-borne noise limits, to provide a complete construction vibration impact assessment. The FTA guidelines for construction vibration on rail transit projects are adopted throughout Canada and the US as industry-standard for projects including the Ontario Line.

59	PACCT	6.4 Potential Impacts, Mitigation Measures and Monitoring Activities	p.98, Section 6.4.1 Impact Assessment	Since the TBM is expected to operate in the nighttime period, interior noise from GBN may be more noticeable at night. <b>What steps are being taken to ensure that GBN and GBV do not disturb the sleep of residents of the Minton/Hopdale and other areas?</b>	The Tunnel Boring Machine (TBM) ground-borne noise levels at 36dB(A), are considered quiet for nighttime tunneling construction in residential areas. It should be noted that TBM passby ground-borne noise will be temporary (an evening to a few days) as the TBM passes by the building. As such, impacts to nighttime residences are expected to be minimal.  Metrolinx will notify the public via community notice in advance of any construction works via the Ontario Line website, e-newsletter, email to community groups and physical canvassing for particularly disruptive work.
60	PACCT	6.4 Potential Impacts, Mitigation Measures and Monitoring Activities	p.101, Section 6.4.2 Construction Mitigation, sub para 4.	For tunneling with TBM, the cutting force can be reduced by a speed reduction. What assurance can Metrolinx give the residents of Minton/Hopdale that this will actually happen?	The contractor will address changes to Tunnel Boring Machine (TBM) operation based on a number of factors, including the potential for construction vibration during TBM passby. Metrolinx provides oversight of the contractor to ensure that they complete the required mitigation measures in accordance with any applicable regulations or guidelines.
61	PACCT	6.4 Potential Impacts, Mitigation Measures and Monitoring Activities	p.101, Section 6.4.3.1 Construction Monitoring, Pre-Construction Activities.	Municipal By-Law No. 515-2008 requires a pre-construction consultation with the property owners for cosmetic damage. Also a vibration mitigation plan and a vibration monitoring program should be prepared. <b>What rights do residents have to make monetary claims resulting from vibration damage to their property? A post-construction assessment should also be included in Metrolinx's guidelines.</b>	Residents have the right to make claims against Metrolinx. Metrolinx will review any claims received to determine whether or not they are justified. Typically, the review will include using the use monitoring data to determine if those claims are valid.  The contractor is obligated to prepare their own Construction Vibration Management plan, which will consider mitigation measures that adhere to the proposed vibration thresholds.
<b>7 Operations Vibration Impact Assessment</b>					
62	PACCT	7.2.2 Tunnelled Track	p. 106, Section 7.2.2 Tunnelled Track	The tunnelled tracks are generally at 25 to 30 m depth (except near tunnel portals) - what is the tunnel depth at the Minton Pt portal? Also, it is stated that the Pape tunnel will be constructed approximately 25 m deep within the soil overburden - it is noted here that vibration from the soil-based tunnel on Pape Ave is higher than the bedrock-based tunnel downtown.	Regarding the depth of the tunnel at Minton Place Portal, the top of the rail will be approximately 10 metres below top of slope, top of headwall will be approx. 5 metres below top of slope. The Final EIAR includes the project footprint profile drawings showing tunnel depths throughout the alignment.
63	PACCT	7.4 Potential Impacts, Mitigation Measures and Monitoring Activities	p. 110, Section 7.4.1.3 Pape Section (OLN)	It is stated that the Pape tunnel will run under predominantly residential neighbourhoods with low-rise (2-3 storey) houses and some apartment blocks. It was noted that these low-rise houses may also have basement apartments. Also that implementation of vibration mitigation of track will be required on the entire Pape tunnel section. <b>Question: Are these mitigation measures sufficient to reduce the vibration to an acceptable level in the residential housing in the Pape tunnel area and especially at the Minton Pt portal where the tunnel depth is very shallow at about 10 m (see Table 7-5, VO, PORS160).</b>	The tunnel depths to building foundations, including basement apartments, have been considered in the vibration impact analysis, and subsequent rail mitigation proposals and are described in Table 7-5 of the Noise and Vibration Impact Assessment Report. Mitigation measures are sufficient to reduce the vibration to an acceptable level in the residential housing.
64	PACCT	7.4 Potential Impacts, Mitigation Measures and Monitoring Activities	p.119, Section 7.4.4.3 Vibration Mitigation - Pape Section (OLN)	It is noted here that Floating Slab Track (FST) is recommended (or alternative mitigation that achieves the same vibration isolation) for the Minton Place Portal area due to the high vibration generated from the shallow depth of the portal area. Further mitigation is needed to reduce the vibration to levels that are acceptable to the nearby residents.	Floating Slab Track is the recommended mitigation for the Minton Place Portal to ensure both vibration and ground-borne noise criteria are achieved. The contractor may adopt the floating slab track methodology, or apply alternative mitigation at their discretion, provided the construction vibration and vibration generated-noise criteria are met. Metrolinx provides oversight of the contractor to ensure that they complete the required mitigation measures in accordance with any applicable regulations or guidelines.
<b>Archaeological Assessment</b>					
65	PACCT		Entire doc	I can't speak for what others are working on but the Archaeological Assessment wasn't an assessment at all. It was an evaluation to see if an assessment was necessary. At least that is how I read it. (i, ii)	A Stage 1 archaeological assessment is to determine archaeological potential and whether archaeological field work is needed (Stage 2 archaeological assessment), the report is an archaeological assessment but as a desktop study.
66	PACCT		Entire doc (page 53)	On top of above, most of the assessing the consulting company Stantec did was citing previous assessments. These assessments are not included in this report other than a paragraph and a ref number (for instance P438-0194-2019 p53). Without them being included how can we, the public, determine if these previous assessments have been reviewed and accepted into the Ontario Public Register of Archaeological Reports. Reports within this register have been reviewed and deemed compliant with the Standards and Guidelines for Consultant Archaeologists. Redacted versions of these reports are available from the Ministry of Heritage, Sport, Tourism and Culture Industries to the public upon request.	Archaeological assessment reports referenced in this document have been reviewed and accepted into the Ontario Public Register of Archaeological Reports. Reports within this register have been reviewed and deemed compliant with the Standards and Guidelines for Consultant Archaeologists. Redacted versions of these reports are available from the Ministry of Heritage, Sport, Tourism and Culture Industries to the public upon request.
67	PACCT		i, 182 specifically but again entire doc	Example for above as it pertains to Minton Place. From Assessment "Many of the recommendations in the AECOM Stage 1 assessments have been carried forward into the current Stage 1 assessment, where there are differences in the recommendations by Stantec." For instance on Minton place it says there was an archaeological assessment done in 2020. I don't remember that being done (page 162 Baseline Environmental Conditions study AECOM 2020a). Was that the drilling? I don't remember those assessments being shared with the public, and I don't see the results of those reports included other than the note below, which is hardly comprehensive. It appears that an early assessment was done on our neighbourhood with no opportunity for us to weigh in. That precludes us from even talking about it in this report. The could indicate that Metrolinx hasn't been following the requirements for input. Otherwise we have been given an opportunity to review that information, yes? If that is the case then I believe we should be asking for at the very least a delay until that info is provided so we can determine the validity of those assessments.  Note: This is what it says for 2020a (a paragraph for an area that extends from Pape to the Science Centre).  p53 AECOM (2020a) completed a Stage 1 archaeological assessment as part of the Ontario Line Project of the north segment (Pape Station to the Ontario Science Centre) under the project direction of Samantha Markham (PF# P438-0194-2019). This assessment noted parts of the assessment area as being deeply disturbed and recommended no further archaeological assessment on those parts. Other parts of the assessment area were recommended for a further Stage 2 archaeological assessment.	The AECOM Stage 1 archaeological assessment reports are part of the Ontario Line Environmental Conditions (ECR) Report (Appendix B6) and are publicly available on the Metrolinx website using the following link: <a href="https://www.metrolinx.com/en/content/ontario-line-final-environmental-conditions-report">https://www.metrolinx.com/en/content/ontario-line-final-environmental-conditions-report</a>  The Ontario Line Environmental Conditions Report was developed following Section 4 of the Ontario Regulation (O.Reg.) 341/20 and the draft report was available for public review from September 17 to October 17, 2020. In accordance with Section 7 of O.Reg 341/20, Metrolinx updated the Draft ECR and published the final ECR on November 30, 2020
68	PACCT			Some of the data they are citing is extremely old. I noticed some reports from the 50's. I presume the method on determining archeological significance has changed over the years. Including what is significant from an indigenous perspective.	Stantec used standard data sources in their reporting. Stantec has followed the 2011 Standards and Guidelines for Consultant Archaeologists to assess archaeological potential which speaks to archaeological significance. Indigenous Nations and Peoples have been engaged as outlined in Section 2.4 of the Stage 1 archaeological assessment report.
69	PACCT		pg 31-35 (Table 2-7) + 35-41 (site summaries), 168-186 (maps)	These pages refer to the 83 archaeological sites that are registered within a 1 km radius within the study area. The coordinates given reference maps that include Borden Numbers. Maps that include these Borden numbers are not included in the document. So it's impossible to determine what has been included and what hasn't as it pertains to each of the 83 sites listed. This is also important because the report then goes on to summarize the sites actually included (41) located within 300m of the work being done. Without knowing where the sites are we can't properly assess all of the sites that are included for assessment. Essentially the information is incomplete and so we can't evaluate it.  Note: Maps are included (168-186) which include if Stantec recommends a 'Stage 2 recommendation' or if it has been 'previously assessed (again what was involved with that, why is not included). These are not the corresponding maps referred to pages 31-35. These two data sets should match so that we can reference the information together. Apart they are meaningless for an evaluation.  Note 2: it mentions on page 31 that site locations are not open to ATI (access to information) because of potential looting. Which I understand with certain locations but to block all locations based on that is intentional obfuscation. It's appearing to present information without presenting anything at all.	All archaeological sites in Ontario are protected under the Ontario Heritage Act, including those that have been determined to be fully mitigated. This information is available to Metrolinx and to municipal, provincial, and federal government agencies that may need to review this report. For the maps (pages 168 to 186 of the PDF) where polygons are referred to as "Previously Assessed", a bibliographic reference is provided to the corresponding archaeological report provided in Table 2-8 and in Section 8 of the Stage 1 archaeological assessment report.
70	PACCT		31-54, 58	Similar to my points above, these pages outline all of the previous assessments done before that are now being cited as 'complete'. It represents a huge percentage of the land in question that is being presented as already 'complete'.  p58 "The majority of the study area has been previously assessed by the preceding Stage 1 archaeological assessments completed by AECOM (2020a, 2020b, 2021). The AECOM Stage 1 assessments contain a variety of recommendations, including areas requiring Stage 2 archaeological assessments, previous disturbance with no further assessment recommended, and previously assessed sections. These recommendations have been predominantly carried over by Stantec."	Archaeological assessment reports referenced in this document have been reviewed by the Ministry of Heritage, Sport, Tourism and Culture Industries and accepted into the Ontario Public Register of Archaeological Reports. Reports within this register have been reviewed and deemed compliant with the Standards and Guidelines for Consultant Archaeologists. All of the reports are therefore available in the Ontario Public Register of Archaeological Reports and in some cases, publicly available on websites open to the public (such as the cited AECOM Stage 1 archaeological assessment reports that are available here: <a href="https://www.metrolinx.com/en/content/ontario-line-final-environmental-conditions-report">https://www.metrolinx.com/en/content/ontario-line-final-environmental-conditions-report</a> ).
71	PACCT		168-186 (maps)	As per p.58. It appears that there are quite a few areas that are still to be assessed. How does that affect the entire process? Again, this is not an assessment but an assessment of an assessment.	A Stage 1 archaeological assessment is meant to evaluate the archaeological potential of a given area. This includes background research on previous assessments done by other firms. Areas that are still to be assessed will be conducted in subsequent stages of archaeological investigation. Depending on what has been previously assessed, Stage 2, Stage 3, and Stage 4 archaeological investigations may be required to be completed. These archaeological investigations will be conducted prior to development impacts being allowed in those areas.
72	PACCT		Page 60	All of AECOM's 'deeply buried potentials' were converted to 'previously disturbed' by Stantec. Really 100%? Based on property inspections and desktop review?	Only some of AECOM's 'deeply buried potential areas have been reclassified as previously disturbed by Stantec, as noted and further explained in Section 5.2.3 of the Stage 1 archaeological assessment report.
73	PACCT		182	There is a lot of area here down in the ravine that is marked for Stage 2 assessment that the city and other corps like gas and hydro have been completely running wild on with large machinery, saws and vehicles. Was any of that assessed prior? It seems very likely that whoever is doing that assessment is going to determine that land is deeply disturbed because that is exactly what has happened.	For areas requiring Stage 2 archaeological assessment, some of those areas may have been previously impacted by prior ground disturbance activities. Metrolinx would not have had control over development work conducted prior to the Stage 1 archaeological assessment for this project or on lands that Metrolinx currently does not have permission to enter. The consultant archaeologist conducting the Stage 2 archaeological assessment on the ground will be able to assess if previous disturbance has already affected a particular area.
<b>Natural Environment</b>					
74	PACCT	Purpose of Report and Methodology	6	The report notes an "existing Environmental Conditions Report (AECOM 2020b) was prepared to meet the requirements of Section 4 of Ontario Line Regulation 341/20. The ECR summarized the local environmental conditions within the Project's preliminary study area as defined in that report, through a combination of desktop review and field studies.  -Is that methodology sufficient for the Natural Environment Technical Report? -Is reliance on the AECOM report for a significant amount of the NETR sufficient? -Appears to not be any forward looking component of the report. Given other projects in the area, like the flood proofing/Don Rive mouth rehabilitation, that will impact the natural environment in the area, how does the OL work align with this work?	The Environmental Conditions Report (ECR) documented the existing conditions within the OL Study Area, which is the first step in the evaluation of impacts that are addressed in the NETR and EIAR. The ECR draws from published and unpublished information, and field investigations which is typical for an Environmental Conditions Report. The ECR was prepared as part of the first stage of the assessment of the Project which starts with a thorough understanding of the area's environment. As the project and design advances, knowledge of certain key areas become more refined through continued engagement with regulatory agencies and analysis of site conditions through on-going field surveys.  The Natural Environment Technical Report (NETR) uses the information documented in the ECR and additional supporting field investigations to inform the assessment of potential impacts and design. Through this process, we are able to identify areas that may require additional studies. This approach is considered appropriate and sufficient.  Metrolinx engages with proponents and stakeholders with projects in close proximity to the Ontario Line, such as TRCA's Seton Park project and Waterfront Toronto's Port Lands project.
75	PACCT	Legislation and Policy Context	9-17	This section notes applicable federal and provincial legislation and municipal  Federal Legislation - Species at Risk Act, 2002, Fisheries Act, R.S.C. 1985, Migratory Birds Convention Act, 1994 p. 10  Provincial Legislation - Provincial Policy Statement, 2020 (MMAH), A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, 2017, Endangered Species Act, 2007, Conservation Authorities Act, 1998.  Municipal - City of Toronto Official Plan, City of Toronto Ravine Strategy, City of Toronto Municipal Code Chapter 658, Ravine & Natural Feature Protection, TRCA Ontario Regulation 169/06 p. 17  -The report notes on p. 13 that Metrolinx is exempted from some municipal policies and processes and will engage with the city in these areas. What does that engagement look like? Does that city have any say in those areas?	As a crown agency undertaking government works, Metrolinx is exempt from some municipal bylaws and the Conservation Authorities Act. Notwithstanding, Metrolinx does engage with the City of Toronto and the TRCA through voluntary processes. For example, Metrolinx engages with the TRCA through a formalized Voluntary Project Review process that includes both Pre-RFP engagement to inform the project agreements, as well as the VPR, which is a voluntary analog to the permitting process through the detailed design stage. Metrolinx endeavors to incorporate municipal and Conservation Authority interests into the impact assessment and project design.

76	PACCT	Existing Environmental Conditions	19-76	<p>A significant amount of the report provides a detailed inventory of existing environmental conditions in the areas of: Ecological Land Classification and Plant Inventory, Fish and Fish Habitat, Wildlife and Wildlife Habitat, Significant Wildlife Habitat, and Species at Risk Habitat Screening. Each of these is done for each of the OL segments: OL West, OL South and OL North.</p> <p>Some thoughts/observations:</p> <ul style="list-style-type: none"> <li>-much of the report relies on the AECOM report from 2020 as noted above. <b>Is that sufficient?</b></li> <li>-a small number of species at risk were noted in the three areas, e.g., the barn swallow and chimney swift</li> <li>-significant wildlife habitat was identified all along the line, e.g., marsh breeding bird habitat, turtle nesting areas, etc.</li> <li>-There is one environmentally significant area within OLN at E.T. Seton Park, located north of Overlea Boulevard within the Don River Valley</li> </ul>	<p>The Environmental Conditions Report (ECR) documented the existing conditions within the OL Study Area, which is the first step in the evaluation of impacts that are addressed in the NETR and EIA. The ECR draws from published and unpublished information, and field investigations which is typical for an Environmental Conditions Report. The ECR was prepared as part of the first stage of the assessment of the Project which starts with a thorough understanding of the area's environment. As the project and design advances (for example, station and OMSF locations) knowledge of certain key areas become more refined through an iterative process with regulatory agencies and analysis of data including on-going field surveys.</p> <p>The Natural Environment Technical Report (NETR) uses the efforts and information documented in the ECR report and additional supporting field investigations conducted at locations where the assessment of natural environment components are instrumental in informing the assessment of potential impacts as well as the design. Through this process, we are able to identify areas that may require additional studies. This approach is considered appropriate and sufficient.</p> <p>Mitigation measures for SWH during construction are provided in Table 4.1 (OLW), Table 4.3 (OLS) and Table 4.5 (OLN) of the NETR. Mitigation measures for the ESA during construction are provided in Table 4.5 (OLN) of the NETR. Potential impacts to SWH and ESA features can both be mitigated through mitigation measures provided for Vegetation Communities and Wildlife and Wildlife Habitat.</p> <p>Examples of mitigation measures include: Vegetation removal will be reduced to the extent possible and limited to the construction footprint; Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction footprint and prevent accidental damage or intrusion to adjacent vegetation; Construction will adhere to species specific timing windows to reduce impacts to species during sensitive times of the year (e.g. breeding season, hibernation). Prior to construction, investigation of the Project Footprint for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate; and if wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and its habitat.</p>
77	PACCT	Potential Impacts, Mitigation Measures and Monitoring Activities	79-103	<p>This section of the report outlines potential impacts on the natural environment and mitigation measures, with sections for each of the three main sections of the OL (OL West, South and North).</p> <p>Some general themes throughout:</p> <ul style="list-style-type: none"> <li>-Vegetation removal will be reduced to the extent possible and limited to the construction footprint.</li> <li>-Construction fencing will be used to prevent accidental damage.</li> <li>-Compensation will be provided for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020).</li> <li>-If wildlife is encountered, "measures will be implemented to avoid, as much as possible, destruction, injury, or interference with the species, and/or its habitat."</li> <li>-For species at risk, all requirements of the SARA will be followed.</li> </ul> <p>Issues:</p> <ul style="list-style-type: none"> <li>-Metrolinx has been criticized in other areas/projects for its approach to vegetation removal and compensation. It relies heavily on its Vegetation Guideline which has also been criticized.</li> <li>-There is no discussion in the report of the time horizons to replace vegetation, especially trees.</li> <li>-The report often sites monitoring and inspection as part of its monitoring activities but isn't always clear who will be responsible for inspection. In many instances the Ministry of the Environment is listed.</li> </ul> <p><b>Who developed "Metrolinx Vegetation Guideline"? Were the different municipal, provincial and federal environmental bodies and organizations consulted and collaborated with regarding the creation of this document (MOE, MOECC, TRCA)?</b></p> <p><b>Metrolinx is an Engineering company, who approved this document as a legitimate means to determine re-vegetation and forestation of destroyed lands?</b></p>	<p>The Metrolinx Vegetation Guideline (2020) was developed by a collaborative team of both in-house and consulting Subject Matter Experts. Municipalities and conservation authorities across Metrolinx's service area were consulted as part of the development of the guideline. This included holding a workshop session with municipalities and conservation authorities where the guideline was presented, and meaningful feedback was provided and incorporated. As Metrolinx continues to follow regulatory requirements for compensation in areas that have an applicable municipal bylaw, the guideline is meant to supplement bylaws, not supersede, and it's application results in compensation that goes above and beyond regulatory requirements. Metrolinx's Vegetation Guideline has received positive feedback from stakeholders including TRCA. With respect to the Ontario Line footprint, tree removals from the City of Toronto's natural heritage system as well as TRCA's Terrestrial Natural Heritage System will be compensated for based on Ecosystem Compensation, which is in accordance with TRCA's compensation guideline.</p> <p>Please note that Metrolinx is not an engineering company. Metrolinx is an agency of the Government of Ontario and was created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area.</p>
78	PACCT	Candidate Landbird Migratory Stopover Area	pp65	<p>"Therefore, the natural areas within the Millwood Road and E.T. Seton Park Areas of Investigation, which are within approximately 5 km of the Lake Ontario shoreline may act as candidate landbird migratory stopover areas. <b>These locations cannot be confirmed as detailed bird migration surveys were not completed.</b>" That says it all.</p>	<p>The woodlands in OLN have been identified as candidate significant wildlife habitat for migratory stopover areas in the EIA as they are approximately 5 km from the Lake Ontario shoreline. This strategy allows for the most conservative approach to be applied as the mitigation measures presented in the EIA addresses those areas as SWH. Mitigation measures for SWH for migratory stopover areas are outlined under the "Wildlife and wildlife habitat – migratory breeding birds and nests, including Species of Conservation Concern (birds)" heading in Table 4.5 of the Natural Environment Technical Report.</p>
79	PACCT	Wildlife and Wildlife Habitat	pp 123 - 141 inclusive	<p><b>Language is vague in who, when will be monitoring. Use of expression, "if required" throughout does ensure or provide confidence that monitoring will happen.</b> Where as, on page 140, when referring to migratory birds, there is explicit language... "Regular monitoring will be undertaken..."</p>	<p>Both performance and compliance monitoring will be undertaken by contractors, technical advisors and/or consultants to the satisfaction of Metrolinx and in compliance with the Project Agreements. Frequency of monitoring is dependent on type of monitoring but will follow guidance documents and/or best management practices. For example, following the guidance of TRCA's Erosion and Sediment Control Guideline (2019), site inspections to assess the performance of Erosion and Sediment Control (ESC) measures will be carried out on a weekly basis, after significant rainfall and snowmelt events (an event during which at least 15 mm has been received within 24 hours or an event with an intensity of at least 5 mm/hour during which at least 10 mm has been received), and daily during extended rain or snowmelt periods, and identify, correct and document any repairs to protections as required.</p> <p>The following statement may have been misunderstood:</p> <p>"On site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required".</p> <p>Rather than site inspections, the "if required" speaks to mitigation measures and corrective actions. In other words if deficiencies are identified through the site inspection, corrective actions will be identified as they are not required if the site and mitigation measures (such as ESC measures) are in a satisfactory state.</p>
80	PACCT	Vegetation Communities Tree Removal and Compensation Plans	p. 115-116	<p><b>Be clear. We would like an Arborist's Report (as opposed to may have an Arborist Report completed).</b></p>	<p>Arborist Reports will be prepared to identify which trees need to be removed, injured or protected and support permit applications. Arborist Reports will be prepared by an I.S.A. Certified Arborist in accordance with the Ontario Forestry Act R.S.O. 1990, the Metrolinx Vegetation Guideline (2020) and other applicable regulations and best management practices.</p>
81	PACCT		p.115	<p>Many references to Metrolinx's Vegetation Guideline (2020), found on MX site and which provides a framework of how tree areas will be compensated by Metrolinx. <b>How do we know which method of combination of methods will be used to re-vegetate the area? Additionally, how can we ensure that trees at the end of the lots are not unnecessarily removed?</b></p>	<p>Metrolinx compensates for trees according to municipal requirements, where bylaws are applicable. In all areas, Metrolinx will also calculate compensation based on the Metrolinx Vegetation Guideline. This means that compensation may be above and beyond what is required to satisfy the municipal bylaw. Ecological compensation is applied in Designated Natural Areas - defined as Toronto's Natural Heritage System and the TRCA's Terrestrial Natural Heritage System within the Ontario Line study area. On-site restoration opportunities will consider tree planting spacing requirements as well as infrastructure constraints; which may mean that offsite restoration is required. A Certified Arborist works with the project team to identify which trees need to be removed, injured or protected to support the project. Metrolinx's goal is to retain as many trees as possible.</p>
82	PACCT			<p>1. Baseline Compensation - 1:1 Ratio 2. By-Law Compensation 3. Ecological Compensation (Compensation for the removal of any tree (10 cm DBH or greater) located within a designated natural area will be based on the ratio determined following the ecological compensation approach. 4. Basal Compensation - The basal area approach is suitable in cases where the average basal area for the entire feature (not just the portion being removed) can be measured. In most cases, this will require access to areas outside of the Metrolinx ROW. Table 2 Ecological Compensation Ratios Based on Basal Area Basal Area(m<sup>2</sup>/ha) Compensation Ratio(ha:ha) 0 – 10 1:1 10.1 – 20 3:1 20.1 – 30 5:1 30.1 – 50 8:1</p>	<p>This is in line with the Metrolinx Vegetation Guideline.</p>
<b>HERITAGE PROPERTIES</b>					
83	PACCT	Vibration monitoring	129	How often/what time of day/what days of the week are they monitoring vibrations?	Vibration monitoring would be continuous (day/night, weekdays/weekend) to capture all construction vibration impacts during the period of construction that could affect heritage structures.
84	PACCT	Vibration monitoring	129 (and in general)	Will vibration monitoring be continued post-construction, when the Ontario line is active?	There are no anticipated Project interactions with heritage resources during operation. Therefore, vibration monitoring will not continue during Ontario Line operations.
<b>SOCIO/LAND USE</b>					
85	PACCT		Figures 8-3-4, 8-4, 4.8.3.2.1	This has been covered in other comments but to reiterate:	
86	PACCT			"The connection between the Don Valley Trail and the Waterfront Trail network will be reinstated after completion of bridge construction over the Lower Don River"	<p>Thank you for your comment. During construction, Metrolinx will provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required. Metrolinx has committed to reconnect trails where possible once construction is complete or provide alternative routing. The purpose of the EIA is to assess potential impacts and identify mitigation measures to reduce these impacts. The EIA is not meant to confirm a final or detailed design approach, as this level of detail will be determined as part of the ongoing design process. Metrolinx will continue to communicate project details with the community as design advances.</p>
87	PACCT			This connection to the WFT is a heavily used cycling route and the doc provides no estimate as to how long the connection will be out of service.	
88	PACCT			The area indicated for lay-down along the lower bank seems excessive. Mention of the flood control berm isn't clear in describing whether this area is slated for that.	<p>The area shown in Figure 8-3-4 along the lower bank will be used for the construction of the Lower Don Bridge. The Lower Don Bridge construction is covered in the Ontario Line - Lower Don Bridge and Don Yard Early Works Report that can be accessed here: <a href="https://www.metrolinx.ca/gov/en/content/ontario-line-lower-don-bridge-and-don-yard-early-works-report">https://www.metrolinx.ca/gov/en/content/ontario-line-lower-don-bridge-and-don-yard-early-works-report</a></p>

89	PACCT			It has also been covered elsewhere, but the construction footprint of the portal at Minton Place seems vague and leaves me wondering how they will manage the excavation and laydown footprint in the area. The small lot at the southeast corner of O'Connor and Pape seems inadequate, judging from the areas required elsewhere. The gap over the DVP at this point leaves me wondering how the material on the slope on the southeast sidewalk will be managed without further encroachment on neighbouring properties.	The footprint of the portal and associated staging areas only take four properties on the northeast corner of the intersection of Hopedale Avenue and Minton Place. Metrolinx has conducted a detailed geotechnical investigation and an extensive study of this historically marginally stable slope at Minton Place. The design and construction planning for the portal excavation does not jeopardize the stability of the slope and furthermore, it increases the Factor of Safety of the slope by end of excavation. In addition, the slope along 50 m on each side of the portal excavation will be improved as a part of OL design and construction to increase the factor of safety of the current slope, from 1.3 to 1.5. Ultimately, this changes the existing marginally stable slope to a properly safe slope for the current and future residences in the area. This slope improvement along 50 m on either side of the portal excavation will be conducted from face of the slope and does not interfere with the resident buildings. Upon conclusion of this program, the existing remaining buildings will have a stable slope with proper Factor of safety of 1.5 (instead of current 1.3).
90	PACCT			The entire frontage of Moss Park along Queen Street East will be required to accommodate construction of Moss Park Station. This park is a place of refuge and open space for the unhoused, who are not mentioned in the demographic of the area. This community deserves to have an option as to where they can access open space. This should be addressed.	Transit and traffic impacts and mitigation plans around Moss Park will be discussed and developed jointly with the City of Toronto. As part of the coordination effort, we will work with the City to ensure safe access to open space during construction for residents and patrons.
91	PACCT		ES-1 - Property Operations	Operational Impacts are listed as none. This is hard to believe there are no operational impacts. <b>What about animal using the bridge for crossing, water drainage from bridge?</b>	The intention of this section of the impact and mitigation table is to identify that there will be no property impacts during operations as temporary acquisitions and easements will no longer be required. The Socio-Economic and Land Use Characteristics assessment does not assess impacts to the natural environment or hydrology. Please see the natural environment technical report (Appendix A1 of the EIA) for information on impacts and associated mitigation measures for wildlife and water.
92	PACCT		ES-1 - All Land Uses and Adjacent Lands	<b>How will Metrolinx (MX) ensure that there is access to the Don Valley trail system for physically less able, elderly, handicapped or others covered under AODA for dog walking and recreational uses?</b>	Thank you for your comment. During construction, Metrolinx will provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required.
93	PACCT		ES-1 - Built Form and Visual Characteristics	How will MX prevent and remove graffiti as well as vandalism for shrouding during construction and infrastructure during operations?	Metrolinx is taking lessons learned from previous projects and has developed numerous strategies to deter and remove graffiti from our infrastructure. These measures will be confirmed as project planning continues. Metrolinx will also endeavor to comply to Toronto Municipal Code Chapter 485. In addition, Metrolinx has graffiti management design guidelines which contains deterrence strategies such as using graffiti resistant coatings/protectants on surfaces, landscaping and vegetation adjacent to vulnerable surfaces and increased lighting.
<b>AIR QUALITY</b>					
94	PACCT	Monitoring	Table ES-1. iv Bullet point # 3	<b>What will "thresholds" for "Action Levels" be based on? Why are "categories" only being "considered" and not formulated at the onset? Who and how will be implementing and reporting?</b>	Action levels will be established below regulatory limits, so that action can be taken to prevent exceedances. The action levels will be agreed upon by Metrolinx and the contractor ahead of construction. Metrolinx will ensure that the action levels are set to trigger warning before reaching the regulatory limits (i.e. a warning level will be triggered before the regulatory limit). Establishing categories of action levels is an enhancement to air quality monitoring that the contractors should contemplate.  The contractor will develop and implement the Construction Air Quality Management Plan (AQMP) prior to the commencement of construction, as per Table ES-1 of the report. The contractor will be responsible for reporting on Air Quality and Metrolinx will oversee the process to ensure that the contractor completes the required mitigation measures in accordance with applicable regulations or guidelines.  The Construction Liaison Committee (CLC) will be kept apprised of construction updates and mitigation/monitoring results as construction progresses.  Monitors used by the contractor can vary. The manufacturer's recommended calibration schedule for each monitoring equipment should be followed.
95	PACCT	Construction	Table ES-1. v Bullet point # 3	<b>How often will instruments for monitoring be calibrated? What is the standard for routine calibration?</b>	As per Table ES-1 and Table 6-2, Metrolinx / construction contractors will develop a Soil and Excavated Materials Management Plan (SEMMMP) for the handling, management and disposal of all excavated material. Guidelines on when and how often visual and olfactory inspections will be conducted will be established as part of the SEMMP. Guidance in the Ministry of the Environment, Conservation and Parks (MECP) <i>Management of Excess Soils: A Guide for Best Management Practices</i> will be followed.
96	PACCT	Construction-contaminated soils & materials	Table ES-1. v Bullet point # 1	How often will visual & olfactory inspections be conducted "during" excavation? How long will it take for list of contaminants to be assessed and is work halted until findings are reported?	No operational ambient air quality monitoring of tunnel exhaust is proposed at this time as all trains will be electric and therefore emissions are expected to be negligible relative to those from diesel trains. Minor emissions of particulate matter due to wear of rails, wheels and brake linings may occur. Emission sources from the stations will be required to comply with Ontario Regulation 419/05 (which sets applicable air quality standards) and is expected to require an environmental approval issued by the Ministry of Environment, Conservation and Parks. Metrolinx will be responsible for ensuring that mitigation measures specified in the Air Quality Management Plan are followed.
97	PACCT	Operational	Table ES-1. vi Bullet point #1	<b>Why is no operational ambient air quality being proposed at stations vents exhausting air from tunnels? Who's making sure mitigation measures are established and followed. Horse before the cart scenario here.</b>	A variety of operational mitigation measures for the Operations, Maintenance, and Storage Facility (OMSF) are suggested in Table ES-1, pp v that will address a variety of emissions sources. Depending on the emissions source being considered, Metrolinx / the operator will determine and implement mitigation measures that are appropriate and practicable for that emissions source.
98	PACCT	Operational	Table ES-1. vi Bullet point #1	<b>Who determines where it's "practicable". Mitigation measures to reduce air contaminant are based on practicality?</b>	As per Section 1.3 pp 3, the assessment of greenhouse gas (GHG) emissions for the Ontario Line Project was conducted as part of the Metrolinx Ontario Line Preliminary Design Business Case (POBC), and can be accessed using the following link: <a href="https://www.metrolinx.com/en/region/planning/project/evaluation/benefits/cases/2020-12-08-Ontario-Line-POBC-Public-Final.pdf">https://www.metrolinx.com/en/region/planning/project/evaluation/benefits/cases/2020-12-08-Ontario-Line-POBC-Public-Final.pdf</a> .
99	PACCT	Green house gas emissions	1.3 pp 3	<b>Why was the assessment that was conducted not part of this report?</b>	The 500 m boundary used for the air quality assessment study area follows the Ministry of Transportation (MTO) <i>Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects</i> (MTO Guide). Per the MTO Guide, transportation related impacts are expected to be limited to the area within approximately 500 m surrounding a project. This study area size is accepted in transportation air quality assessments in Ontario.
100	PACCT	Project footprint and study area	2.2 pp 8	Is the air quality assessment study area of 500m boundary of project footprint an accepted industry standard and legal under Canadian law?	The Operations, Maintenance, and Storage Facility will be required to comply with Ontario Regulation 419/05 (which sets applicable air quality standards) and is expected to require an environmental approval issued by the Ministry of Environment, Conservation and Parks. A detailed assessment of the facility emissions and air quality impacts of all contaminants emitted by the facility (including VOCs) will be required as part of this permitting process which will be conducted when the designs are finalized and prior to installation/start of operations. Prior to the start of operations, an Operations Air Quality Management Plan will also be prepared to document the controls, methods, maintenance and mitigation measures to be implemented so that the generation and dispersion of airborne particulate matter and air contaminants associated with the operations will be reduced.
101	PACCT	Air Contaminants of Interest	3.1 pp 9	VOC's have dangerous health effects on humans and animals. Can also react with nitrogen oxides to produce ozone pollution. How will this be properly and carefully addressed when information is confirmed? When will this information become available?	The air quality assessment used long-term measurement data from monitoring stations operated by the National Air Pollution Surveillance Network (NAPS) to determine baseline air quality. These stations are sited so that the measurements are representative of air quality for large areas around each station. The stations used for air quality in the Project Study Area are listed in Table 4-1 pp 13 of the air quality assessment. The closest NAPS station to the north section is the Toronto East Station located at Kennedy Road and Lawrence Avenue (NAPS ID 60410) and is expected to provide representative air quality data for the north study area.
102	PACCT	NAPS Locations and Data Considered in Assessment	Table 4-1. pp 13	No data located in our area of the line (north section) Wasn't it tested?	As discussed in Section 4.4 pp 17 of the Air Quality Impact Assessment Report (AQIAR), guidance in the Ministry of Transportation (MTO) <i>Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects</i> (MTO Guide) is followed regarding the characterization of sensitive and critical receptors. Critical receptors include schools, hospitals, retirement homes, and childcare centres, and similar institutional buildings.
103	PACCT	Receptors	Table 4-5. pp 30-31	Report identifies a total of 15 (what's deemed as) Critical Receptors in the North Segment between Pape/Danforth and top of Minton Place. There's no mention of what that designation means from an air quality mitigation stand point. How are Critical Receptors handled and mitigated???	In Section 6.1.1 pp 47 and Table 6-1 of the AQIAR, the assessment identifies the potential for adverse air quality impacts by assessing the emission sources and the separation distances to the sensitive and critical receptors identified in the vicinity of the construction areas. Where the potential for adverse air quality impacts was assessed to be medium or high in Table 6-1, applicable mitigation measures and monitoring requirements suggested in Table 6.2 will be implemented by Metrolinx / the contractor during the construction phase.
104	PACCT	Description of Project Construction Activities	5.1.1 pp 37 Bullet point # 5	How many existing structures will be removed to all for project infrastructure?	At the time of the assessment, detailed information regarding removal of existing structures is not available. This information will be available as design progresses.
105	PACCT	Description of Project Construction Activities	5.1.1 pp 37 Bullet point # 9	Where, how and when will stockpiled excavated spoils be dealt with after their removal ?	All soil excavated for the Ontario Line project will be required to adhere to Ontario Regulation 406/19 - On-site and Excess Soil Management. This regulation includes the requirement to complete an assessment of past uses, (and where required, a sampling and soil characterization report), destination assessment report, soil tracking and registration.  As project planning progresses, Metrolinx will be completing environmental site assessments, along with soil and groundwater investigations, to properly characterize the soil and identify any potential contamination prior to construction. This information will be used in the development of the Contractor's Soil and Excavated Material Management Plan in advance of construction. A licensed Qualified Person (QP) will determine the potential reuse sites to which excess soil from the site may be transported. The Contractor will enter into commercial agreements with reuse sites, and soil will be removed off site as required by the design schedule. Soil will be trucked off-site in compliance with environmental regulations and the best management practices outlined in the Contractor's plans.
106	PACCT	Sources of Air Contaminants	5. pp 41	<b>"Spoils will be managed at the construction laydown areas at the Minton Place Portal." How will "spoils" be managed? Details required. Same for spoils at Pape station. ???</b>	Commitments within the EIA include mitigation measures such as, "Stockpiled materials will be stored in the construction footprint but shall be kept at least 30 metres away from any watercourse" and "Enclosed conveyors and drives are recommended for moving spoils from tunnels to storage areas at the construction sites". Adherence to Ontario Regulation 406/19 requires that all soil managed on site is to be stored and managed to prevent any adverse effects associated with its receiving, processing, storage and movement to manage noise, dust, mud tracking, leaching, run off and erosion as well as any potential air or odour impacts.  Upon Contractor award, environmental management plans will be developed outlining the project's adherence to environmental laws, environmental regulation, environmental commitments outlined in the EIA and project agreements. The environmental management plans will also outline the mitigation and monitoring measures to be implemented during construction to protect people and the environment. The environmental management plans required includes: "Soil and Excavated Material Management Plan", "Groundwater Management and Dewatering Plan", "Erosion and Sediment Control Plan" and "Air Quality Management Plan".
107	PACCT	Operations Phase	5.1.2 pp 43 Bullet point # 2	"Potential changes in traffic patterns will occur in the study area and an overall decrease in emissions from decreased traffic is expected due to fewer cars on the road." This assumes travelers will discontinue use of private vehicles. Buses will still be used to transport travelers. Just means added emissions.	As per Section 6.1.2 pp 60, the Toronto Transit Commission (TTC) Green Bus Program's target is to procure only zero-emission buses starting in 2025 and to achieve an entirely zero-emissions bus fleet by 2040. There may be additional transit buses serving the new stations, like Cosburn Station, however, emissions from buses are expected to reduce to achieve a transition to a zero-emissions bus fleet.
108	PACCT	Operations Phase	5.1.2 pp 43 Bullet point # 3	<b>*, there will be non-exhaust emission of particulate matter from wear on rails, wheels and brake linings.* What will the levels be? What is the legally accepted amount. How does this amount affect air quality?</b>	There are no regulations limiting non-exhaust emissions of particulate matter due to wear of rails, wheels and brake linings. Non-exhaust particulate emissions are typically only about 1-2% of the total particulate emissions from a diesel locomotive of similar power to the OL electric trains and therefore, the contribution of OL trains to ambient particulate levels is expected to be insignificant relative to emissions from existing diesel locomotives and other sources such as road traffic, industrial emissions, etc.
109	PACCT	Operations Phase	5.1.2 pp 43 Bullet point # 4	"An increase in indirect emissions from electricity generation to power the trains will occur outside of the project area." What are indirect emissions? What are their health negative affects? How far outside the Project study will they occur and carry?	Indirect emissions are emissions generated indirectly by sources owned or controlled by another entity, such as from the consumption of purchased energy (electricity, heating, and cooling). (Reference: Government of Canada's Greenhouse Gas Emissions Inventory, <a href="https://www.canada.ca/en/treasury-board-secretariat/services/innovation/greening-government/government-canada-greenhouse-gas-emissions-inventory.html">https://www.canada.ca/en/treasury-board-secretariat/services/innovation/greening-government/government-canada-greenhouse-gas-emissions-inventory.html</a> ). As discussed in Section 6.1.2 pp 60 of the Air Quality Impact Assessment Report, electricity generation by Ontario (based on installed energy capacity by fuel type) primarily comes from sources without significant air emissions such as nuclear power plants (34%), hydro (23%), and wind, biofuel and solar power plants (14%) (IESO 2020). Energy generation from gas/oil combustion accounts for only 29% of electricity generation in Ontario. Emissions from electricity generation using gas/oil include combustion gases (nitrogen oxides, sulphur dioxide, etc.), particulate matter and greenhouse gas emissions. Where indirect emissions may occur will be dependent on electricity demand at any given time and the power generating stations operating. Changes in regional air quality and their health effects due to electricity usage are outside the scope of the EIA.
110	PACCT	Operations Phase	5.1.2 pp 43 Bullet point # 5	"There will be changes in emissions from buses due to re-routing of bus routes to access the new subway stations or increased service in bus schedules". How many additional routes, buses and emissions. Numbers?	As per Section 6.1.2 pp 60, the Toronto Transit Commission (TTC) Green Bus Program's target is to procure only zero-emission buses starting in 2025 and to achieve an entirely zero-emissions bus fleet by 2040. There may be additional transit buses serving the new stations, like Cosburn Station, however, emissions from buses are expected to reduce to achieve a transition to a zero-emissions bus fleet.
111	PACCT	Operations Phase	5.1.2 pp 43 Bullet point # 6	"Emission associated with new stations and EEBs include combustion emissions for natural gas-fired comfort heating units and diesel backup generators; and from ventilations shafts exhausting air from the tunnel to the outside". How much and what are the acceptable levels in each area?	Air emission sources from the new stations and EEBs including combustion emissions and ventilation shaft emissions must comply with applicable Ontario Regulation 419/05 standards, and must operate under the conditions set out in an Air/Noise Environmental Compliance Approval (i.e. permit) (per Table ES-1 pp vi and Section 6.1.2 pp 61). At the time of the assessment, there is insufficient information to conduct an assessment. These emissions will be assessed when the designs are finalized and prior to installation/start of operations.

112	PACCT	Operations Phase	5.1.2 pp 43 Bullet point #6	What are the acceptable levels of all the emissions listed?	Air emission sources must comply with air quality criteria and limits per Ontario Regulation 419/05 (see Table ES-1 pp vi and Section 6.1.2 pp 61).  Air standards are developed by the Ontario Ministry of the Environment, Conservation and Parks (MECP) by reviewing scientific information about the effects of contaminants on health and the environment, as well as approaches taken in setting air quality criteria by leading organizations such as the United States Environmental Protection Agency, World Health Organization, Health Canada, and various European agencies.
113	PACCT	Operations Phase	5.1.2 pp 43 Bullet point # 7	Tailpipe exhaust, road dust and all project vehicles that will be constantly in and out - how are these emissions being monitored and mitigated?	A Construction Air Quality Management Plan will be developed and implemented to document the controls and methods that will be implemented during project construction to limit the generation and dispersion of airborne particulate matter and air contaminants associated with the project construction (see Table 6-2).  An Operations Air Quality Management Plan will also be developed and implemented to document the controls and methods that will be implemented during project operations at the OMSF to limit the generation and dispersion of airborne particulate matter and air contaminants associated with the project operations (see Table 6-3 pp 62).
114	PACCT	Construction Phase	6.1.1 pp 47	How will dust containing silica from rock cutting and airborne dust generated by the grout plant be contained and mitigated?	Mitigation measures for various construction activities and monitoring activities are suggested in Table 6-2. Metrolinx / the contractor will develop a Construction Air Quality Management Plan (AQMP), and will implement applicable mitigation measures to control emissions from construction activities, including dust containing silica from rock cutting and airborne dust generated by the grout plant. Air quality monitoring will be conducted during construction at various locations to assess compliance and to prevent unacceptable rates of air emissions.
115	PACCT	Construction Phase	6.1.1 pp 48	...and the potential for adverse air quality impacts, without mitigation". How can this be acceptable??	Section 6.1.1 pp 48 is referring to the assessment (conducted in Table 6-1) for the potential for adverse air quality impacts from construction activities when mitigation measures are not applied, i.e. the assessment is considering the worst-case scenario. Where the potential for adverse air quality impacts were assessed to be medium or high, applicable mitigation measures and monitoring activities suggested in Table 6-2 will be implemented by Metrolinx / the contractor to control the emissions to reduce adverse impacts to the local air quality.
116	PACCT	Mitigation Measures and Monitoring Requirements	6.1.1 pp 55	17 years ago! "The guideline "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (ECCC 2005) provides recommendations for mitigation measures to reduce construction emissions." "in...chemical suppressants to reduce dust. What impact do these chemical suppressants have on our health. Are these recommendations up to today's healthy & safety requirements? The EA states there will be a "best management practice" developed during construction and implemented. Will this be based from an ECCC 17 years ago?	In addition to guidance on chemical suppressants, the ECCC guidance document provides an extensive list of technologies and work practices that cover the full spectrum of construction project phases including design, site preparation, fabrication, landscaping, demolition and deconstruction, and renovation that are currently used. These technologies and practices are used to mitigate emissions of particulate matter, volatile organic compounds, as well as emissions from combustion and other sources. Chapter 4 of the ECCC guidance document provides a comprehensive guide on environmental factors, applicability, and effectiveness when considering using water or chemical suppressants. The Ministry of Environment, Conservation and Parks recommendation when using chemical suppressants is to use non-chloride dust suppressants (see Table 6-2, page 56). A second guidance document, the MECP's Technical Bulletin Management Approaches for Industrial Fugitive Dust Sources (MECP 2017), is listed in Table ES-1 page iv and was also utilized in developing the list of mitigation measures.
117	PACCT	Summary of Potential Impacts, Mitigation Measures and Monitoring for Construction Phase	Table 6-2 pp 56	"The Weekly Air Quality Monitoring Reports will be submitted to Metrolinx within a timeline approved by Mx" How often?/Site the governing body for legally accepted levels and recommended timelines for submissions that Mx must uphold.	The Weekly Air Quality Monitoring Reports will be submitted weekly to Metrolinx. The contractor and Metrolinx will determine an acceptable timeline for submissions. There are no regulations related to air quality monitoring reports for construction.
118	PACCT	Construction Mitigation	Table 6-2 pp 58	Who deems "where feasible" to then CONSIDER construction vehicles and equipment fleet that meets US EPA Tier 4 emission standards. And WHY are US emission standards being used in a Canadian construction project?? And Who monitors the "limit of equipment and vehicle idling time to less than 10 minutes"?? How is that absolutely enforced? The amount of trucks and machinery will be tremendous.	Off-road engine emission regulations in Canada are aligned with the US EPA standards ( <a href="https://www.transportpolicy.net/standard/canada-nonroad-emissions/">https://www.transportpolicy.net/standard/canada-nonroad-emissions/</a> ). Applicable mitigation measures including limiting vehicle idling time will be implemented by the contractor (based on contractual obligations) and reviewed/confirmed by Metrolinx.
119	PACCT	Construction Mitigation	Table 6-2 pp 58	How often will ambient air monitoring be carried out? This will be an ongoing requirement and is more than "may be required".	In Table 6-2 pp 58, this recommendation for ambient monitoring is in reference to additional monitoring if contaminated soils are encountered. The additional monitoring is required only when contaminated soils are encountered and if contaminants from the soils are expected to be emitted to the air.
120	PACCT	Travel Mode Shift	6.1.2 pp 59	"...a shift in travel mode is expected with Project implementation (Metrolinx 2020a)". This is not an independent reference. How can this be verified at this juncture? Further stating that "a positive impact on air quality is expected", can not be accurately quantified on an estimate.	Changes in demand for transit and automobile use are derived from the Greater Golden Horseshoe Model Version 4 (GGHMv410). The GGHMv4 is a model used by Metrolinx and the Ontario Ministry of Transportation (MTO) to forecast future transportation demand. It is a four-stage network model that forecasts the choices individual travellers will make including where to travel, what mode to use, and when to travel based on base line population and employment forecasts.
121	PACCT	Electrically Powered Trains	6.1.2 pp 60	The non-exhaust particulate matter emissions from the trains will be offset by the reduction of particulate emissions from tailpipe exhaust, road dust and break wear from the reduction of 266,000 km travelled by private vehicles per day". Where is the evidence for this?	The possible reduction of 266,000 vehicle-kilometers travelled per day presented in the PDBC represents the change in automobile travel induced by the new line. This reduction is derived from the Greater Golden Horseshoe Model Version 4 (GGHMv4), which is the travel demand forecasting model used by Metrolinx and the Ontario Ministry of Transportation (MTO). The GGHM simulates travellers' choices between auto and transit, considering time, cost, and levels of congestion/crowding. The Ontario Line improves transit accessibility, which causes drivers to switch to transit. Non-exhaust particulate matter from the trains is a minor source of emissions relative to the exhaust emissions.
122	PACCT	Indirect Emissions from Electricity Generation	6.1.2 pp 60	EA states the benefit of shifting to public transit will reduce energy consumption because transit-oriented emissions are less than using private vehicles is not accurate. It assumes that everyone will take transit. What about the elderly?	Please see response to comment (line 139) above regarding the forecast for shift in travel mode and transit ridership. The analysis does not assume that all people will shift to public transit.
123	PACCT	Emissions from Stations, Maintenance and Storage Facility and Maintenance Crews	6.1.2 pp 61	"However, certain equipment or operations may be exempt from air/noise approvals". Why???	Equipment or activities that are exempt from air/noise approvals are prescribed in Ontario Regulation 524/98 <i>Environmental Compliance Approvals – Exemptions from Section 9 of the Act</i> (per section 7 pp 63).
124	PACCT	Air Quality	6.1.2 pp 60	Minor increases in the emissions for the Project Future Build scenario will be offset by the reduction of tailpipe exhaust emission sand road dust from the estimated reduction of 266,000 kilometers travelled by private vehicles per day. Therefore, an overall positive impact on air quality is expected from the Project Future Build scenario compared with the Project Future No-build scenario.  The EA asserts that emissions from the Ontario Line will be offset by reduction of air pollution created by private vehicles. What comparables from other projects have been used that show a marked decline in vehicle emissions due to an increase in transit ridership?? In addition to construction air pollution, there will be added emissions from transit vehicles serving the new Cosburn station. How will all this air pollution - which dangerously affects the health of "Receptors" ( as the EA terms the residences ) be mitigated and monitored ?	Please see response to comment (line 139) above regarding the forecast for transit ridership and reduction in kilometers travelled per day by private vehicles.  As per Section 6.1.2 pp 60, the Toronto Transit Commission (TTC) Green Bus Program's target is to procure only zero-emission buses starting in 2025 and to achieve an entirely zero-emissions bus fleet by 2040. There may be additional transit buses serving the new Cosburn Station, however, emissions from buses are expected to reduce in future years with the transition to a zero-emissions bus fleet.
125	PACCT	Conclusion	6.1.2 pp 64	"Minor increases in the emissions for the Project Future Build scenario will be offset by the reduction of tailpipe exhaust emission sand road dust from the estimated reduction of 266,000 kilometers travelled by private vehicles per day. Therefore, an overall positive impact on air quality is expected from the Project Future Build scenario compared with the Project Future No-build scenario." Where's the evidence? We would expect to see actual comparable data to accurately determine the EA's conclusion. i.e., 1. Where are the measurements of PMs (particular matters) and a scale of acceptable levels. A side by side comparison. or, 2. This is assuming a 100 percent transit usage after the project is completed. Not an accurate comparison. We will potentially have ADDED emissions from both continued private vehicle non-transit users who are never converted, and existing transit users who's new transit creates higher emissions than before.	Please see response to comment (line 139) above regarding the forecast for transit ridership and reduction in kilometers travelled per day by private vehicles.
126	PACCT	AIR QUALITY	6.1.2 pp 60	There will be an estimated reduction in automobile vehicle travel of 266,000 km per day (Metrolinx 2020a).  This is reference to the Ontario Line Preliminary Design Business Case.  The benefit analysis shows that: PAGE 96 • the Ontario Line could reduce automobile vehicle kilometres travelled by nearly 266,000 km a day which will reduce the overall	The numbers stated in the EIA are not evidence-based. The EIA states that there is an estimated reduction of 266,000 kilometers travelled, citing the Metrolinx 2020a document (PDBC). When crossing referencing this information, Metrolinx 2020a says clearly that the Ontario Line could reduce automobile vehicle kilometres travelled. It does not say, will reduce. This estimated reduction in km's travelled is repeatedly referenced in this section (i.e. cites same number on p. 71 of Air Quality). Where is the empirical evidence to support your claim? There is none to be found in Metrolinx 2020a.  Please see response to comment (line 139) above regarding the forecast for transit ridership and reduction in kilometers travelled per day by private vehicles.
Transportation and Traffic					



127	PACCT	ES.1 Pedestrian Impacts	Pdf pg 1	General lack of reference to duration and scale of impact.	The detailed design of many Ontario Line components are still under progress. The EIAR assesses the high level impacts of the project and proposes mitigation measures that will be refined as project progresses. Additional details will be shared as design progresses.
128	PACCT	ES.4 Automobile Impacts	pdf pg 7, Exec Summary, v. Temporary Impacts, Parking Prohibitions...	"Parking prohibitions are expected to be implemented in the vicinity of station construction work areas. mitigation measures are being explored in some locations, however, in most cases it is expected that other local existing parking facilities will be able to accommodate the lost parking supply." - <b>Please provide reference analysis? Confirm or detail what "most cases" means. Please provide details for which facilities you may require mitigation measures, and detail what mitigation measures are being considered for each?</b>	The analyses can be found in the TTMP and SPR reports that were referenced for the EIAR document. "Most cases" was meant to provide a summarization for the Executive Summary as the parking prohibitions and mitigations per segment vary; please refer to Section 5 for the detailed parking prohibition information.
129	PACCT	ES.4 Automobile Impacts	pdf pg 7, Exec Summary, v. Temporary Impacts, Lane Closures...	"Lane closures on Pape Avenue will impact access for emergency/services vehicles and deliveries, particularly due to potentially increased delays. Alternative access to properties may be required, where traffic lanes of Pape Avenue are realigned to facilitate excavation at the Sammon crossover." - <b>Please explain what this means, in particular, particularly due to potentially increased delays? What traffic or delay metrics are being considered to determination of when alternative access to properties is required? At which stage of the project are these determined? When are property owners being informed of these plans in order to mitigate impacts to their businesses or homes?</b>	Alternative access to properties will be required when intersection approaches of side streets at Pape Avenue will be required. Drivers will have to detour around these closures. However, property access closures will remain accessible.  Traffic impacts will be evaluated with metrics that are commonly used for traffic engineering studies, e.g., level of service, volume/capacity ratio, vehicle delay and queue lengths. Determination of these impacts will be finalized by the future contractor.  Metrolinx will notify the public with community notices in advance of any construction work related to the Ontario Line via the website, e-newsletters, emails to community groups and physical canvassing for particularly disruptive work and our road closures. Metrolinx will also be sharing information to the community through a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.
130	PACCT	ES.4 Automobile Impacts	pdf pg 8, Exec Summary, v. Permanent Impacts, Parking spaces...	"There will be permanent loss of some on-street parking spaces on De Grassi Street near the Leslieville Station north building, and potentially on Strangely Street as well near the south building. There will be a permanent reduction in the number of parking spaces at the Science Centre." - <b>Please provide references to the traffic and parking studies that indicate these reductions will not adversely affect traffic and pedestrian conditions in their respective neighborhoods.</b>	The traffic impact assessment for the downtown area has been completed and was included in the EIAR as an appendix. Traffic impact assessments for the other Ontario Line segments are still being prepared and will be shared once completed.
131	PACCT	1.4 Project Description	pdf pg 17, 1.4 Project Description	"Whereas impacts for Gerrard Portal to Minton Place Portal to Science Centre are not yet well defined; therefore, detail on these sections will not be as developed." - <b>How can this be considered an EIAR if not all impacts are fully understood? Details should be flushed out for the entire ROW prior to proceeding on any elements.</b>	The detailed design of many Ontario Line components are still under progress. The EIAR assesses the high level impacts of the project and proposes mitigation measures that will be refined as project progresses. Additional details will be shared as design progresses.
132	PACCT	2.2.2 Traffic Analysis	pdf pg 26, 2.2.2 Traffic Analysis, Table 2-1 and 2-1	Differing descriptions for Grade F - unacceptable vs. poor - why? Are LOS conditions labelled poor only to reduce need for mitigation (e.g. Unacceptable is stronger than poor in a legal sense).	Typically LOS = F is considered poor but may have to be accepted where mitigation is not feasible. The word "unacceptable" will be replaced with poor in any future EIAR updates.
133	PACCT	2.2.2 Traffic Analysis	pdf pg 26, 2.2.2 Traffic Analysis, after Table 2-2	Reference to Toronto Guidelines for Synchro 11, whereas previous mention using Synchro 9. Please confirm that there is no inconsistency in using newer references for older software.	The reference to version 9 was a mistake; Synchro version 11 was applied for the traffic analyses, consistent with the guideline referenced. This was reflected in the Final EIAR report.
134	PACCT	5.1.1.2 Pedestrians	pdf pg 53, 5.1.1.2 Pedestrians, Mitigation and Monitoring	"Contractor will be required to regularly monitor the condition and location of pedestrian wayfinding signage. Monitoring may be considered for crowding at Queen Station due to the sidewalk closure on the south side of Queen Street to identify the potential to restate the existing sidewalk width whenever possible during construction." <b>Please provide more details on what "regularly monitor" includes? Also for Monitoring to be considered for crowding? Is this subjective? What mitigation measures are planned?</b>	Details regarding monitoring activities have not been developed yet, as they will depend on the construction methods and construction staging approach selected by the contractor. A monitoring program, which specifies monitoring tasks and frequencies will be developed by the contractor. The monitoring plan will be reviewed by Metrolinx and the City of Toronto.
135	PACCT	5.2.1.4 Automobiles	pdf pg 68, 5.2.1.4 Automobiles	"Due to TBM operation, up to six hundred (400) construction vehicles are expected to access the Gerrard Portal site per day" - <b>confirm if six or four hundred, please confirm that the analysis was completed adequately and not for 400 vehicles.</b>	At present the estimated number of trucks due to TBM operation is 300 vehicles per day, meaning 300 trucks are expected to enter and then exit the site per day (equal to 600 total two-way vehicle trips but they do not occur at the same time). Trip generation due to TBM operation has been considered in the traffic analysis.
136	PACCT	5.3.1.2 Cyclists	pdf pg 71, 5.3.1.2 Cyclists	How can we provide comment on an EIAR if the analysis has not yet been complete? Impact to cyclists should be understood and included within this report.	The traffic impact assessment for the downtown area has been completed and was included in the EIAR as an appendix. Traffic impact assessments for the other Ontario Line segments are still being prepared and will be shared once completed.
137	PACCT	5.3.1.4 Automobiles	pdf pg 72, 5.3.1.4 Temporary Parking Impacts	"On-street parking on Cowan Avenue, Gambia Avenue, Gettrude Place, and Pape Avenue will be impacted due to lanes closures. Mitigation opportunities, e.g., replacement of residential on-street parking, are still being evaluated. <b>No monitoring is required.</b> " - <b>Mitigation opportunity involves reducing parking even more? How does this alleviate parking issues for local residents?</b>	In this context, "Mitigation opportunities" refers to opportunities to replace parking spaces that are closed due to construction. Therefore mitigation would reduce the number of parking spaces that are temporarily closed.
138	PACCT	5.3.1.4 Automobiles	pdf pg 72, 5.3.1.4 Temporary Parking Impacts	"On-street parking spaces will be closed due to the utility relocations just north of the Gerrard Portal on Langley Avenue, Riverside Avenue, Pape Avenue, and Carlaw Avenue." - <b>this makes the situation even worse? Section 5.3.1 w.r.t. parking and temp conditions is not adequately thought through.</b>	Most utility relocations will be implemented prior to construction of the OL stations. These works are of shorter duration, but may result in temporary closure of parking spaces. But loss of parking space due to utility relocations and station construction are not cumulative because these works do not take place concurrently.
139	PACCT	5.3.1.4 Automobiles	pdf pg 72, 5.3.1.4 Temporary Impacts to Access for Emergency/Service Vehicles and Deliveries	"Lane closures on Pape Avenue will impact access for emergency/services vehicles and deliveries, particularly due to potentially increased delays. Alternative access to properties may be required, where traffic lanes of Pape Avenue are realigned to facilitate excavation at the Sammon crossover." - <b>which properties are identified for these impacts? Are alternative routes for emergency vehicles established? Considering the proximity to Michael Garron hospital this should be accounted for.</b>	Alternative vehicle access to properties will be required when intersection approaches of side streets at Pape Avenue will be required. Drivers will have to detour around these closures. However, property access closures will remain accessible. Pedestrian access to properties will be maintained.  Alternative routes for emergency services vehicles will be developed and communicated to service providers. Vehicle routes in the vicinity of Michael Garron hospital will not be impacted.
140	PACCT	5.3 Gerrard Portal to Minton Place Portal	pdf pg 70 to 74, 5.3	General lack of detail including lack of staging drawings means that any review of EIAR is superficial, and that true impacts to traffic, pedestrians, parking, bike lanes, etc. is impossible. <b>It is impossible to understand the potential impact to our communities with the lack of detail included in this EIAR Traffic Report</b>	The EIAR is based on the Ontario Line conceptual designs and further details will be made available as the project design advances.  Metrolinx is working diligently to minimize impacts to traffic, pedestrians, cyclists and parking options. Additional details will be provided through community meetings and with community groups and residents, once construction details are confirmed by the winning contractor.
141	PACCT	5.4.1.2 Cyclists	pdf pg 75, 5.4.1.2 Cyclists	"Cyclists may be impacted by lane closures, due to an increase in traffic volumes in the remaining traffic lanes." - <b>what is the expected increase in traffic volumes? How do these relate to the traffic grading scheme provided in Section 2.2.2? What mitigating measures are being considered for the "will be scenario? At what point in time are these being made public?</b>	The traffic impact assessment for the downtown area has been completed and was included in the EIAR as an appendix. Traffic impact assessments for the other Ontario Line segments are still being prepared and will be shared once completed.
142	PACCT	5.4.1.2 Cyclists	pdf pg 75, 5.4.1.2 Cyclists	"Mitigation and Monitoring Widening of trails is proposed where access roads will be co-located with trails. Implementation of trail widening will also impact trail operation, but trails will remain open to trail users." - <b>What does widening consist of? What are the environmental impacts of such widening (e.g. trees, meadows), and how are these being studied? At who's discretion is it to pursue such widening, the contractor?</b>	Trail widening would typically consist of increasing the pavement width of the trails. The widening would be designed by Metrolinx and implemented by the contractor. The widening would not be at the discretion of the contractor. Coordination with key stakeholders such as the City of Toronto, is ongoing. Trail widening will be avoided if there are other means of providing contractor access to work zones.  Impacts to the Natural Environment will be assessed on a site by site basis. If tree removals are required to facilitate the widening, compensatory requirements will be determined through the permitting process with the City of Toronto, and in accordance with the Metrolinx Vegetation Guideline that provides a framework for compensation that goes above and beyond regulatory requirements.
143	PACCT	5.4 Minton Place Portal to Science Centre	pdf pg 74 to 78, 5.4	General lack of detail including lack of staging drawings means that any review of EIAR is superficial, and that true impacts to traffic, pedestrians, parking, bike lanes, etc. is impossible. <b>It is impossible to understand the potential impact to our communities with the lack of detail included in this EIAR Traffic Report</b>	It is acknowledged that impact descriptions provided in the EIAR often do not have the level of detail to permit evaluation of individual impacts.  Additional details will be provided through the stakeholder consultation process, which will be conducted on a regular basis once a construction method is confirmed by the winning contractor.
144	PACCT	7 Summary and Conclusions	pdf pg 79, 7 Summary and Conclusions	"Potential impacts to traffic operations and all modes as a result of the Ontario Line have been assessed. Potential temporary and permanent impacts are presented in Appendix B." - <b>Disagree - if these are all assessed, then why such limited detail for the Gerrard to Minton, and Minton to Science segments? Section 5.3 and 5.4 are barely acceptable as placeholders, lacking any detail necessary to complete a review of impact.</b>	It is acknowledged that impact descriptions provided in the EIAR often do not have the level of detail to permit evaluation of individual impacts.  Additional details will be provided through the stakeholder consultation process, which will be conducted on a regular basis once a construction method is confirmed by the winning contractor.
145	PACCT	Table C: Gerrard Portal to Minton Place Portal	pdf pg 132, Table C	General lack of detail. Any access closures to residential addresses or businesses should be identified by address and preliminary plans shared at this stage of the EIAR, much like sections 5.1 and 5.2.	It is acknowledged that impact descriptions provided in the EIAR often do not have the level of detail to permit evaluation of individual impacts.  Additional details will be provided through the stakeholder consultation process, which will be conducted on a regular basis once a construction method is confirmed by the winning contractor.
146	PACCT	Table D: Minton Place Portal to Science Centre (including MSF)	pdf pg 135, Table D	General lack of detail. Any access closures to residential addresses or businesses should be identified by address and preliminary plans shared at this stage of the EIAR, much like sections 5.1 and 5.2.	It is acknowledged that impact descriptions provided in the EIAR often do not have the level of detail to permit evaluation of individual impacts.  Additional details will be provided through the stakeholder consultation process, which will be conducted on a regular basis once a construction method is confirmed by the winning contractor.
147	PACCT	ES.3 Transit Impacts/Temporary Impacts	pdf pg 6	"For the construction of the proposed interchange stations at Queen and Osgoode, there will be scheduled weekend subway train service shutdowns" - <b>it's not clear if this has been included in traffic analysis /TMP (use of shuttle buses as well as more traffic on detour routes)</b>	This has not been included in the traffic analysis; only the weekday AM and PM peak periods were analyzed as they represent the critical periods. Weekends typically experience lighter traffic demands and would have more available capacity to accommodate the shuttle buses.
148	PACCT	ES.3 Transit Impacts-Permanent Impacts	pdf pg 6	"Worsened levels of service at surface transit stops were identified" - <b>their resolution to this appears only to be signal optimization?</b>	Signal optimization is often the only means by which to mitigate traffic impacts in built-up urban environments.
149	PACCT	ES.4 Automobile Impacts-Temporary Impacts	pdf pg 7	"Full closure of Queen Street between Bay Street and Victoria Street... Weekend full closures of laneways in the vicinity of station work zones" - <b>has this been included in the simulated models/traffic analysis? - alternative routes are already compensating for the other stations - TTC shuttle buses adding to numbers - has this been included?</b>	Weekend period traffic modelling was not undertaken as the critical periods are expected to be the weekday AM and PM peak periods. The full closure of Queen Street was accounted for in the models. A streetcar detour is currently being designed to accommodate the closure of Queen Street and passengers and therefore shuttle buses will not be required.

150	PACCT	ES 5 Mitigation Measures - Temporary Impacts	pdf p 9	'Consultation with TTC is recommended to communicate impacts at the stations and to establish suitable mitigation strategies' - Why hasn't the consultation been done before the TMP was created? - Noted in s. 4.1 (pg 167); 'configurations of the traffic staging plans were made in consultation with... TTC' - this is consistent with the above statement	This quoted statement indicates that engagement with TTC should be continued. Metrolinx has engaged TTC as a key OL stakeholder and will continue to do so as project planning progresses.
151	PACCT	ES 5 Mitigation Measures - Permanent Impacts	pdf p 10	'Increases in cycle lengths and phasing optimizations may be required in some locations experiencing poor conditions in the vicinity of Ontario Line stations' - how will this be monitored? by who? What is the distance covered to properly mitigate these conditions?	Implementation consideration with respect to monitoring activities have not been fully developed yet, as OL service operations is expected to commence in 2030. These decisions will be made in consultation with the City of Toronto Transportation Services staff.
152	PACCT	1 ES - Automobile Impacts	pdf p 143	'computer traffic model was developed and calibrated...' - they used the King St project program as a base - how did they update this to make it relevant? What were their calculations based on?	Corridor travel times were the primary calibration measure, and link and turning movement volumes were also compared during calibration to ensure that the model reflects observed conditions. Please refer to TTMP Appendix A (Page 256 of the PDF) for detailed information regarding model development and calibration.
153	PACCT	1 ES - Haul Routes	pdf p 146	Station excavation/construction: all sites will generate approx 20 trucks/day. Some expected approx. 25 = 15 trucks / hr? how does 20/day turn into 15/hr?? Tunnelling (Cork Stn): 70 trucks/day (max 25 trucks/hr) - Based on 18 mths excavation/ 24 mths construction & 250 working days/yr How did they get to these numbers? Where are these trucks going to be parking/ idling whilst waiting? (trucks took up whole left lane on Richmond for a condo build) Are all these trucks included in the TMP?	There will be an average of 20 trucks per day, but during some construction activities (e.g., mass concreting) these averages may be exceeded. The number of construction trucks was estimated by a specialist construction planning team based on their experience with previous construction projects. Truck traffic was included in the TMP. Approval was obtained by City Council regarding traffic lane closures, and truck parking / idling outside the approved lane closures will not be permitted. There will be on average 20 trucks per day; however, some construction activities like excavation or concrete delivery may exceed the average for a short period of the day and result in a concentration of trucks where there may be 15 trucks for that one hour
154	PACCT	2 Introduction - 2.2 Objectives	p 151	'Identify the proposed construction activities planned by others within the same area and timeframe' - have they taken into consideration any future condo developments along the alternate routes? i.e., they usually take away a lane	Coordination of other capital projects, including those of the City, TTC, Toronto Water and 3rd party developers is an ongoing process. These issues are being actively considered.
155	PACCT	2.3 TTMP Assessment Approach	p 152	'details may be subject to change as the project continues to develop and additional stakeholder inputs are incorporated into the designs' vague to say the least	It is acknowledged that impact descriptions provided in the EIAR often do not have the level of detail to permit evaluation of individual impacts. Additional details will be provided through the stakeholder consultation process, which will be conducted on a regular basis once a construction method is confirmed by the winning contractor.
156	PACCT	3.2 Existing Street Network	p 155	Richmond: 'generally has a three-lane cross-section within the study area until Peter Street' As an alternative route, this 3-lane is usually 2-lane after Church St due to parked cars, etc. - are they enforcing no stopping/no parking on the alternate routes? Have they considered it - it isn't mentioned? Ditto for Adelaide St. Ditto for Spadina - have they taken these factors into consideration when updating the computer model?	On-street parking is not being considered during off-peak periods. It has not been modelled as only the weekday peak periods have been analyzed and on-street is already prohibited during traffic peak periods. The City may consider eliminating on-street parking if congestion is observed during off-peak hours.
157	PACCT	4 Construction Staging and Road Closures - 4.1 Ontario Line Construction - 4.1.1 King/Bathurst Station Construction	p 167	'northeast and southeast corners where excavation and construction access will impose spatial constraints' - See fig 4.1 (p. 169) for direction markers - Bathurst NB one lane is a through and right turn lane - have pedestrians been included in data - Also, right turn traffic in same lane? Trucks? - Have all these been anticipated? - King St EB traffic - are they introducing advanced turn signaling?	Pedestrian volume data are included in the traffic analysis. The right-most northbound lane will be a shared through/right lane. Background truck volumes are included in the traffic analysis; however, the additional number of construction vehicles is expected to be relatively minor and therefore was not explicitly modelled. An advanced EBL phase was modelled at King / Bathurst, consistent with existing conditions.
158	PACCT	4.1.2 Queen/Spadina Station Construction - Haul Routes	p 174	'Trucks entering the southwest work site are likely to enter via a right turn from Queen Street, arriving from Bathurst Street' - Bathurst lane reduction to 1 lane at King St construction area: will experience high influx of trucks for that area - have they taken this into account when configuring the computer model?	At least two lanes will be maintained on Bathurst Street during the construction of King / Bathurst Station. The traffic model is currently limited to road configuration (lane / road closure) and transit changes, and does not account for construction site accesses. While construction vehicles may enter and exit site accesses during peak periods for some works, the additional number of construction vehicles is expected to be relatively minor and therefore was not explicitly modelled.
159	PACCT	4.1.4 Queen Station Construction	p 181	'Metrolinx is proposing the temporary closure of all traffic lanes on either side of Yonge Street ... up to 4.5 years' Has this been approved? - Most of the reports is based on it (although it does give other outcomes for the other options)	This was approved by Toronto's City Council in December 2021.
160	PACCT	4.1.4 Queen Station Construction - York Street	p 183	'The 501 streetcar will be detoured from Queen Street via York Street, Richmond Street, Adelaide Street, and Church Street' - this potentially removes a lane from auto traffic during peak times - have they accommodated for this in their computer model?	Yes, the streetcar detour and stops have been accounted for in the traffic model. Streetcars will operate in mixed traffic along most of the detour and would not remove a traffic lane.
161	PACCT	4.1.4 Queen Station Construction - York Street	p 183	'The relocation of the eastbound bicycle lane on Adelaide Street from the south side to the north side' - vague regarding where the lanes will be moved - for the whole stretch of Adelaide? Temporary or permanent? Timing?	The realignment of the bike lane of Adelaide Street was proposed by the City due to cycling operations and safety concerns not related to the Ontario Line project, and is planned to be delivered by Metrolinx as part of the construction of the streetcar detour. The safety concern originated east of the Adelaide/York intersection due to conflicts between cyclists and delivery vehicles.
162	PACCT	4.1.4 Queen Station Construction - York Street	p 198 (last para)	'low existing volumes on York Street (350 vph in the peak hour), the converted York Street is expected to have the residual capacity to continue serving existing traffic volumes' but with Queen St fully closed and traffic congestion along other routes, can they still believe this? If it's maintained as a thoroughfare for autos, would this not result in congestion to get onto Richmond, etc.?	Correct, the available lanes and movements on York Street between Queen Street and Richmond Street will not be changed. Vehicles turning northbound left onto Richmond Street would share a lane with northbound through traffic, however, significant congestion is not expected for the northbound left movement as there is no general purpose lane for the southbound through movement.
163	PACCT	Figure 4-28: Inbound Haul Routes / Queen Station / Moss Station	p 207/ 211	Large number of trucks for the Queen Stn (& Moss Park) using DVP/Richmond - has this been taken into account when compiling the updated data for the computer model?	While construction vehicles may enter and exit the Queen and Moss Park Station site accesses during peak periods for some works, the additional number of construction vehicles is expected to be relatively minor and therefore was not explicitly modelled.
164	PACCT	Table 4-10: Construction Impact Summary at Corktown Station / Haul Routes	p 215	'Broadview Avenue Expansion project... divert truck traffic... temporarily to the Queen Street on-ramp to the Don Valley Parkway' - Added strain on this thoroughfare - have they considered any other options esp. during peak hours?	Alternative detour routes have been considered, but it should be noted that the final decision of the haul routes will be made by the Contractor once design is more advanced.
165	PACCT	4.2 City of Toronto Planned Construction - 4.2.1 Yonge/Tomorrow	p 220	Yonge St reduced to 2 lanes (Queen to College)- forces traffic onto the other arteries - stated this will not affect study findings - App. A - not sure if it accurately reflects this? How are they so sure of this?	The following traffic conditions were modelled: 1) base conditions with a 4-lane cross-section for Yonge Street; 2) future background conditions where Yonge Street is reduced to two lanes; 3) construction conditions where Yonge is reduced to two traffic lanes and Queen Street is closed. Based on this analysis, going from the second to the third scenario did not show significant adverse impacts on the north-south arterials.
166	PACCT	4.2.3 Gardiner Expressway Rehabilitation	p 222	'The reduction in capacity along the Gardiner Expressway during construction works is expected to result in diversion of traffic volumes to other east-west corridors in Downtown Toronto' - Which corridors? None are mentioned? Which were taken into account with computer model?	All main corridors from Dundas Street to Queens Quay have been included in the model and allow traffic infiltration from the Gardiner Expressway.
167	PACCT	4.2.4 King Streetcar Tracks Renewal Program (TTC)	p 222	'Adelaide Streetcar track renewal... requirement for the Queen Streetcar detour during construction, and is expected to take place before Ontario Line construction begins at Queen Street and Yonge Street' Will this produce a closure of lanes? How long for? Will this affect the traffic flow from the constructions at King and Queen?	Track construction along Adelaide Street will result in lane closures. Up to 2 of the 3 traffic lanes on Adelaide Street may be closed. It is anticipated that traffic volumes along King and Queen Streets will increase due to these lane closures. The scheduling of these works is still under review, and therefore a duration estimate is presently not available.
168	PACCT	4.3 Early Works and Utility Relocation - 4.3.1 York Street and Adelaide Street	p 228	'Adelaide Street will require streetcar track renewal and installation of overhead contact system (OCS) power wires to enable streetcar detour' - before Ontario Line construction' does this mean all OL construction will not begin until these are done? - "...the impact during their construction will be addressed in a separate scope" was it addressed in this report?	Scheduling of the Adelaide streetcar track renewal is an ongoing effort. At present, the plan is to complete these works prior to closing Queen Street for station construction. Other works, such as utility relocations or works at other stations may coincide with the Adelaide track works.
169	PACCT	4.4 Road Closures Summary Metrics - Table 4-11: Ontario Line Station Works and Impacts Summary	p 229	Transit Impacts: King/Queen stations - 'Route No. 504 - stop relocations, marginal delays due to lane reductions' vague and underestimated? - 'Route No. 501 - stop relocations, marginal delays due to lane reduction' vague	Section 5.2 is intended to discuss details of the impacts to transit corridors. More details regarding impacts to transit corridors will be available as planning progresses. Metrolinx will consult with the City of Toronto and TTC regarding any impacts to transit corridors.
170	PACCT	Table 4-12: Queen Station Works and Impacts Summary	p 230	Transit Impacts: Queen/Yonge - 'Route No. 501 detours with increased travel times of up to 35 minutes EB and 28 minutes WB during AM and PM peaks' - Were able to provide times here but not in the above point?	The impacts at Queen Station present a unique condition due to the full closure of Queen Street and the resulting analysis of a detour option for the affected streetcar. Impacts to transit at other locations will be much smaller as they will be limited to curb lane restrictions, or no restrictions for some transit routes adjacent to work areas.
171	PACCT	5 Traffic Impact Assessment and Mitigation Measures - 5.1 Auto Impacts	p 231	'area bound by Dundas Street, Parliament Street, Front Street, and Bathurst Street.' Why just this area? Did they not consider expanding it to get a better oversight of the effects of the constructions?	This area was selected as the "Focus Area" to capture all of the lane and road closures associated with the Downtown Toronto OL station construction works as well as adjacent corridors that will be used as detour routes. Expanding the network is not expected to provide meaningful results, as the constraints and critical conditions caused by construction of the project will occur near the lane reduction and road closure areas.
172	PACCT	5.1.1 Overall Network Impacts	p 233 - Last bullet point	<b>WORTH NOTING:</b> "...since the initial development of the Aimsun models, the City of Toronto has implemented LPIs (leading pedestrian intervals) at many signalized intersections throughout the City as part of the Vision Zero initiative. - The LPIs at intersections "have not been added" to the microsimulation models, as additional post-implementation data would be required to capture the impact on roadway capacity and travel patterns. It is expected that the introduction of LPIs will impact both existing and construction scenarios as less green time is provided to vehicles." - this is a HUGE omission when it comes to their estimates and the basis of all their traffic outcomes??	As noted, the LPIs were implemented after the model development had begun. It is acknowledged that LPIs are a very significant change across the network; post-implementation traffic volumes would be required to be collected to accurately account for the changes in travel patterns and accurate data could not be collected due to the COVID pandemic. Therefore, a decision was made not to model LPIs.
173	PACCT	5.1.2 Corridor Travel Times	p 234	'AM peak period travel time impacts from the Queen Street closure are relatively minor on both north-south and east-west corridors, indicating that there is sufficient capacity to accommodate traffic diversions caused by the closure' - "relatively minor" - Vague	It is acknowledged that the wording is relatively vague, however, additional details are provided on page 234 - page 236 regarding the travel time impacts north-south and east-west.
174	PACCT	5.1.2 Corridor Travel Times	p 234	'The combination of the Ontario Line and City-led construction works is estimated to increase travel times by up to 29 minutes on Richmond Street and 9 minutes southbound on Jarvis Street are estimated during the PM period.' Again, is this including the increase in traffic i.e., trucks, etc?	As noted above, truck increases associated with station construction were not included in the modelling. The majority of impacts will be associated with lane or road closures and the resulting capacity reductions or traffic diversions.
175	PACCT	5.4 Recommendations / Mitigation Measures for Ontario Line Works	p 243	New transit signal priority measures should be considered along the 501 Queen Streetcar detour route to mitigate delays to transit - when? Provide more detail?	Transit signal priority is currently under development in collaboration with the City of Toronto and TTC. As such, these details are not available yet.
176	PACCT	8.4 Queen Station Impact Summary	p 247	Cycling: 'Diversion required' - No options provided - They suggest walking bike on a 2.1m/1.8m sidewalk (where size has been constrained by construction, i.e.) - I guess they haven't tried walking a bike in a confined, heavily pedestrianized area! ☹️	It is acknowledged that "walking your bike" is not easy to implement. However, alternative cycle tracks are available on Richmond and Adelaide for longer distance trips. Only cyclists who are destined to the area would need to walk through the temporary protected sidewalk.
177	PACCT	8.5 Moss Park Station Impact Summary - Table 8-5: Moss Park Station Evaluation Summary	p 247	Cycling: 'No bicycle lanes impacted. Cyclists on Queen Street westbound will need to route through the single remaining lane along the restricted section' - are they not providing the 1m clearance that they giving to cyclists at one of the other construction areas (I think Queen/Spadina?) in order to clear the streetcar rails? - maybe they are, but they haven't specified this	Existing bike lanes will be maintained. Lane closures on Queen Street will be implemented such that a 1m clear distance between the edge of the concrete track slab and temporary concrete barriers is maintained. As a result, the total width available to cyclists between temporary concrete barriers and tracks will be approximately 1.3 metres.

178	PACCT	Local Auto Access & On-Street Parking Impacts	p 250	"An advanced southbound left signal phase can be considered for the intersection of Bay Street/Albert Street if poor conditions are observed on the southbound approach during construction." <b>What does Metrolinx consider poor conditions? Will there be active monitoring?</b>	A poor traffic condition is one that exhibits a level of service defined as "F" in the North American Highway Capacity Manual. During construction, the Contractor will monitor traffic operations and develop mitigation measures where necessary. The public will be able to advise Metrolinx of any traffic concerns via the publicly listed phone or email. Residents can also call 311 and the City will then notify Metrolinx.
179	PACCT	Overall Network Impacts	p 252	"worst-case scenario in which all works overlap; in the event that insufficient throughput is available east-west in Downtown Toronto, it is expected that vehicles will divert further away from the work areas via corridors north of Dundas Street." <b>Can Metrolinx provide information regarding the other corridors anticipated?</b>	Gerrard Street and Bloor Street would also be expected to accommodate diverted east-west trips, as well as other arterial and highway roads to the north, depending on the origin and destination trip locations. The most significant impacts have been captured within the Focus Area.
180	PACCT	Mitigation Measures for Ontario Line Works:	p 255	"Streetcar stops will be provided on Richmond Street and Adelaide Street throughout the construction period" – more info needed – how many, positioning?	Temporary streetcar stop locations on Richmond Street and Adelaide Street are being evaluated in collaboration with TTC. This information will be shared when the stop locations have been finalized.
181	PACCT	Appendix A: Microsimulation Modelling Approach and Calibration	p 256	First 4 bullet points – should this be considered effective to produce the traffic delay/outcomes? - Eg, "additional calibration measures would be required" vague? - "new path files" ??	Figures A-4 and A-5 demonstrate the differences in travel time before additional calibration was conducted to the City's traffic model. Improved calibration of the model was completed, ensuring that the model is effective in producing traffic delay/outcomes. Path files are predetermined route choices that simulated vehicles take. By generating path files, a portion of the traffic would follow predetermined paths while the others can examine the simulated delay on various routes and determine their route choice.
182	PACCT	Table A-3. King Street Pilot Project Calibration Targets / A.3 Base Model Calibration	p 258-262	Maybe someone with more knowledge, take a look at this part/section along with para. Following table? - All their travel stats come from this and, unless I'm reading wrong, they used the King St project as a basis – not sure how much new data was added to pull in the surrounding/specific areas in question?	The calibration and validation from the King model is shown in Table A-3 and A-4, and the calibration adjustments applied to the TTMP model are discussed afterwards, with calibration results illustrated in Figure A-2 to A-5. Travel time data and turning movement count data were referenced during the recalibration efforts for the Downtown TTMP models. However, due to the COVID-19 pandemic, new traffic data could not be collected.
183	PACCT	Figure A-4 & A-5: AM/PM Peak Model Travel Time Validation	p 262	The "observed travel time" data - over what period of time, where, etc. - recalibrated to what was observed? how accurate?	The available travel times were collected from 8-9 AM and 5-6 PM for the AM and PM peak hours. Location wise, the segments collected match those compared with in the calibration results (e.g. for Dundas Street EB, the travel times between Bathurst Street and Parliament Street were compared for both collected and modelled). The sample sizes for travel times were generally above 200 observations per segment and are considered to be accurate representations of field conditions.
184	PACCT	Appendix B – Microsimulation Traffic Impacts - Tables B-1 & B-2: AM/PM Peak Signal Optimizations	p 263-264	Pedestrians, left/right turn delays included?	The subject tables referenced are signal timing optimizations and not movement delays. Please refer to Table B-3 and B-4 (page 267-270) for delays. Pedestrian crossings have been accounted for and factor in the left and right turning delays.

## Community Stakeholder Consultation and Correspondence Record

- Pape Avenue Junior Public School Parent Council (PAJSPC)

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**From:** [Redacted]

**Sent:** March 29, 2022 3:52 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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Thanks, Norando! Much appreciated.

█

█  
█

On Mar 29, 2022, at 12:27 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi █

Our technical team has provided information on the remaining two questions.

**Q1: What is the timeline for the new sewer under the schoolyard and how will you arrive at the schedule for construction to minimize the impact on the kids during school hours?**

*Metrolinx is in discussion with the Toronto District School Board (TDSB) to work towards an agreement to have the majority of the works completed during the summer of 2023. The sewer relocation process consists of two parts – a construction/tunnelling phase, and a demolition phase. If Metrolinx and TDSB come to an agreement, the tunneling phase will commence in late June with the bulk of the construction work completed before the end of the summer break. Despite this strategic construction timeline to reduce the effects of construction on the school and residential and commercial properties, some construction work (such as mobilization, connection and site restoration) will be overlapping the periods of time before and after the summer break with minor impact. If an agreement cannot be reached with the TDSB, then the entire activities would be completed from October 2023 - May 2024 during the school year. In this last scenario, Metrolinx would work with the TDSB to identify issues and concerns and agree on mitigation processes to put in place.*

**Q2: The new map shown in the environmental assessment indicates construction right in front of the schoolyard and daycare outdoor play area - what are the plans to lessen the impact on the kids during their outdoor playtime from both a noise and air quality standpoint? Have those homes as indicated in the map already been provided expropriation papers and will there be more homes on that stretch impacted?**

*A sound barrier will be installed around the site to reduce the impact of construction noise and dust. Dust control measures may be implemented to reduce airborne particulate generation, such as commonly used water trucks scheduled at regular times. There are subsurface property requirements for homes along Pape which would have*

*received Tier 2 letters. The properties south of the school will be contacted in short order.*

Once more we apologise for the delay in getting back to you.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

<image001.png>

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**From:** Ontario Line

**Sent:** March 14, 2022 3:34 PM

**To:** [REDACTED]

**Subject:** RE: Ontario Line surveying near Pape Avenue Junior Public School

Hi [REDACTED]

I'd be more than happy to. Please see below:

**Parent concern: The underground tunnel will be ~15m deep, there have been no models of the rail lines/station designs shown to the public yet. Metrolinx response: station designs are pending. There will be increased public engagement on station design in the next few months; on construction, in 2023/24.**

**Q: Can you keep us updated no on this?**

**Ans:** Yes. Absolutely. Once the station designs are available, Metrolinx will share. Updates on the progress of the Ontario Line are also published on our [website](#) in the weekly newsletter.

**Parent concern: there is potential for unearthing contaminants/pollutants during construction from the No Frills site. Metrolinx response: presenters will take this concern back to Metrolinx.**

**Q: It was noted at the meeting from a parent that the No Frills parking lot was once the site of the International Varnish Company and unearthing these contaminants is a strong concern that has not been addressed in the environmental assessment - can you provide an update on this?**

**Ans:** Phase I & II Environmental Site Assessments (ESAs) will be completed prior to construction to determine the existing condition of a site, including whether the underlying soils contain hazardous materials or other contaminants. A Phase I ESA is a non-intrusive study that looks for clues suggesting potential contamination. If the

Phase I ESA concludes there is a possibility the property may be contaminated, then a Phase II ESA is conducted to test soil and groundwater. Based on the Phase II ESA results, if the soils and/or groundwater are classified as contaminated then the contaminated materials will be disposed of appropriately during construction.

A Phase I ESA is in progress and, based on the preliminary results (which included the identification of International Varnish as a former tenant of the property in question), a Phase II ESA will be conducted. The Phase I and Phase II ESA will be finalized prior to construction in order to inform the disposal requirements of excavated materials, as well as any remediation that may be required.

If contaminated materials are identified on site, the Constructor will be responsible for the proper management, disposal and remediation during construction. Furthermore, detailed management plans pertaining to soils and excavated materials, air quality, erosion and sediment controls, and dewatering and groundwater will be developed and implemented by the Contractor during construction to avoid adverse effects to the surrounding community. Monitoring will be carried out during construction to ensure that all mitigation measures and management plans are effectively implemented. For example, real-time air quality monitoring will send alerts to the Contractor and Metrolinx so that if action levels for dust are exceeded, then the Contractor will implement mitigation measures to avoid impacts on nearby residences and businesses, including potential sensitive receptors (e.g. schools, senior centres, etc.).

**Q: The area is congested at school drop-off and pick-up and adding construction vehicles to the mix will be chaotic and potentially dangerous - is there a plan to stop construction during these times?**

**Ans:** Construction vehicle access during school pick-up and drop-off times will be prohibited.

**Parent concern: noise barriers are intermittent/not continuous along the line.**

**Metrolinx response: the intention is to build noise walls on the majority of this section; presenters will take this concern back to Metrolinx.**

**Q: Can you provide an update?**

**Ans:** The trainway will be fully enclosed between the portal at Langley and Gerrard Street

There are three questions still awaiting answers and once we've received those we'll reach out to you.

Thanks!

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



<image001.png>

---

**From:** [REDACTED]  
**Sent:** March 12, 2022 7:18 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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Hi Norando, thank you for the update. Can you please share the other answers and then follow-up with the outstanding ones next week? Thanks,

[REDACTED]

[REDACTED]  
[REDACTED]

On Mar 11, 2022, at 5:02 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Apologies for getting back to you so late. I had initially indicated that the responses would be sent to you today, however I am still awaiting answers to two (2) of the questions you sent in. As soon as those have been answered I'll send you an email with all the responses.

We appreciate your patience.

Regards,  
**Norando Brown**  
Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

<image001.png>

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School  
**Date:** Tuesday, March 1, 2022 3:29:14 PM  
**Attachments:** [image001.png](#)  
[image001.png](#)

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Thank you! Much appreciated!

Have a nice rest of the day,  
[REDACTED]

On Mar 1, 2022, at 3:27 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

We have placed a deadline on the request for early next week, so we should have all your answers by the end of next week (latest).

Thanks,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** March 1, 2022 3:22 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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Thanks, Norando! Much appreciated. Do you have a timeframe on when you may be able to get back to me?

Have a nice day,  
[REDACTED]

On Mar 1, 2022, at 3:19 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your questions. We apologise for the delayed response. We have reached out to the various subject area experts and are currently awaiting answers. We will revert to you as soon as we are in receipt.

Thanks again for your patience.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** February 24, 2022 8:10 AM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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Hi Mark, Daniel and Norando, our sincerest thanks to Daniel and Norando for attending our parent council meeting last Wednesday evening. We truly appreciate your time! As noted in the meeting, our families in attendance expressed their eagerness to the “meat” of the Ontario Line and what impact it will have on our school ([REDACTED]) and the surrounding community. The map in the draft environmental report and the discussion in the Q&A left families with a lot of questions surrounding the construction and digging on Pape near the school and under the school yard and there were a few areas that Daniel mentioned he would look into further for us. Here is a list of those outstanding items

if you can kindly connect us directly with Daniel or provide the answers.

Parent concern: Metrolinx has been unable to provide examples of design changes based on community feedback. Where is the comparison of the above- and below-ground designs. Metrolinx response: some details have been shared with City Council. Q: Is there an opportunity to share these with examples more widely ie., our parent community?

Parent concern: noise barriers are intermittent/not continuous along the line. Metrolinx response: the intention is to build noise walls on the majority of this section; presenters will take this concern back to Metrolinx. Q: Can you provide an update?

Parent concern: The underground tunnel will be ~15m deep, there have been no models of the rail lines/station designs shown to the public yet. Metrolinx response: station designs are pending. There will be increased public engagement on station design in the next few months; on construction, in 2023/24. Q: Can you keep us updated on this?

Parent concern: there is potential for unearthing contaminants/pollutants during construction from the No Frills site. Metrolinx response: presenters will take this concern back to Metrolinx. Q: It was noted at the meeting from a parent that the No Frills parking lot was once the site of the International Varnish Company and unearthing these contaminants is a strong concern that has not been addressed in the environmental assessment - can you provide an update on this?

Q: The area is congested at school drop-off and pick-up and adding construction vehicles to the mix will be chaotic and potentially dangerous - is there a plan to stop construction during these times?

Q: What is the timeline for the new sewer under the schoolyard and how will you arrive at the schedule for construction to minimize the impact on the kids during school hours?

Q: The new map shown in the environmental assessment indicates construction right in front of the schoolyard and daycare outdoor play area - what are the plans to lessen the impact on the kids during their outdoor playtime from both a noise and air quality standpoint? Have those homes as indicated in the map already been provided expropriation papers and will there be more homes on that stretch impacted?

Thank you for your time and consideration attending to our Pape families concerns and questions. Can you let me know when you will be able to have answers to some / all of the above questions so I can keep the school community updated? Thanks,

Cara

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Wednesday, February 16, 2022 5:20:00 PM  
**Attachments:** [Pape Ave Jr Public School Presentation MC.pdf](#)  
[image002.png](#)

---

Hi [REDACTED]

Please see attached as per your request.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

[REDACTED]  
**Sent:** February 16, 2022 5:02 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>  
[REDACTED]  
**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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Hi Mark, just a friendly reminder that we didn't receive the slides for tonight, which is no worries as we can gladly screen share. We look forward to welcoming Daniel and Norando tonight at 6:30 pm.

My number in case anyone has any questions ahead of the meeting is [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Feb 16, 2022, at 10:16 AM, [REDACTED]

[REDACTED]

Hello Mark, we look forward to welcoming Daniel and Norando this evening at 6:30 pm for our parent council meeting. Do you have the presentation slides available to share or would you like us to screen share? Both options work for us.

Thanks,

[REDACTED]

[REDACTED]  
[REDACTED]

On Feb 14, 2022, at 9:40 AM, [REDACTED]

[REDACTED]

Thanks very much!

Have a great day,

[REDACTED]

[REDACTED]  
[REDACTED]

On Feb 13, 2022, at 7:42 PM, Ontario Line

<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Daniel Cicero – Sponsor, Ontario Line

Norando Brown – Community Relations Specialist, Ontario

Line

Norando will share the presentation slides in advance of the meeting.

Regards, Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
<image003.png>

---

[REDACTED]

**Sent:** February 11, 2022 11:18 AM  
**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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
Thanks, Mark. Much appreciated. Please see below for the Zoom details to share with Daniel and Norando. If you can share their titles that would be great so we can properly introduce them at the meeting. We can screen share so they can share their presentation slides or you can share in advance we will handle on our end.

[REDACTED]

Thank you very much for arranging this! Have a great Friday,



On Feb 11, 2022, at 10:34 AM, Mark Clancy  
<[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Hi  – absolutely.

My colleagues, Daniel Cicero (Daniel works with Malcolm) and Norando Brown from our Community Relations team, will attend the meeting next Wednesday.

Please send me the meeting invitation and I will forward it to them. They will have a few presentation slides to share.

Thank you, Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement  
(Subway Program)

[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)

647-449-2857

<image003.png>



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[REDACTED]

**Sent:** February 10, 2022 6:24 PM

**To:** Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>;

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** Re: Ontario Line surveying near Pape Avenue Junior Public School

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Thanks, Mark. Our meetings are already set out / communicated to parents in advance - is there someone else from the Ontario Line that can attend our Feb. 16 meeting since we got pushed already from last month?

Thanks,

[REDACTED]

On Feb 10, 2022, at 6:10 PM, Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)> wrote:

Resending this message without the Report attached in case you do not receive the email.

Mark

---

**From:** Ontario Line

**Sent:** February 10, 2022 6:05 PM

**To:** [REDACTED]  
[REDACTED]

Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: Ontario Line surveying  
near Pape Avenue Junior Public  
School

Hi [REDACTED] – attached is the Draft  
Environmental Impact  
Assessment Report, which is a  
large file, so if it doesn't make it  
over, the link below takes you to  
the Report.

<https://www.metrolinxengage.com/en/content/full-report-draft-environmental-impact-assessment-report>

Malcolm and I have a community  
meeting commitment booked for  
the evening of Feb 16<sup>th</sup> (6:30 to  
8 pm).

Let me know when your next  
meeting is happening, or if you  
would like us to set up a call for  
another evening, we are happy  
to do that.

FYI: We are hosting a series of  
virtual public open houses as  
follows, to provide an overview  
of the Report:

Science Centre to Gerrard  
Stations:  
Feb 22 at 6:30 pm

Feb 24 at 6:30 pm

Gerrard to Exhibition Stations:

Mar 1 at 6:30 pm

Mar 3 at 6:30 pm

[Registration](#) is now open.

Thank you, Mark

[REDACTED]

**Sent:** February 10, 2022 4:44 PM

**To:** Ontario Line

<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

[REDACTED]

**Subject:** Re: Ontario Line surveying  
near Pape Avenue Junior Public  
School

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Hi Mark, can you share the environmental report? Our meeting on Feb. 16 is in the evening at 6:30 pm - not sure what time your community engagement meeting is booked for? In the past (Oct. 20, 2020) we welcomed Malcolm MacKay, Ontario Line Sponsor and Josh Vandezande Senior Manager of Community Relations - Ontario Line - perhaps they are once again available on Feb. 16 at 6:30 pm?

Thanks,

█

██████████  
██████████

On Feb 10, 2022, at  
3:16 PM, Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
wrote:

Hi ████ thank you  
for reaching out and  
sharing your  
questions in  
advance.  
We will work here to  
get you the  
responses now that  
we have more  
details to share.

Unfortunately, our  
team has a  
community  
engagement  
meeting booked for  
Feb 16. Is there  
another date/time  
that we can work  
towards, as we  
would very much  
like to have the  
opportunity to  
provide updates and  
answer questions.

Thank you, Mark

Mark Clancy (*he, him*)

Senior Manager,  
Community  
Engagement (Subway  
Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-449-2857  
<image003.png>



**Sent:** February 10,  
2022 1:22 PM  
**To:** Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>



**Subject:** Re: Ontario  
Line surveying near  
Pape Avenue Junior  
Public School

**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 Mark and Norando,  
I hope you are well.  
Connecting to see if  
you have a copy of  
the environmental  
report discussed last  
month to share with

Pape families in advance of our parent council meeting on Feb.16 at 6:30 pm via Zoom? Also curious if you have the names of the Metrolinx reps that will be in attendance to make a presentation Feb. 16 and answer questions?

Per our call when we had a rep in 2021 to discuss the Ontario Line and the impact to our school and surrounding community this is a list of the outstanding questions that we shared in follow-up BUT never received answers to:

Can you please share specifics on how deep the tunnel will be around the school property?

Can you please share specifics on the exact impact it will have on the school property and surrounding residential area?

What is the new technology and construction specifics on the noise / vibration controls (in response to your answer residents and school will hear no noise or vibration).

What are the safety protocols that will be put in place during construction to ensure the safety of students/staff and residents? For context, the street is used by transport trucks for delivery to the No Frills lot and the residents anticipate a traffic back-ups making it unsafe for students walking to school.

What details can you share on the commercial property partnership and impact it will have on the surrounding area?

Digging in the Gerrard/Carlaw dog park is currently taking place - what is the timeline for this park to close and will there be another designated dog park somewhere close to replace it?

What is the exact opening date for the community questions centre on Queen Street, hours/times for us to share with the school community?

Once you connect us with the reps that will be in attendance to present I will share

the Zoom connection  
details. Thank you!  
Have a great day,

█

█  
█

On Jan  
17,  
2022, at  
9:12 AM,  
Ontario  
Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
wrote:

Thank  
you

█

---

**From:** █

█

█

**Sent:** January

16, 2022

12:42

PM

**To:** Ontario

Line

<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re:

Ontario

Line



surveying  
near  
Pape  
Avenue  
Junior  
Public  
School


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SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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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 Mark  
and  
Norando,  
I'll will  
try you  
at 10 am  
tomorrow.  
If I don't  
reach  
you  
please  
feel free  
to reach  
out to  
me at

[REDACTED]  
[REDACTED]

Thanks,  
[REDACTED]

On  
Jan  
16,  
2022,  
at  
11:37  
AM,  
Ontario  
Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
wrote:

Hi  
  
–  
thank  
you  
for  
reaching  
to  
us.

I'd  
like  
to  
introduce  
you  
to  
Norando  
who  
is  
filling  
in  
for  
Sivahami  
as

she  
is  
on  
maternity  
leave.

Would  
you  
have  
some  
time  
on  
Monday  
for  
a  
quick  
call?  
I'd  
like  
to  
get  
a  
bit  
more  
information  
from  
you.  
My  
contact  
details  
are  
below.  
Thank  
you,  
Mark

Mark  
Clancy (*he,*  
*him*)  
Senior  
Manager,  
Community

Engagement  
(Subway  
Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-  
449-  
2857  
<image004.png>

[REDACTED]

**Sent:** January  
13,  
2022  
9:55  
AM

**To:** Ontario  
Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

[REDACTED]

**Subject:** Re:  
Ontario  
Line  
surveying  
near  
Pape  
Avenue  
Junior  
Public  
School

**EXTERNAL  
SENDER:** Do  
not click any  
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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi  
Sivahami,  
we  
hope  
you  
are  
well.  
Just  
checking  
in  
to  
see  
if  
members  
of  
your  
executive  
team  
will  
be  
presenting  
still  
at  
our  
parent  
council  
meeting  
next  
week  
to  
discuss  
the  
Ontario

Line  
updates  
and  
how  
it  
will  
affect  
Pape  
School  
and  
community?  
Please  
share  
their  
names/titles  
when  
possible  
and  
I  
will  
share  
the  
connection  
link.

Thanks!



On  
Nov  
1,  
2021,  
at  
4:28  
PM,  
Ontario  
Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
wrote:

Hi



Wonderful!

Thank

you

so

much

for

the

invitation.

We

will

confirm

a

speaker

from

our

team

and

check

in

with

you

soon.

Hope

you

have

a

great

day

too,

Sivahami

**SIVAHAMI**

**VIJENTHIRA** *(she/her)*

Community

Relations

&

Issues

Specialist

–

Ontario  
Line  
416-  
202-  
5100  
[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

<image003.png>

**From:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Sent:** November  
1,  
2021  
1:59  
PM

**To:** Ontario  
Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

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

**Subject:** Re:  
Ontario  
Line  
surveying  
near  
Pape  
Avenue  
Junior  
Public  
School

**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  
Sivahami,  
thank  
you  
for  
your  
email  
and  
information about  
the upcoming  
work.

We  
would  
like  
to  
extend  
an  
invite  
to  
your  
team  
to  
present and  
participate in  
a  
Q&A  
session  
at  
our  
next  
Parent  
Council

meeting  
on  
January,  
19,  
2022  
at  
6:30  
pm  
via  
Zoom.  
Please  
let  
me  
know  
if  
this  
works  
and  
who  
will  
be  
in  
attendance  
to  
present.  
If  
you  
can  
share  
your  
slides  
in  
advance  
of  
the  
meeting  
that  
is  
ideal  
otherwise  
we  
can  
assist  
with a  
screen  
share.

I  
will  
share  
the  
Zoom  
link  
closer  
to  
the  
date  
as  
well.

Have  
a  
great  
day,  
[REDACTED]  
[REDACTED]  
Parent  
Council  
Co-  
chairs

On  
Mon,  
Nov  
1,  
2021  
at  
12:19  
PM  
Ontario  
Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
wrote:

Hello  
[REDACTED]  
[REDACTED]  
Pape  
Avenue  
Jr  
PS

staff,  
and  
Pape  
Avenue  
Parent  
Council,

As  
part  
of  
our  
preparatory  
work  
for  
the  
Ontario  
Line,  
a  
small  
field  
crew  
will  
be  
using  
hand-  
held  
equipment  
to  
locate  
underground  
utilities  
on  
streets  
near  
Pape  
Avenue  
Junior  
Public  
School  
starting  
on  
November  
3.  
The  
crew  
will

be  
on  
foot,  
and  
there  
will  
be  
no  
noise  
or  
traffic  
impacts,  
but  
please  
note  
that  
they  
will  
be  
using  
spray  
paint  
to  
mark  
the  
locations  
of  
the  
utilities.  
See  
the  
attached  
notice  
for  
more  
information.  
We  
will  
deliver  
paper  
copies  
of  
this  
notice  
to  
residents

living  
along  
the  
work  
area  
today,  
and  
if  
the  
school  
is  
open  
to  
visitors,  
we  
will  
drop  
off  
a  
few  
paper  
copies  
at  
the  
school  
office  
as  
well.  
If  
anyone  
in  
the  
school  
community  
has  
questions  
about  
this  
work,  
we  
can  
be  
reached  
at  
416-  
202-

5100

or [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We  
would  
also  
love  
the  
opportunity  
to  
reconnect  
with  
school  
staff  
and  
the  
parent  
council  
to  
address  
questions  
or  
concerns  
about  
the  
Ontario  
Line.  
Do  
you  
have  
availability  
for  
a  
call  
or  
video  
meeting,  
or  
can  
we  
potentially  
join  
the  
agenda  
of  
an

upcoming  
staff  
and/or  
parent  
meeting  
for  
a  
discussion  
or  
Q&A?  
Please  
let  
us  
know  
what  
format  
would  
work  
best  
for  
your  
community.

Thank  
you,  
Sivahami

**SIVAHAMI**

**VIJENTHIRA** *(she/her)*

Community  
Relations  
&  
Issues  
Specialist

–

Ontario  
Line  
416-  
202-  
5100

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

<image003.png>

This



e-  
mail  
is  
intended  
only  
for  
the  
person  
or  
entity  
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If  
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entity to  
which it is  
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If you  
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error,  
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sender  
and  
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the e-mail  
together  
with any  
attachments.

This e-mail is intended  
only for the person or

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

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## Community Stakeholder Consultation and Correspondence Record

- Pape Village Business Improvement Area (BIA)

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: [REDACTED] and Ontario Line  
**Date:** Monday, November 9, 2020 8:00:40 AM  
**Attachments:** [image001.png](#)

---

It was our pleasure having you at the meeting Gurjeet. Thank you for the additional information.

Best regards,

[REDACTED]  
[REDACTED]

On Fri, Nov 6, 2020 at 3:55 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED],

Thank you again for our recent meeting to discuss the Ontario Line. We appreciated the opportunity to provide an update on the project and address questions. We committed to get back to you with some information requested by the BIA members on the Leaside bridge and property requirements.

With respect to the Leaside bridge, our technical team advised us that the bridge does not have the capacity or configuration required for a subway line underneath the automobile lanes. There is no secondary deck or provisions for a secondary deck in the substructure of the bridge.

In terms of property requirements, we would like to reiterate that Metrolinx will only be acquiring property that is absolutely necessary to get transit built. Initial design work is underway and will help us determine final property impacts. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction.

Please encourage your members to visit our [website](#) for more information on the project and consider signing up for our [online newsletter](#) to receive updates. Should you require any more information or have any questions, do not hesitate to reach out to me. Our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Finally, I wanted to let you know about some initial outreach we will be starting next week as part of our initial efforts to develop relationships with businesses and organizations along the Ontario Line route. A few people, working on behalf of Metrolinx, will be in the Pape and Cosburn area to talk with businesses, ask a few questions about their operations, find out if they have any concerns about the Ontario Line and ask how we can stay connected. We

know that these are challenging times for business owners and not everyone is open as usual. We won't take up much of their time and are happy to come back at another time or connect by phone or email at a later time.

Looking forward to staying in touch and working with your BIA!

Thanks,

Gurjeet

**GURJEET KAUR**

Ontario Line Community Relations Team



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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line update  
**Date:** Friday, March 12, 2021 9:16:00 AM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

Hope you're doing well and enjoying the sun!

I wanted to reach out and share this new [blog post](#) with you which includes some Ontario Line updates for 2021. Since construction in the north segment is not scheduled to begin until 2024, our teams are currently conducting geotechnical and surveying work in the area to gather information on ground conditions. More details are included in the blog post. You can find information related to ongoing and upcoming work in our [Community Notices](#) section on our [website](#). We also include these details in our weekly [e-newsletter](#) along with any new project updates.

The team continues to work on finalizing property requirements at this time. As the project advances, we will continue this conversation and share new updates as they become available. In the meantime, if there are any questions from the BIA and/or the members, do not hesitate to reach out to me!

Best,  
Gurjeet Kaur

**Gurjeet Kaur**  
Community Relations and Issues Specialist - Ontario Line  
Metrolinx

[REDACTED]

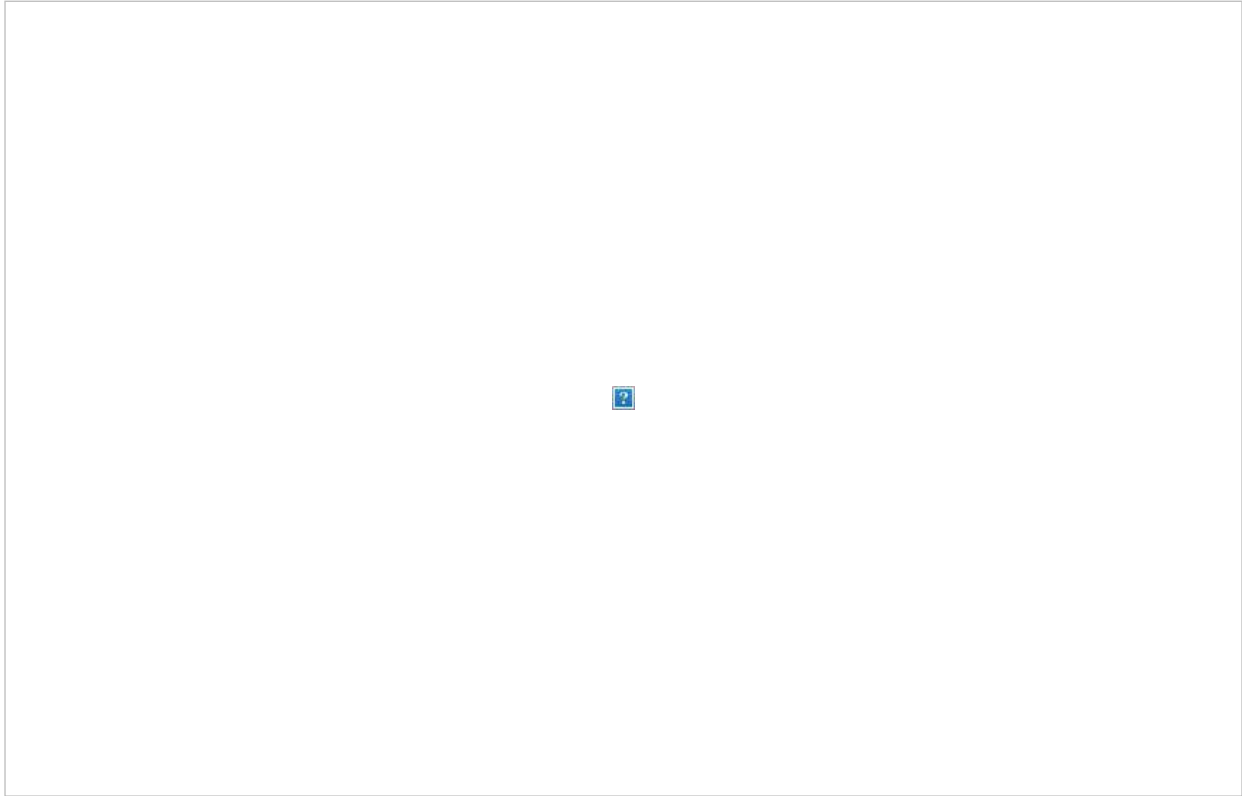


**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Ontario Line Community Notice - Hydrovac surveying along the Ontario Line corridor - Work taking place on June 2  
**Date:** Monday, May 31, 2021 3:18:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Surveying along the Ontario Line.pdf](#)  
[image003.jpg](#)

---

Hello [REDACTED],

Hydrovac surveying work will be continuing on Wednesday, June 2<sup>nd</sup> on Pape Avenue near Gamble Avenue, and anticipated to be completed on the same day in order to support the Ontario Line project design. See below for a map, and attached for our notice.



The work will be carried out with a hydrovac truck in order to access previously-located underground utilities that used hand-held surveying equipment, in order to assess the utility more accurately. As this work is anticipated to be completed on the same day, no equipment will be left onsite once work is complete. All work will be carried out within public roadways, with traffic cones and signage indicating where the hydrovac truck will need to be located on public roadways in order to access utility locations. There will be a Paid Duty Officer on site to direct car and pedestrian traffic as necessary.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]; [Ontario Line](#)  
**Subject:** RE: [REDACTED] Subway Entrance Options  
**Date:** Friday, December 10, 2021 10:09:52 AM

---

Good morning Henry,  
It was a pleasure speaking with the [REDACTED].  
Please forward the formal request to me and I will ensure it reaches the right people at Metrolinx.

Thank you, Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
416-202-5100

---

**From:** [REDACTED]  
**Sent:** December 9, 2021 8:00 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** [REDACTED] Subway Entrance Options

**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 Mark,

Thank you for coming to our board meeting the other day and updating us on the subway line. As we discussed, I look forward to hearing from you regarding what options are currently being considered for the subway entrance building.

Our board decided that it would like to formally request that Metrolinx consider the vacant lot on the west side of Pape, just north of Cosburn as a possible location. Can you please suggest who at Metrolinx I should forward this request to? Thank you.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Subway Building Location  
**Date:** Friday, December 10, 2021 10:22:51 AM

---

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Mark,

Thank you for attending our [REDACTED] AGM and for speaking to our members.

The subway is top of mind for our members. Our member businesses would like to request that Metrolinx consider a currently vacant lot, located on the west side of Pape, just north of Cosburn as a possible site for the subway building.

Best regards,

[REDACTED]

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Environmental Impact Assessment Report  
**Date:** Tuesday, February 8, 2022 11:22:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

## Community Stakeholder Consultation and Correspondence Record

- Poise Dance Academy

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line video meeting details - [REDACTED] - request for clarification  
**Date:** Tuesday, April 20, 2021 8:39:02 AM  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

Fire codes require us to maintain access to your building at all times, whether through Thorncliffe Park Dr or through a new road. Our expectation is that the new access road will be built before the existing access through Thorncliffe Park Dr is closed. I'll definitely be in touch when we have more details and timelines.

Please let me know if you have any other questions,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, April 16, 2021 11:37 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line video meeting details - [REDACTED] - request for clarification

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Ms. Vijenthira,

Thank you for your prompt reply, I sincerely appreciate it.

Just one more clarification:

You mentioned that "Construction on the maintenance and storage facility is expected to begin in 2023, with some geotechnical work and preparatory taking place between now and then." Would you please kindly let us know if there will be any obstruction to access 16 Banigan Drive between now and 2023 through the current street?

Thank you in advance for your information.

Best,

On Thu, Apr 15, 2021 at 4:15 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

It's great to meet you. Thanks so much for following up.

You are correct that the maintenance and storage facility boundary does not touch [REDACTED]. We are working with the City of Toronto on plans for a new road to maintain access to Banigan Drive, and will update you as soon as we have that information.

Construction on the maintenance and storage facility is expected to begin in 2023, with some geotechnical work and preparatory taking place between now and then. As part of our [environmental assessment process](#), an Environmental Impact Assessment Report will lay out plans to mitigate noise and other impacts during construction and operation. The draft version of the report will be released in early 2022 for public review and feedback before major construction begins.

The community relations team's role is to function as a liaison between you and the project, which will include working with the third-party constructor to reduce impacts to neighbouring businesses and organizations like yours. We will remain available at 416-202-5100 or [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) now and throughout the project timeline.

You can sign up for our e-newsletter [here](#) to stay up to date on the project. Hope you can also attend our [virtual open house](#) tonight at 6:30pm. It will also be recorded for anyone who can't attend.

Thanks again, and looking forward to staying in touch,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]

**Sent:** Wednesday, April 14, 2021 3:27 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Ontario Line video meeting details - [REDACTED] - request for clarification



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Dear Ms. Sivahami,

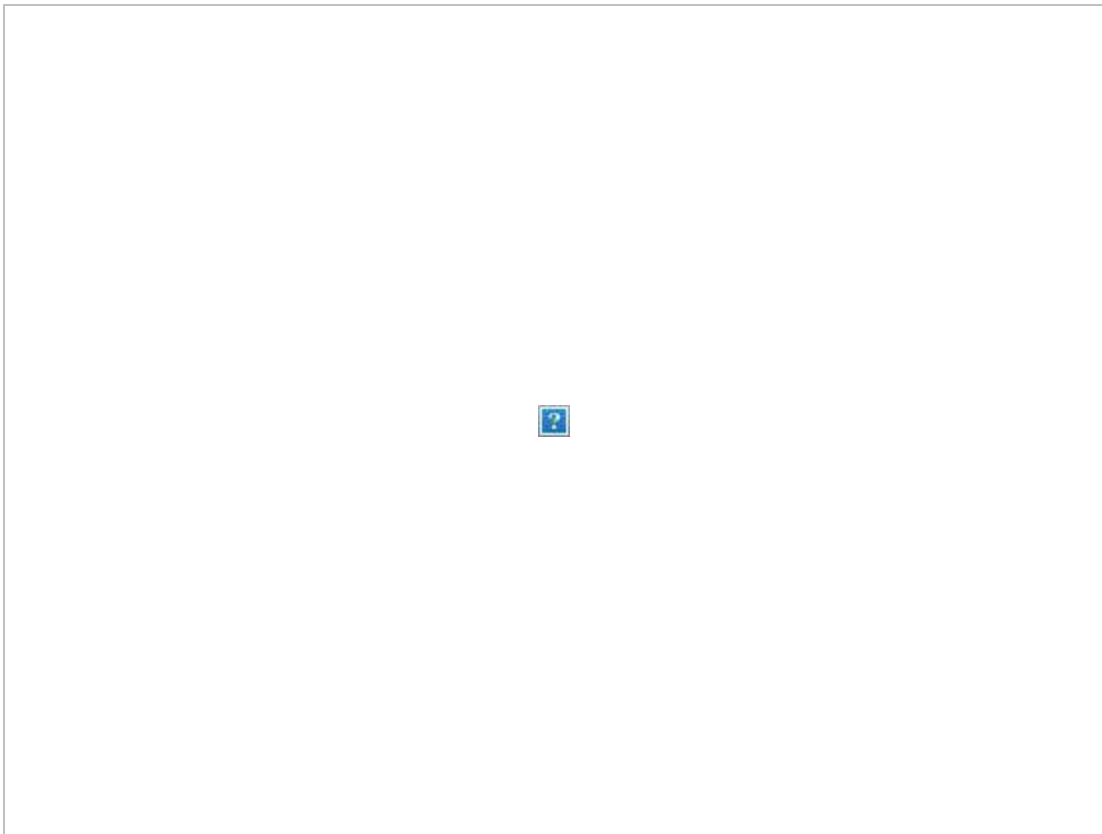
I trust all is well with you.

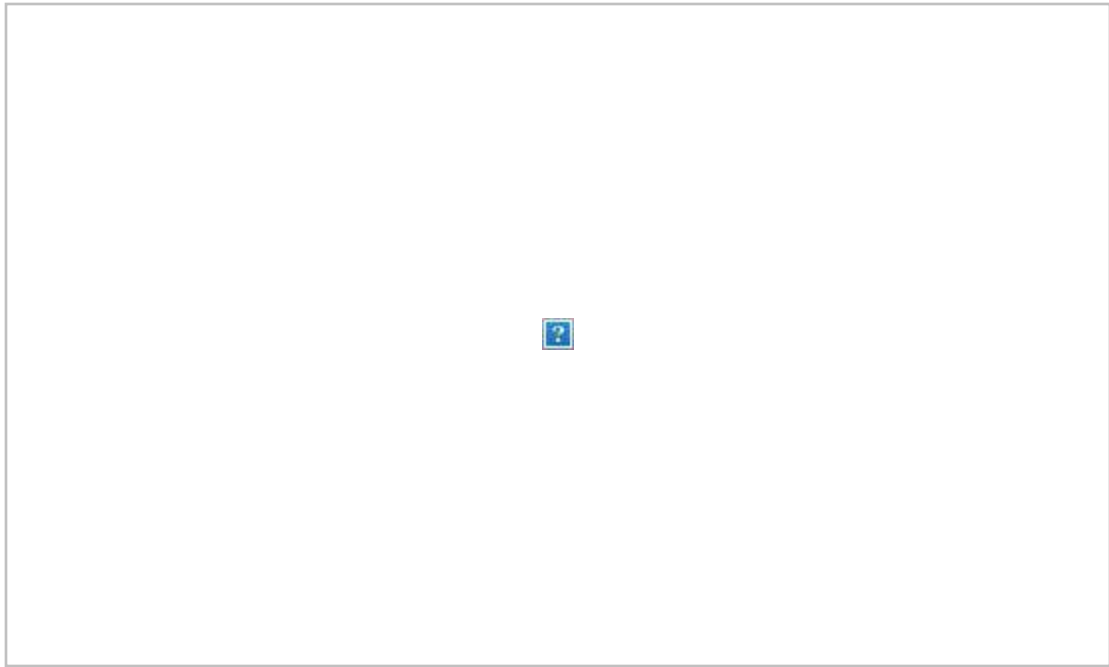
Thank you for your voice message this morning.

I am going to put my questions into this email so you can reply at your earliest convenience.

I am the Finance Director for Poise Dance Academy located at [REDACTED]  
[REDACTED]. I have three questions with regard to the planned SMF project at the corner of Banigan Drive and Thorncliffe Park Drive:

- I superimposed the SMF layout on google map and I would like to ask you the exact boundary of the SMF facility because I would like to know whether we could continue to operate in our brand new facility at [REDACTED]:





- Second question, if we could continue in our current location, how the [REDACTED] is going to be rearranged to maintain access our location
- Third question, when is the timeline of the project and what is the plan to minimize disruption to our operation? We have been forced to close for the past 14 months due to Covid 19 and a prolonged disruption will definitely force our facility to close permanently.

Thank you in advance for your clarification and information, I sincerely appreciate it.

Best,

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

On Wed, Apr 14, 2021 at 11:32 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

I have a few meetings this morning but I will call you as soon as I am done.

Looking forward to connecting as well,

Sivahami

---

**From:** [REDACTED]  
**Sent:** April 14, 2021 9:46 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line video meeting details

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi there,

Yes, please call me at [REDACTED]

Looking forward to talking to you.

Thank you,

[REDACTED]

On Wed., Apr. 14, 2021, 09:32 Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I'm in the meeting now. If you're having technical issues, I can give you a call instead. I'll stay in the meeting until 9:15am. Hope we can connect.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

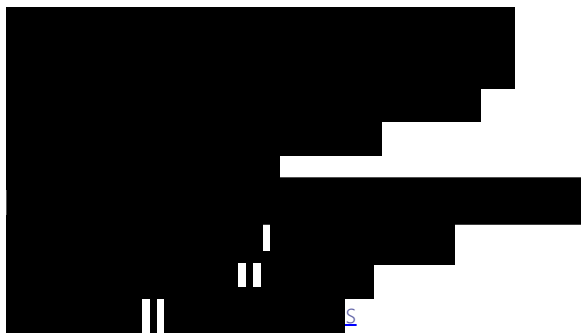
Ontario Line Community Relations Team

---

**From:** Ontario Line  
**Sent:** Tuesday, April 13, 2021 9:29 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line video meeting details

Hi [REDACTED]

Thank you for booking a chat with the Ontario Line community relations team. I look forward to connecting with you tomorrow, Wednesday, April 14 at 9:30am on Microsoft Teams. See below for the link to join the video meeting.



Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

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## Community Stakeholder Consultation and Correspondence Record

- PST Paperwork

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1  
**Date:** Thursday, March 11, 2021 2:06:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you for reaching out to us and for your feedback! We absolutely consider this and understand the importance of keeping the community informed in advance of any work scheduled to take place in their neighbourhoods.

We will continue sharing information about upcoming work for this area through a variety of channels. If you haven't already, I would encourage you to consider signing up for our weekly [e-newsletter](#) that always details upcoming work and general project updates. This information is also available on the [Community Notices](#) section on our [website](#). We also provide updates to the Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher.

Thanks,  
Gurjeet

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



---

**From:** [REDACTED]  
**Sent:** Tuesday, March 09, 2021 8:18 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Metrolinx Ontario Line Community Notice - Surveying along the Ontario Line corridor - Work continuing as of March 1

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello [REDACTED]

Thank you for your email.

The actual construction is not the only part of this process that affects a neighbourhood.

It is important to inform residents of survey and other work, and in advance. For example, these changes affect traffic considerably.

Please bear this in mind throughout the rest of the process.

Thank you,



On Tue., Mar. 9, 2021, 9:29 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello,

Recently you wrote to us about some new surveying work that we will be undertaking for the Ontario Line in the area of Hopedale Avenue and Minton Place. Thank you for the opportunity to provide some further information and clarity about the work taking place and why it is required. Our contractor is surveying a larger area around the Ontario Line route to ensure that all existing conditions are accounted for and that measurements are exact. Although we require additional data that will be collected in the public right-of-way, it does not indicate a greater impact on homes and businesses in your neighbourhood. The purpose of existing conditions surveys is part of our due diligence to ensure there are no unnecessary impacts on existing and adjacent infrastructure.

We thank you for your continued patience as we work to gather this information. No work is planned to begin in your neighbourhood before 2024. As we have additional information to share about plans for work in the area, we will provide updates through PACCT and our e-newsletter. Thank you for reaching out to us.

**Gurjeet Kaur**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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## Community Stakeholder Consultation and Correspondence Record

- Quantum Strength Fitness



**From:** [Ontario Line](#)  
**To:** [Wynne-CO, Kathleen](#); [REDACTED]  
**Bcc:** [REDACTED]  
**Subject:** RE: 2 Thorncliffe community meetings  
**Date:** Wednesday, June 2, 2021 11:42:00 AM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

Sivahami is away this week so I will be responding. Aafaq, please ensure the meeting details I am sharing are correct.

We would love to have Quantum Strength and Fitness join the meeting next week. It will be taking place Monday, June 7 from 3:00pm to 4:30pm. You can find the zoom details below:

Join Zoom Meeting

[REDACTED]

[REDACTED]

Feel free to let us know if you have any questions,

**Daryl Gonsalves**

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

[REDACTED]

---

**From:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>  
**Sent:** June 2, 2021 10:46 AM  
**To:** [REDACTED]  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: [REDACTED]

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi [REDACTED]

Thank you for your email to MPP Wynne's constituency office.

You are welcome to attend the 2 Thorncliffe Business meetings. I am copying Sivahami and Caitlin from the ON Line office to add you to the list of business group - Table A.

Please let us know your Tel. No.

Metrolinx will forward the Zoom Link to you.

Thank you,

Aafaq

**Aafaq Shaikh**

*Executive Assistant & Office Manager*

*Constituency Office of MPP Kathleen Wynne*

*Don Valley West*

**416-425-6777**

---

**From:** [REDACTED]  
**Sent:** June 1, 2021 4:20 PM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Subject:** 2 Thorncliffe community meetings

Hello,

I am an owner of one of the businesses at 2 Thorncliffe, Quantum Strength and Fitness. It has come to my attention that you have been hosting community meetings and there is one coming up on June 7th.

I was on one early zoom call but have not been made aware of any recent.

Would I be able to be added to the invite list? As you can imagine it is portable to stay connected during this process

Thanks so much!

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Queen Street West Business Improvement Area (BIA)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Queen Street West BIA - Metrolinx meeting - questions  
**Date:** Thursday, December 3, 2020 10:59:00 AM  
**Attachments:** [image003.png](#)

---

Good morning [REDACTED]

Thank you very much for accommodating our request on short notice. Below I have enclosed a link to connect at 2 p.m. via Microsoft Teams:

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 437-703-4197,,681877206#](#) Canada, Toronto

Phone Conference ID: 681 877 206#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Please do not hesitate to reach out if you have any questions. We look forward to speaking with you this afternoon.

Thank you,

Caitlin

### **Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, December 03, 2020 7:56 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Queen Street West BIA - Metrolinx meeting - questions

Hi Caitlin, Sure, I'm available today from 2-3:30 pm.

Many thanks and take care,  
[REDACTED]

On Dec 2, 2020, at 5:08 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for sending along these additional questions. I have taken them back to our team, as well as the request to our design team.

Are you available for a quick call ahead of the meeting with the Queen Street West BIA and the broader Metrolinx team, perhaps some time tomorrow or Monday? Our team's Senior Manager Josh and myself would be on the call. We are hoping to connect about the streetscape plans for the Queen Street West area. Please let us know if you are available, and we will send over some possible times to connect.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image001.png>

---

**From:** [REDACTED]  
**Sent:** Wednesday, December 02, 2020 2:07 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Queen Street West BIA - Metrolinx meeting - questions

Hi Caitlin,

Today, at the Queen Street West BIA Board meeting, members offered additional questions for Metrolinx to address at the upcoming meeting:

1. How will Metrolinx collaborate with the BIA and its proposed work?  
*The BIA request an open dialogue with Metrolinx with regular communication sharing. The BIA are supportive of transit improvements and want to communicate/share updates with their members. To quote a BIA Board member: "We understand that the Metrolinx work will be painful, but it's worth it."*

2. Identify the location of TTC Entrances? *When will the locations be finalized?*
3. BIA request that Staff from Metrolinx's Design Excellence Department (i.e., Gunta Mackars, John Potter, Steve Bell, etc) to attend the meeting as well. Given their design expertise, their input would be useful.

For your convenience, I attached the other questions that were submitted to you as well.

Many thanks Caitlin!

Take care,

[REDACTED]

[REDACTED]

[REDACTED]

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---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** November 19, 2020 9:14 AM

**To:** [REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi [REDACTED]

Thank you very much!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image002.png>

---

**From:** [REDACTED]

**Sent:** Thursday, November 19, 2020 8:46 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi Caitlin,

The BIA will construct streetscape improvements in 2021. Here are concept plans.

Questions:

1. Will the Ontario Line impact the BIA streetscape plans?
2. Do we have clearance to construct the Art on Soho (page 7), bike rings (page 12) and site furnishing (page 15) along the furniture zone on Queen?

Thanks very much.

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** November 17, 2020 2:59 PM

**To:** [REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi [REDACTED]

Thanks so much for sharing these questions. Please do send any others you receive between now and December 9. We look forward to the meeting.

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image003.png>

---

**From:** [REDACTED]

**Sent:** Tuesday, November 17, 2020 2:07 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

hi Caitlin,

attached are questions from the BIA Board members. This list is comprehensive and we may get a few more questions. If so, I will

forward to you.

Thanks very much.

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** November 16, 2020 4:35 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

[REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi [REDACTED]

Thank you for confirming the meeting date and time for December 9 at 1:30 p.m. We will send over the Teams invitation with the meeting details closer to the date.

Are there any other particular topics the Queen Street West BIA would like to focus on during the meeting in addition to the initial list you sent? Knowing this in advance will help us prepare materials and determine who to bring in from our team to speak to the BIA's focus areas.

If you have any further questions ahead of the meeting, please do not hesitate to reach out to us.

Sincerely,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image004.png>

---

**From:** [REDACTED]

**Sent:** Monday, November 16, 2020 12:55 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>



**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi Caitlin, this meeting time works for the BIA. Please forward the meeting details.

Thanks very much.

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** November 16, 2020 10:26 AM

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi [REDACTED]

Thank you for your response. We have held Wednesday, December 9 at 1:30 p.m. Is the BIA able to confirm this date and time to meet?

Once confirmed, we will send details and an invitation to meet via Microsoft Teams closer to the date. We look forward to hearing from you.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image005.png>

---

**From:** [REDACTED]

**Sent:** Friday, November 13, 2020 2:50 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi Caitlin,

Thanks for the reply. Please tentatively book this meeting date. The BIA will confirm shortly.

Thanks very much.

[Redacted]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** November 13, 2020 1:13 PM

**To:** [Redacted]

**Cc:** [Redacted]

[Redacted]

**Subject:** RE: Can We Schedule a Call with Metrolinx Community Liaison

Hi Antonella and the Queen Street West BIA,

Thank you for your message and interest in meeting with our team to discuss the Ontario Line.

It would be our pleasure to meet with the Queen Street West BIA. Does Wednesday, December 9 at 1:30 p.m. work for you? Apologies, we know this is beyond the requested timeframe but this is the first date and time we have available to meet. Please let us know if you would like to proceed.

Thank you again for reaching out. We look forward to your response.

Sincerely,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image006.png>

---

**From:** Antonella Nicaso <[Antonella.Nicaso@toronto.ca](mailto:Antonella.Nicaso@toronto.ca)>

**Sent:** Thursday, November 12, 2020 12:25 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** FW: Can We Schedule a Call with Metrolinx Community Liaison

Hi,

The Queen Street West BIA request a virtual meeting for the next 3 weeks.

- Vibration and impacts on buildings
- Environmental impacts
- Timeline
- scope

Many thanks and take care,

[REDACTED]

[REDACTED]

[Confidentiality Notice](#)

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**From:** [REDACTED]

**Sent:** November 12, 2020 12:07 PM

**To:** [REDACTED]  
[REDACTED]

**Subject:** Can We Schedule a Call with Metrolinx Community Liaison

Hey,

Can you please schedule a call/meeting with Metrolinx for to actually determine what is going on for construction.

Kind Regards,

--

[REDACTED]



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Please Ensure the BIA is Included on All Info  
**Date:** Tuesday, January 5, 2021 2:07:24 PM  
**Attachments:** [REDACTED]

---

Hello,

I saw this posted outside CIBC (refer to pic) at Queen/Spadina

It is dated December 29th, 2019

We were not sent this info

Please ensure moving forward we are included on ALL info or communications pertaining to construction or applicable details

We had our meeting back in mid December outlining communication is key and this was missed

We look forward to a positive working relationship but need to know what's going on and should not be finding out by notices taped to doors

Please confirm you are adding us to all communication lists

---

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---



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Touching base on the Ontario Line  
Friday, March 12, 2021 2:09:00 PM  
**Attachments:** [image001.png](#)

---

Dear [REDACTED] and Queen Street West BIA team,

I hope you, your team and your members have been well and staying safe! I am reaching out to let you know about some Ontario Line web updates. Earlier this week, Metrolinx released a [blog post](#) about what's next for the Ontario Line and an [updated project timeline](#) on our website. We will continue to keep you informed about any upcoming work in your area.

I would also like to follow up on our last communication about setting up a future meeting and suggest we aim for late April to reconnect. I will be in touch within the next couple weeks with some possible dates and times.

Thank you for your time. As always, you can reach our team here via email or by phone at 416-202-5100 with any questions.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open Houses: Downtown and West Segments  
**Date:** Wednesday, April 14, 2021 3:06:00 PM  
**Attachments:** [image001.png](#)

---

Good afternoon Queen Street West BIA team,

I hope you have been well and staying safe. I wanted to reach out and invite you to two upcoming virtual public open houses we have planned for both the Downtown and West Segments of the Ontario Line.

**Downtown Segment:**

We are hosting a [virtual open house on April 26](#) at 6:30 p.m. to answer questions about the Ontario Line transit project in the Downtown Segment (Osgoode, Queen, Moss Park and Corktown stations). Please feel free to share the information below as you see fit:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Monday, April 26 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril26](https://MetrolinxEngage.com/en/OLliveApril26)!

**Sample tweet:** Join @Metrolinx on Monday, April 26 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril26](https://MetrolinxEngage.com/en/OLliveApril26)

**West Segment:**

We are hosting a [virtual open house on April 29](#) at 6:30 p.m. to answer questions about the Ontario Line transit project in the West Segment (Exhibition, King-Bathurst and Queen-Spadina stations). Please feel free to share the information below as you see fit:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, April 29 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)!

**Sample tweet:** Join @Metrolinx on Thursday, April 29 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)

These events are part of a series we are hosting through the coming weeks for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. As always, please do not hesitate to reach out directly if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line





**From:** [REDACTED]  
**To:** [Ontario Line](#); [REDACTED]  
**Subject:** Re: Question: Profiling Queen Street West in Ontario Line Newsletter  
**Date:** Tuesday, May 18, 2021 1:11:54 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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The one photo actually highlights Queen and Spadina where there will be a Metrolinx station will be

On Tue, May 18, 2021 at 1:09 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi Meg,

Thank you so much for sending these over! These are such beautiful shots – we will be sure to credit Ian.

I truly appreciate all of your help. Looking forward to featuring the BIA in this Friday's newsletter!

Thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** May 18, 2021 12:59 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Question: Profiling Queen Street West in Ontario Line Newsletter

**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.

Hey,

I can send you over a couple of images we have full credits to. Please credit Ian Lawrence.

I actually don't know who took that one.

Thanks,



On Tue, 18 May 2021 at 10:26, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED]

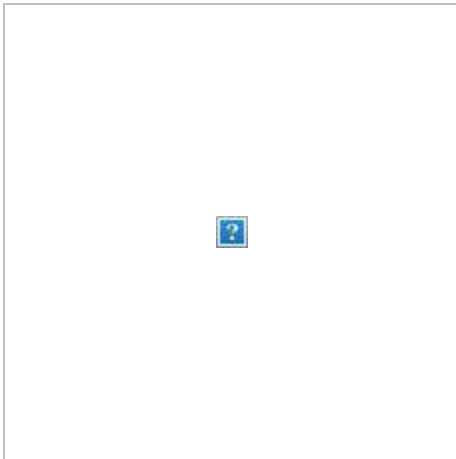
I hope you had a great weekend! I am writing to follow up about whether we might be able to include the attached photo from your BIA's Facebook page in the community profile for our newsletter? We would love to include the profile in this Friday's edition if possible. Please let us know at your convenience.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** Ontario Line

**Sent:** May 13, 2021 10:49 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Question: Profiling Queen Street West in Ontario Line Newsletter

Hi [REDACTED]

Thanks so much for your quick reply. My apologies, that was my mistake for not noticing the photo we suggested was attributed to another photographer. Appreciate you flagging this!

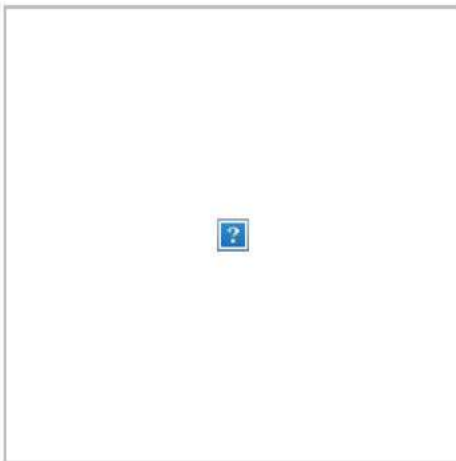
We wondered if it might be possible to include an image from a previous Facebook header on your page (attached)? This way we would also include the BIA's branding in the community profile image. Please let us know if it is okay to include.

Thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** May 13, 2021 10:16 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Question: Profiling Queen Street West in Ontario Line Newsletter

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

Thanks for reaching out.

I wouldn't use an Instagram photo with a photo credit of someone else. If you read the copy, we didn't actually take the pic and you would be best to ask if that person wants their image used by Metrolinx. Also - the pic you have chosen is not quite accurately seasonal (winter as we head into spring/summer).

You are welcome to write about the Queen Street West BIA.

Many thanks,

[REDACTED]

Sent from my iPhone

On May 13, 2021, at 10:02 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED] and team,

I hope your week is going well! I'm checking in to see if you might be interested in including the profile in tomorrow's edition of our e-newsletter and if your team has had a chance to review it?

I completely understand how busy you must be with the critical work you do for your member businesses and the community, and that it might not be possible to review the profile in time for tomorrow's edition. We could include the profile in a future newsletter if that's preferable?

Please do not hesitate to reach out if you have any questions or need any further information. Looking forward to hearing from you.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image002.png>

---

**From:** Ontario Line

**Sent:** May 11, 2021 5:02 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Question: Profiling Queen Street West in Ontario Line Newsletter

Hi [REDACTED] and the Queen Street West BIA team,

I hope you have been well and staying safe and healthy! I'm writing today because we'd love to feature the Queen Street West BIA and community in our weekly e-newsletter in the near future as part of our ongoing series featuring different communities along the line. We want to ask your permission to feature the BIA and community and wondered if you could review the following draft profile and let us know any feedback or revisions.

### **Proposed Queen Street West profile:**

You would be hard pressed to find reference to Toronto's Queen Street West area that doesn't describe it as "vibrant" – and if you've had the pleasure of walking down this main street, you know why! Queen Street West is home to many local shops, restaurants, historic buildings, venues and galleries, including the well-known Graffiti Alley.

Queen Street West is exactly the type of neighbourhood where art, creativity and innovation are not only supported, but encouraged to flourish. In fact, the Queen Street West BIA recently teamed up with its counterpart in Toronto's east-end, the Riverside BIA to promote local [public art along all of Queen Street](#) across the city.

Aside from the evident commitment to supporting local artists, Queen Street West also strongly supports its local businesses. Established in 2008, the **Queen Street West BIA** encompasses the area along Queen Street West from Simcoe Street to Bathurst Street. The BIA is also incredibly active in the community, spearheading local initiatives like their [#LoveOnQueen](#) campaign in February, another collaboration with the Riverside BIA in support of over 400 local businesses.

With the Ontario Line, we are making it faster and easier to reach this vibrant neighbourhood and take advantage of all it has to offer. When built, Torontonians can hop on the Ontario Line and hop off at the future Queen-Spadina station. Learn more about this neighbourhood by visiting the Queen Street West BIA's website [here](#).

Also attached is an image from your Instagram that we wondered if we could

include in the profile (we can, of course, credit the BIA and/or photographer)? The image is from a post on February 6, 2021. If that's okay, could you please kindly provide us with the original image file?

If you have any questions, please don't hesitate to reach out. We look forward to hearing from you!

All the best,

Caitlin

**Caitlin Docherty**

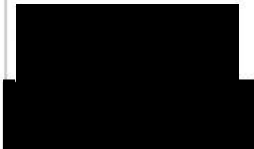
Community Relations & Issues Specialist – Ontario Line

<image003.png>

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[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Ontario Line Virtual Open Houses: West and Downtown Segments  
**Date:** Wednesday, June 2, 2021 4:42:48 PM

---

Good afternoon [REDACTED],

I hope you and your team have been well and staying safe! I am writing to invite you to two upcoming virtual public open houses we have planned for both the West and Downtown Segments of the Ontario Line:

**West Segment:**

Join us at the [Ontario Line West Segment Virtual Open House](#) on June 10 at 6:30 p.m. to learn more and have your questions answered about the project for Exhibition, King-Bathurst and Queen-Spadina stations. Please share the information below with your community.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 10 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)!

**Sample tweet:** Join @Metrolinx on Thursday, June 10 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)

**Downtown Segment:**

Join us at the [Ontario Line Downtown Segment Virtual Open House](#) on June 17 at 6:30 p.m. to learn more and have your questions answered about the project for Osgoode, Queen, Moss Park and Corktown stations. Please share the information below with your community.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)!

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

These public events are part of a series we are hosting through the coming weeks for all the Ontario Line station areas.

If you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Ontario Line Virtual Open Houses: West and Downtown Segments  
**Date:** Wednesday, June 2, 2021 4:42:48 PM

---

Good afternoon [REDACTED]

I hope you and your team have been well and staying safe! I am writing to invite you to two upcoming virtual public open houses we have planned for both the West and Downtown Segments of the Ontario Line:

**West Segment:**

Join us at the [Ontario Line West Segment Virtual Open House](#) on June 10 at 6:30 p.m. to learn more and have your questions answered about the project for Exhibition, King-Bathurst and Queen-Spadina stations. Please share the information below with your community.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 10 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)!

**Sample tweet:** Join @Metrolinx on Thursday, June 10 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)

**Downtown Segment:**

Join us at the [Ontario Line Downtown Segment Virtual Open House](#) on June 17 at 6:30 p.m. to learn more and have your questions answered about the project for Osgoode, Queen, Moss Park and Corktown stations. Please share the information below with your community.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)!

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

These public events are part of a series we are hosting through the coming weeks for all the Ontario Line station areas.

If you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House - New information to be presented  
**Date:** Thursday, June 10, 2021 3:15:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED] and Queen Street West BIA team,

I hope this message finds you well! I am reaching out to let you know that we will be presenting new information about the Ontario Line at tonight's virtual open house.

We are releasing the locations of the station entrance buildings at all three stations in the West Segment (Exhibition, King-Bathurst and Queen-Spadina) and the permanent property acquisitions. We have notified owners whose properties will be required and begun discussions, which is why we are releasing the station entrance locations. We are posting updated maps [here](#) on our website and have released a new [blog](#) about the station entrance locations.

Please do not hesitate to reach out if you have any questions.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Question: Streetscape plan  
**Date:** Thursday, June 24, 2021 11:24:00 AM  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

I hope you're well! I wanted to check in and ask if you can pass on the most recent iteration of your BIA's streetscape improvement plan?

We have the one your team sent in December 2020 (attached) and want to ensure our technical teams have the most up-to-date version.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Thank you!  
**Date:** Friday, July 16, 2021 10:53:00 AM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

Thank you again to you and your team for joining us this morning! I've attached a copy of the deck presented, and as mentioned, please do not hesitate to reach out if you or your members have any questions.

I know I have a few items to follow up on as well. I will work on getting more information together and send you an update as soon as possible.

Wishing you and your members all the best with stage 3 reopening and a successful weekend!

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Ontario Line update: July 16 meeting items + July 30 touchpoint (postpone)  
**Date:** Thursday, July 22, 2021 9:43:00 AM  
**Attachments:** [Ontario Line Follow up items from last Monday.msg](#)  
[image001.png](#)

---

Hi [REDACTED],

I hope you've been having a great week! I'm writing to follow up on a few items raised at our meeting last Friday, and I also wanted to send a reminder that I'm away next week and returning on August 3.

I know we have our regular touchpoint scheduled for next Friday, July 30; I'll cancel that one occurrence in the meeting series, and the rest of the series will remain in our calendars for the last Friday of every month going forward. If you need to get in touch from July 26-30, our whole team monitors the [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com) inbox so my colleagues can assist you if anything comes up.

Following up on items raised at last Friday's meeting:

- We've notified the Province and Infrastructure Ontario about your BIA's desire to participate in their public consultations on the transit-oriented communities proposal for Queen/Spadina and that you have plans to redevelop a nearby parking lot for housing and community purposes. As mentioned, the Province and Infrastructure Ontario plan to begin consultations in winter 2021. We will let you know about any updates as soon as we receive them.
- I've re-attached a previous email sent about protections for BIA streetscape elements/furniture. To recap: there are provisions in the procurement contract between Metrolinx and the Project Company who will be selected to deliver the project. These provisions protect for replacing/restoring any BIA street furniture if damaged. However, if there are interferences between construction and streetscape assets, most of the time, furniture would be removed and stored, or protected in place (with fencing) before work started. We've also provided your BIA's streetscape plans in the RFP issued for the project, so prospective project companies bidding on the contract are aware.
- You can find examples of previous business supports in this [Eglinton Crosstown Metrolinx News blog post](#). Although, we'd note that we have not yet developed the framework for what the business supports program will look like for the Ontario Line. With that said, we'll use best practices and similar approaches where possible/applicable.

Please don't hesitate to reach out if you have any questions.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** RE: Disconnected  
Friday, September 24, 2021 2:35:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

No problem at all! I'm sorry your internet connection was acting up, I know how frustrating that is.

I chatted with [REDACTED] a bit after you got disconnected, and he flagged some challenges your team has been dealing with concerning litter in the area. I appreciate the flag for us to be cognizant of as we think about future station infrastructure, such as garbage receptacles.

One question that came up a few times during our recent virtual open house for Exhibition, King/Bathurst and Queen/Spadina Stations and that I forgot to mention to Arthur was about station names. Our teams are working on setting up a public engagement process for station names, which I think might be an exciting consultation opportunity for your team, members and the community at large. We don't have a timeline for this yet, but I will let you know when we have more details.

We also have a virtual open house for the Ontario Line's Downtown segment (Osgoode, Queen, Moss Park and Corktown Stations) on October 7 at 6:30 p.m. We don't have any updates for Osgoode Station at this time, but we will be covering the Queen Street closure. You can find the event details and registration page [here](#).

The next major milestone we have planned that pertains to the Queen/Spadina area is the release of our full and final Environmental Impact Assessment Report in early 2022. We will release the report first in its draft form, so the public has an opportunity to review it and provide feedback. We then incorporate that feedback into the final report. I will keep you updated on the timeline for this report's release.

As always, please don't hesitate to reach out if anything comes up before our next touchpoint. I hope you have a great weekend!

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

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**From:** [REDACTED]

**Sent:** September 24, 2021 1:36 PM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** Disconnected

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Hi Caitlin,

Apologies - but it looks like my internet connection is not working well.

Can you kindly just send over an updates that we should know about?

Thank you for flagging the Community Engagement for October 6th.

Kind Regards,

[REDACTED]



[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Following up on today's touchpoint  
**Date:** Friday, November 26, 2021 1:40:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

I hope you've been well! I wanted to follow up as we have our scheduled touchpoint today from 1-2 p.m. I know how busy you and your team must be, especially at this time of year, so I wanted to send an update via email. If you have any questions, I am more than happy to connect over a call at another time that works for you.

This week, we hosted two public virtual open houses on [Tuesday, November 23](#), and [Thursday, November 25](#). Both open houses featured the same presentation, which covered the whole route and all 15 Ontario Line stations. The topic focused on a year-end review and a snapshot of what's next for the project in each area. You can see the presentation at the linked event pages, but I've also attached it here for convenience.

As you'll see on slide 17 (what's next for the West segment (Exhibition to Queen/Spadina stations)), we are currently working on compiling anticipated traffic impacts in the area and look forward to coming back to your BIA and the community in the near future with more details. As noted before, there are no further planned full road closures besides what's planned between Bay Street and Victoria Street near Queen Station.

We also have a bit of a better sense of upcoming work in the area since we last spoke. Some utility relocations will begin in spring 2022, and we will continue to provide you and your team with notice about any work in or near your catchment. We anticipate that some construction work for Queen/Spadina may start by the end of 2022, such as site mobilization and deconstructing the existing structures to prepare for station construction in 2023. I will continue to track the progress of work plans and keep you updated.

Finally, you may already be aware, but Infrastructure Ontario is hosting a second community meeting on the transit oriented community proposal for Queen/Spadina on Thursday, December 2 at 5 p.m. You can learn more and register [here](#).

As always, please do not hesitate to reach out if you have any questions.

Thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Questions for Construction with Ontario Line for Queen/Spadina Station  
**Date:** Friday, December 10, 2021 12:07:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

Thanks so much for your patience while I looked into these questions with our project team.

To your first question, we do not yet know where ventilation grates will be located for the station. Metrolinx takes the design work to about 10-15% completion, and then this level of detail is worked out with the project constructor once they are on board. We are tracking to select a project constructor in fall 2022.

To your second question, our project team has confirmed the answer in my previous email is correct. To provide some more detail, the tunnel boring machine (TBM) will launch just east of Exhibition Station. The TBM will mine the tunnel all the way to about Osgoode Station at about 30-36 metres underground. As mentioned, we will open up 'keyholes' in the ground within the footprint of the future station entrance buildings to access the mined tunnel and construct the underground station. We anticipate that work will begin at the station building sites in early 2023, and the tunnel will be constructed in this area around summer 2024.

I hope these details are helpful. Please do not hesitate to reach out if you have any questions.

Have a great weekend!

All the best,

Caitlin

### **Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

[REDACTED]

---

**From:** Ontario Line  
**Sent:** December 3, 2021 3:26 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Questions for Construction with Ontario Line for Queen/Spadina Station

Hi [REDACTED]

Thanks very much for reaching out and sharing these questions. I have followed up with our technical teams and will get back to you as soon as I receive a response.

To your second question about the tunnel boring holes, my understanding is that these are what we call 'keyholes' that will be opened within the footprint of the station entrance buildings and properties we are acquiring ([REDACTED]). I have asked our technical teams to confirm that this is the case and whether we know the timeline yet. If so, I can confirm that we have been in contact with the owners and are in active negotiations with respect to these properties. There are maps of the station entrance building locations and impacted properties [here](#) on our website.

Thank you again for writing, and I look forward to coming back to you soon with more details.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

---

**From:** [REDACTED]  
**Sent:** December 3, 2021 9:58 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Questions for Construction with Ontario Line for Queen/Spadina Station

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Hi Caitlin and Team,

Thank you for giving us continued updates on the Ontario Line.

We have a couple of technical questions that we would appreciate answers to ASAP as it will impact the public realm and possibly affect our member businesses directly:

- Where will the ventilation grates be located? We would like a map of where these will be.
- Where will the tunnel boring hole(s) be located? These, from what I understand, are huge holes dug into the ground to lower the machinery. This will absolutely disrupt the area. We would like a map with locations and timelines of where these will be. Also - the businesses that will be impacted should know ASAP.

Many thanks,

--

[Redacted]

[Redacted]



[Redacted] [ca](#)

[Redacted]

[Redacted]

[Redacted]



**From:** Ontario Line  
**Sent:** Tuesday, January 4, 2022 2:59 PM  
**To:** [REDACTED]  
**Subject:** RE: Any Important Updates to Note + List of Properties for Expropriation

**Categories:** Caitlin

Hi [REDACTED],

Happy New Year to you, too! I hope you had a very restful holiday. Absolutely – happy to provide an update.

These are the properties in your catchment that are being acquired for the Ontario Line at the Queen/Spadina Station, which are also listed on our [website](#):

- [REDACTED] Spadina Avenue
- [REDACTED] Queen Street West
- [REDACTED] Queen Street West
- [REDACTED] Queen Street West
- [REDACTED] Queen Street West
- [REDACTED] Queen Street West

It's a technicality, but I wanted to note that in the downtown area, we have not issued an actual expropriation notice to any owners, only a *Notice of Application for Approval to Expropriate Land*. Even when a property is expropriated, Metrolinx continues to negotiate with owners in the hope of reaching an amicable agreement.

There are some additional properties in the area that Metrolinx has contacted with regard to *subsurface easements*, but these properties are not being acquired. Metrolinx has contacted these property owners to enter into direct negotiations to reach a mutually agreed-upon purchase agreement.

With respect to rezoning, Infrastructure Ontario is spearheading any zoning amendments, which would be needed as a result of the transit-oriented communities development proposal.

Another key update includes the release of a **report to City Council's Executive Committee on planned curb lane, parking and sidewalk impacts in the downtown area**. Our teams worked closely with our City of Toronto counterparts on detailed planning and coordination for Ontario Line construction, which culminated in the report posted [here](#) (pages 18-22 focus on the Queen/Spadina Station area). You can also find more details about the traffic lane and road impacts [here](#) in Appendix A. We're happy to discuss and answer any questions you, your Board or your members have about the report.

Thank you again for checking in and, as always, please do not hesitate to reach out.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line  
416-202-5100



---

**From:** [REDACTED]  
**Sent:** January 4, 2022 12:27 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Any Important Updates to Note + List of Properties for Expropriation

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin,

Happy New Year!

Can you confirm if there are any new updates that we should be aware of?

I have a Board Meeting tomorrow with the Queen Street West BIA and this would be an ideal time for me to update them then.

Some property owners have started to receive expropriation notices.

Can you please provide an official list of addresses that this was sent out to? While I understand that names of property owners and details of each letter are confidential, it would be transparent of Metrolinx to let us know which properties are affected.

These properties being expropriated actually do impact the BIA as they may no longer be zoned "commercial" and will affect our operations with them.

Please send over a list of these properties today.

Kind Regards,

--

[REDACTED]



[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:19:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

I hope this message finds you well! I am writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions about the report, please do not hesitate to reach out.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Bcc:** [Bradley Naismith](#)  
**Subject:** Following up on today's touchpoint: Ontario Line  
**Date:** Friday, February 25, 2022 5:53:00 PM  
**Attachments:** [OLTA Construction Traffic Impact Maps Osgoode 20211206 FINAL.jpg](#)  
[OLTA Construction Traffic Impact Maps King-Bathurst 20211206 FINAL.jpg](#)  
[OLTA Construction Traffic Impact Maps Queen-Spadina 20211206 FINAL.jpg](#)  
[Queen\\_Spadina\\_Impact.jpg](#)  
[image001.png](#)

---

Hi [REDACTED]

Thank you very much for taking the time to connect with Bradley and me today. As discussed, we are sharing the following resources:

- List of properties being acquired at Queen/Spadina (we've also attached the property impacts map):
  - [REDACTED]
  - [REDACTED]
  - [REDACTED]
  - [REDACTED]
  - [REDACTED]
  - [REDACTED]
- Traffic impact maps for King/Bathurst, Queen/Spadina and Osgoode Stations (attached)
  - You can also read more about the traffic impacts in the City Council report: <https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173823.pdf>
  - Page 19 of the report outlines the anticipated construction timelines and phases of work at Queen/Spadina, such as the excavation and exterior works (façade reinstatement) – we will check with our teams to see if this is still accurate based on current plans
  - Appendix A also provides a handy summary of traffic impacts: <https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173824.pdf>

We are also sharing some additional resources below; you may already be aware of these, but we want to share them just in case:

- Draft Environmental Impact Assessment Report (EIAR) Overview webpage: <https://www.metrolinxengage.com/en/content/ontario-line-draft-environmental-impact-assessment-report>
  - At the bottom of the page, there are links to additional summary pages for each component studied in the report. We know the report and its appendices are very long documents, so we hope the summaries are helpful.
- Registration pages for the virtual open houses next Tuesday, March 1, and Thursday, March 3, from 6:30 to 8:00 p.m.:
  - March 1 (Gerrard to Exhibition Stations): <https://www.metrolinxengage.com/en/content/ontario-line-live-march-1-2022>
  - March 3 (Gerrard to Exhibition Stations):

<https://www.metrolinxengage.com/en/content/ontario-line-live-march-3-2022>

- Both nights will feature the same presentation, followed by a Q&A period

We also owe you additional information, which we are following up on with our teams:

- Confirm timeline for excavation and station building façade reinstatement
- Cleanliness standards/commitments during construction
- Acquisition process and timelines, including when tenants will need to vacate/closing period
- Timeline for the acquired buildings being vacant
- Metrolinx standards for ownership of vacant buildings
- Parking mitigations and strategies for construction workers accessing the sites
- 52 and 14 Toronto Police Service Divisions' involvement and safety by design audit for entrance building designs
- Installing pedestrian counters/modelling monitoring equipment and sharing data with BIAs
- Opportunity to provide free WiFi along the Queen Street West corridor

Thank you very much again for meeting with us today. Please do not hesitate to reach out if other questions come up.

Have a great weekend!

Caitlin & Bradley

The Ontario Line Community Relations team



## Community Stakeholder Consultation and Correspondence Record

- Riverside Residents Association

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Let's Connect - Ontario Line  
**Date:** Tuesday, May 25, 2021 11:07:00 AM  
**Attachments:** [image001.png](#)

---

Hello Riverside Residents Association,

Hope you are enjoying all this great weather we have been having. Great to e-meet you.

My name is Daryl and I recently took over engagement for the Ontario Line in the Leslieville and Riverside neighbourhoods. As you may know, [the Ontario Line](#) is a new transit project that will have 15 stations between Exhibition Place and Ontario Science Centre and links to GO Transit and TTC Lines 1 and 2. We recently held a virtual open house for east end residents and look forward to more frequent virtual engagement opportunities as we work towards the upcoming environmental reports this fall.

My colleagues may have contacted you but if not, I wanted to connect to introduce myself and ensure we are connected going forward. If you have time this week, a phone call would be great so I can get to know you and answer any questions or concerns you may have.

Hope to hear from you soon,

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House - June 24  
**Date:** Friday, June 4, 2021 3:32:00 PM  
**Attachments:** [image001.png](#)

---

Hi Riverside Residents Association,

Reaching out to give you a heads up that the next Ontario Line virtual open house for East Harbour, Leslieville/Riverside, Gerrard is scheduled for June 24 at 6:30pm. Your neighbours and you can sign up for the virtual open house [here](#).

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

**Daryl Gonsalves**

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





## Community Stakeholder Consultation and Correspondence Record

- Riverside Business Improvement Area (BIA)

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Business Canvassing Next Week  
**Date:** Friday, November 6, 2020 4:11:50 PM  
**Attachments:** [image003.png](#)

---

Hi Simon - can you call me about this? [REDACTED]  
I would like to know what your intended communication is and to ensure we understand what messages are going out at this point.  
It's super important that we work together and coordinate any project related messaging at a BIA level so want to ensure we're not jumping ahead before those discussions have been had.

Thanks!

[REDACTED]

photo



[REDACTED] own [WiseStamp email signature](#)

On Fri, Nov 6, 2020 at 3:38 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Hope this email finds you well. Thank you again for our recent meeting to discuss the Ontario Line. We are looking forward to working closely with you, your team and your members as the project moves along. Communication and relationships are fundamental to our work and we want to get to know business well in advance of any construction.

As part of our initial efforts to develop relationships with businesses and organizations along the Ontario Line route, we are doing some direct outreach starting next week. A few people, working on behalf of Metrolinx, will be in the Riverside BIA to talk with businesses, ask a few questions about their operations, find out if they have any concerns about the Ontario Line and ask how we can stay connected. We know that these are challenging times for business owners and not everyone is open as usual. We won't take up much of their time and are happy to come back at another time or connect by phone or email at a later time.

Let me know if you have any questions about our outreach next week. We'll be in touch

soon with another update and to talk about other ways to engage your members.

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line

Metrolinx



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Meeting Request and Concerns re: Ontario Line Construction Impacts to Queen St in 2021  
**Date:** Tuesday, February 9, 2021 1:57:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

[REDACTED] for your email and sharing plans for the upcoming CafeTO patio program. We are happy to set up an update meeting, and I agree—it is a great opportunity to work together to help support Riverside businesses.

We will get in touch soon to suggest some dates.

**SIMON GRANAT**  
Community Relations and Issues Specialist – Ontario Line  
Metrolinx

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**From:** [REDACTED]  
**Sent:** February 8, 2021 10:31 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Meeting Request and Concerns re: Ontario Line Construction Impacts to Queen St in 2021

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Dear Josh and the Ontario Line Team,

We last connected in October 2020 and at that time we had submitted comments and requests in regard to your Neighbourhood Update and Environmental Conditions Report. Our requests and concerns from that letter still stand - the letter is re-attached and unfortunately we have not heard back from you on any of the points made. Particularly you have not

communicated about timelines of further works/construction on Queen Street, the potential impacts to our business community remain unstudied and unclear, and we do not know how our BIA will be included in the formation of construction schedules/ plans within our area.

In the meantime we have seen your community liaison office within our BIA being prepared for opening, and much news on your newsletters, national news, from community stakeholders, and important actions at City Council and beyond.

**At this time, we are sharing our more immediate concerns as we plan to support our 100+ business members in getting through 2021:**

- Our business members continue to struggle through this pandemic financially and in many other ways, we are concerned about the possibility of any further Ontario Line-related work along Queen Street East in our business community. Particularly, we are very concerned about the possibility of further investigative work like what was done last summer, including large equipment, drilling, trucks parking, and other activities within our BIA.
- We are once again planning now for a robust CafeTO outdoor patio program to begin in spring 2021 in partnership with the City of Toronto, with on street patios all along Queen and on side streets including De Grassi Street, to help our struggling restaurants, bars and cafes make it through this year. This is a critical program which we are very concerned will be impacted by any Ontario Line activities.

Given these immediate concerns, **we'd like to request an update meeting** so you can provide a clearer picture of the plans and mechanisms that will be put in place to ensure we are working together so we do not see impacts to our hard-hit businesses.

Best,

[Redacted signature]



[Redacted text block]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Tuesday, April 13, 2021 3:34:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Following up to let you know the Ontario Line east [virtual open house registration link is now live](#) for Riverside and Leslieville residents. As mentioned previously, it will take place April 22, starting at 6:30pm.

Please circulate this with area businesses and residents in your network. Here are some suggested social media messages if you are interested in using them:

**Sample message for email/Facebook:** Join Metrolinx on Thursday, April 22, 2021 at 6:30pm for an Ontario Line presentation and Q&A for East Harbour, Leslieville/Riverside and Gerrard. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril22>

**Sample tweet:** Join @Metrolinx on Thursday, April 22, 2021 at 6:30pm for an @OntarioLine presentation and Q&A for #East Harbour, #RiversideTO, #Leslieville and #Gerrard. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril22>

Feel free to reach out with any questions,

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



---

**From:** Ontario Line  
**Sent:** April 9, 2021 10:35 AM  
**To:** [REDACTED]  
**Subject:** RE: Meeting for next week - Community Notices

Thanks for your suggestion [REDACTED]

We'll add that link to more of our blogs. We've already added an easy button on the right side of every page on the Engage portion of our site, see attached image. We're making progress, and we appreciate your support.

Best,

Daryl

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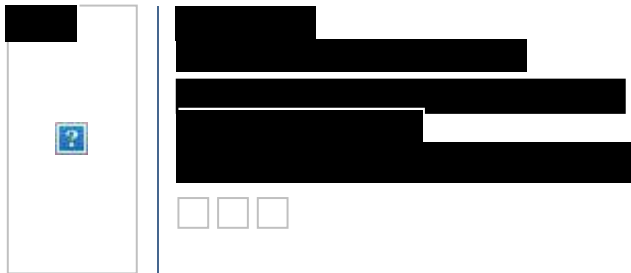
**From:** [REDACTED]  
**Sent:** April 8, 2021 1:15 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting for next week - Community Notices

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Hi Daryl,

I'd suggest you include on that page the link to how to book a virtual appointment with community relations, or if it is there already, making it much more obvious, thanks!

[REDACTED]



Thu, Apr 8, 2021 at 1:03 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Great chatting with you and thanks for taking the time during the provincial announcement.

If businesses or residents have questions about the latest Ontario Line refinement in the shared corridor, please direct them to the blog [here](#) which provides all facts and benefits of the change. We are working to update maps on our website and develop more content to respond to questions we are hearing from residents and businesses.

We hope to have the date for the virtual open house for the East segment tomorrow and will do our best to get it to you in the morning so you can include it in your newsletter.

Have a good day,

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



**From:** [REDACTED]  
**Sent:** April 6, 2021 2:01 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting for next week - Community Notices

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Thanks very much Daryl, speak to you tomorrow.

[REDACTED]



[REDACTED]  
[REDACTED]  
[REDACTED]



[REDACTED] Tue, Apr 6, 2021 at 1:29 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Further to our previous conversation, I wanted you to know that we released some [updated drawings](#) of the alignment in the area. Please take a look and let me know if you have any questions.

Looking forward to chatting tomorrow,

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

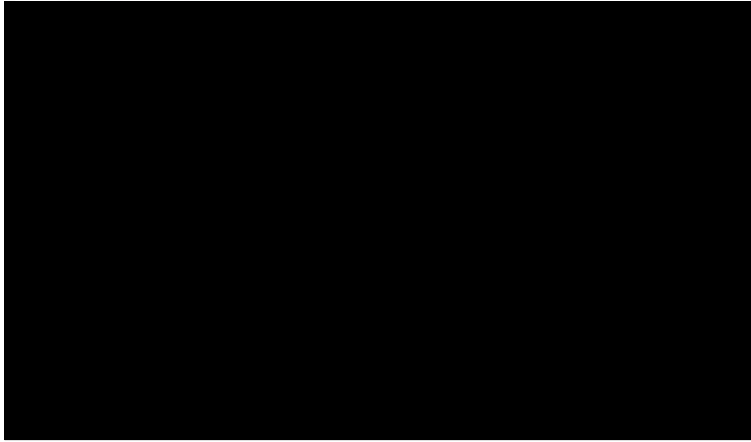


**From:** [REDACTED]  
**Sent:** March 31, 2021 2:08 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting for next week - Community Notices

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Ok, thanks Daryl, talk then,



On Wed, Mar 31, 2021 at 1:25 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Great. We are confirmed for April 7<sup>th</sup> from 3-3:45pm. Please see the Teams meeting link below.

In terms of our ongoing work to refine plans in response to the feedback we have heard from the community, I understand from the project team that the goal of this adjustment is to make maximum use of the space in our existing corridor in order to further protect parks and greenspace. By positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side, we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform. The change in plans will not cause delays to construction, nor increase costs.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. As we mentioned at our recent meeting, we are planning for a virtual open house in April and further discussions regarding noise barrier and station design concepts through the Spring and Summer. We know the Riverside BIA is eager to provide early input into these design conversations and are looking forward to that.

Hope that helps and we'll be in touch soon with more details and a date for the community open house.

Teams link for our meeting:

---

Microsoft Teams meeting  
Join on your computer or mobile app

**From:** [REDACTED]  
**Subject:** RE: Ontario Line - Touchbase going forward  
**Date:** Tuesday, April 20, 2021 8:44:00 AM  
**Attachments:** [image001.png](#)

---

Great, Thursday works for me. I would prefer afternoons, after 2pm. Let me know what timing works for you:

- Every other Thursday, from 2pm to 2:30pm
- Every other Thursday, from 3pm to 3:30pm
- Every other Thursday, from 4pm to 4:30pm

We can start our first one on the 29<sup>th</sup>. Once confirmed, I can send over a reoccurring meeting invite.

Best,

Daryl

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



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**From:** [REDACTED]  
**Sent:** April 19, 2021 9:33 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line - Touchbase going forward

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Hi Daryl,

I think having a quick scheduled regular touch base would be helpful now, especially with the increase in Ontario Line information coming our way.

Would once every other week work for you on Thursdays?

Thanks,

[REDACTED]

[REDACTED]

photo



On Fri, Apr 16, 2021 at 4:53 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I understand things may be busy with the new provincial announcement today on further restrictions.

Just wanted to check in to see if you would be interested in a regular touch base on the Ontario Line with me going forward. This could be a chance for you to ask questions, raise any concerns or let me know what you are hearing from Riverside businesses.

We can figure out a timing and structure that works for both of us, if you are interested.

Have a great weekend,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4  
**Date:** Thursday, April 29, 2021 5:26:00 PM  
**Attachments:** [REDACTED]

---

Hello [REDACTED]/Riverside BIA,

Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [office@riverside-to.com](mailto:office@riverside-to.com)  
**Subject:** Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th  
**Date:** Friday, May 14, 2021 10:29:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Surveying along the Ontario Line.pdf](#)

---

Hi [REDACTED]

Please find attached a notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East on May 18<sup>th</sup>. Surveying is anticipated to finish on the same day, and is being carried out to identify locates ahead of further investigative geotechnical drilling that will support the Ontario Line project design. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment which will be monitored at all times, and not be left overnight at any point. All work will be carried out within public roadways. A field crew of one or two persons will also use monitoring equipment to locate utilities in the field and may use water soluble paint marking to note their locations, while a second crew will take measurements. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials, community groups, and to area businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulters and Strange Street - Starting as early as May 25  
**Date:** Friday, May 21, 2021 12:47:00 PM  
**Attachments:** [image001.png](#)

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I actually had a chat with [REDACTED] yesterday and he mentioned the same concern. He identified Monday, Tuesday and Wednesday to be the best days for investigative work near their business due to the active patio starting up. I relayed this to our contractor team so they are aware for future work and if accommodations can be made. I understand the City also plays a role in determining the timing of work as well.

Of course – I will advocate internally to mitigate the impacts of future investigative work on that patio space. Will keep you updated on this piece.

Enjoy the long weekend!

Daryl

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**From:** [REDACTED]  
**Sent:** May 21, 2021 12:05 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulters and Strange Street - Starting as early as May 25

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks Daryl and just to ensure you're aware there is the patio currently space installed for Bonjour Brioche on De Grassi St (west side). While it's not operational yet, it can't be moved or displaced to accommodate parking and is permanent until early November 2021. When it is operational we'd like to work with you to ensure any of the investigative work and parking causes no or minimal disruption to folks that would be out on patios.

Many thanks for the communication and working together,

[REDACTED]



[REDACTED]



On Fri, May 21, 2021 at 11:16 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Closing the loop. Just got confirmation from the contractor that this work will have no impact to parking on Queen Street East. Just for your knowledge, the field crew will only be parking in designated street parking in the area, likely on De Grassi Street.

Have a good day,

Daryl

---

**From:** Ontario Line

**Sent:** May 20, 2021 4:40 PM

**To:** [REDACTED]

**Subject:** RE: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street - Starting as early as May 25

Hi [REDACTED]

As always, thanks for including this work in your enews.

We are looking into this with our contractor to double check and will get back to you when we hear back. Once we get an answer, we will let you know immediately.

Best,

Daryl

---

**From:** [REDACTED]

**Sent:** May 20, 2021 3:23 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street - Starting as early as May 25

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks and I'll be sharing this out through our enews tomorrow AM. **Can you please confirm that the work will not affect Queen Street in terms of having vehicles parked there?**

Best,



On Thu, May 20, 2021 at 3:10 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello 

Please find attached a notice about investigative drilling work that will be taking place on Saulter Street and Strange Street, starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area, but access to and within Saulter Street and Strange Street will be maintained, with a flag person directing traffic at the work areas.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25  
**Date:** Friday, May 21, 2021 3:47:00 PM  
**Attachments:** [REDACTED]

---

Hello [REDACTED]

Please find attached a notice about continuing surveying work that will be taking place on public roadways between Logan Avenue to Pape Avenue starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature with no anticipated noise impacts, and will be carried out using handheld and tripod-mounted equipment monitored at all times to locate utilities in the field, take measurements, and may use water-soluble paint to note their locations. The field crew will be carrying out some of the surveying overnight at two locations indicated in the notice in order to minimize disruptions to area residents and businesses. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work within the rail corridor near 375 Eastern Avenue - Starting as early as May 31  
**Date:** Friday, May 28, 2021 1:28:00 PM  
**Attachments:** [REDACTED]

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[REDACTED]

Please find attached a notice about investigative drilling work within the rail corridor near 375 Eastern Avenue, starting as early as May 31<sup>st</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update. Permission to enter has been secured with the property owner at 375 Eastern Avenue, and further details can be found in the attached notice.

This notice is being emailed to Elected Officials, community groups, and area businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10  
**Date:** Tuesday, June 8, 2021 3:37:00 PM  
**Attachments:** [REDACTED]

---

Hello [REDACTED]

Surveying work will be continuing on Thursday, June 10<sup>th</sup> on public roadways along the rail corridor between Eastern Avenue and Gerrard Avenue, and anticipated to be completed on the same day in order to support the Ontario Line project design. See attached for our notice.

A one or two-person crew will use monitoring and measuring equipment to locate utilities in the field and apply paint markings on the ground to note physical location of underground utilities. A second crew uses surveying equipment to take measurements of the utility locations. All work will be carried out within public roadways. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Surveying from Queen to Dundas starting as early as June 17  
**Date:** Tuesday, June 15, 2021 9:45:00 PM

---

Hello [REDACTED]

Due to feedback from the community and current level of design, we have engaged a professional surveying consultant to place physical markers to represent the future location of the new retaining/noise walls from Queen Street East to Dundas Street East.

These visual markers will enable the community to see for themselves how the rail corridor will change with Ontario Line and GO Expansion plans around Bruce Mackey and Jimmie Simpson Park. For markers within the Metrolinx property boundary (within the rail corridor), we will be using wooden stakes (4' height with orange tips) placed in 10 metre intervals. Due to safety concerns and advice from City of Toronto staff, some locations that fall slightly outside our property line will not be marked. We will use digital media to communicate what these areas will look like in order to provide Riverside and Leslieville residents with the all the information.

Some notes about this project:

- This work will begin as early as Thursday, June 17 and extend as late as Sunday, June 20, 2021 from the hours of 8am to 5pm
- The surveying consultant will only place markers inside the rail corridor (within the existing fence)
- Metrolinx teams will be taking photos and video to better communicate the locations of future retaining/noise walls in this area

Let us know if you have any questions or concerns,

Daryl

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work within the Metrolinx rail corridor from Queen Street East to Gerrard Street East - Starting as early as June 24  
**Date:** Friday, June 18, 2021 11:22:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Rail corridor from Queen to Gerrard - starting as early as June 24.pdf](#)

---

Hello [REDACTED]

Please find attached a notice about investigative drilling work that will be taking place within the Metrolinx rail corridor from Queen Street East to Gerrard Street East, starting as early as June 24. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The field crew will access the Metrolinx rail corridor from 383 Eastern Avenue, and permission to enter has been secured with the property owner. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Investigative drilling work on the laneway off Paisley Avenue  
**Date:** Thursday, July 15, 2021 4:52:00 PM  
**Attachments:** [REDACTED]

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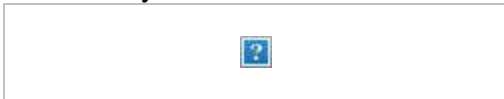
Good evening,

Please find attached a notice informing the community that **Metrolinx will be using small drill rigs and trucks to gather information and evaluate underground conditions.** Using this information, Metrolinx can begin to determine the construction approach for this project.

Please let us know if you have any questions.

Regards

**Lancefield Morgan**  
Community Relations and Issues Advisor



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Overnight investigative drilling work on Dundas Street East near Wardell Street - Starting as early as August 3  
**Date:** Wednesday, July 28, 2021 4:37:00 PM  
**Attachments:** [OLine - Overnight Investigative Drilling on Dundas near Wardell - starting as early as August 3.pdf](#)  
[image001.png](#)

---

Hello [REDACTED]

Please find attached a notice about overnight investigative drilling work on Dundas Street East near Wardell Street, starting as early as August 3rd. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, was dropped off to residents in the area today, and will be available on our website.

Please let us know if you have any questions,

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street - starting as early as August 3  
**Date:** Thursday, July 29, 2021 5:23:00 PM  
**Attachments:** [OLine - Parking lot near Queen Street East and Strange Street - starting as early as August 3.pdf](#)

---

Good afternoon [REDACTED]

Please see the attached notice for upcoming surveying geotechnical drilling work at the parking lot near Queen Street East and Strange Street starting as early as August 3, 2021. This work has been coordinated closely with Fontbonne Ministries. There are two days of investigative drilling (August 4 & 5) from the hours of 5pm to 10pm.

Please feel free to contact our office if you have any questions about this work.

Regards,

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Surveying Property Boundaries from Eastern Avenue to Queen Street East  
**Date:** Thursday, July 29, 2021 10:00:00 AM  
**Attachments:** [REDACTED]

---

Good morning

Please see the attached notice for upcoming surveying work. As early as August 2, 2021 crews will use GPS equipment to place stakes with coloured tips to visually define property lines. No noise or disturbance is expected from this work. Please feel free to contact our office if you have any questions about this work.

Regards

**The Ontario Line Community Relations Team**

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Mark Clancy](#)  
**Subject:** Re: Tree removals in 2022  
**Date:** Monday, December 13, 2021 8:01:30 AM

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Ok thanks for the further information. Could you please forward a copy any further notification about this work when you have it? I understood that would only be going to residential properties but feel it's important the broader community is aware asap.

Best,

[REDACTED]



On Fri, Dec 10, 2021 at 10:49 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Please see [here](#) for the construction sequencing video I mentioned.

I checked in with the vegetation removal teams and they will be accessing the corridor using main roads (Carlaw, Eastern, Logan and Queen). We have responded to community feedback and directed our contractors not to use local roads or access through the parks therefore main roads are the only way to get this work done. I have relayed your concern about congestion on Queen East due the major Gardiner work underway.

That being said, I confirmed the removals of the wood and vegetation will be done using rail cars in the corridor so you won't see lines of trucks hauling wood.

Best,

Daryl

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Working Group Invitation  
**Date:** Wednesday, January 19, 2022 2:06:00 PM  
**Attachments:** [image003.png](#)  
[image002.png](#)  
[image003.png](#)  
[image002.png](#)  
[image002.png](#)

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Hello [REDACTED]

As you know, Metrolinx will be installing new noise and retaining walls along the rail corridor between Eastern Avenue and Pape Avenue as we work to expand the existing GO rail corridor to accommodate the GO Expansion and Ontario Line projects. You may recall, Metrolinx invited the community to participate in a survey about the future retaining, noise walls, landscape design, and vegetation plans along the joint rail corridor. The results from those who participated in the community survey, which will be shared shortly, will help shape plans for the design elements of the walls, landscape, trees, and vegetation solutions. As we work to ensure plans are well integrated into the community, we are organizing a working group to further discuss the design and vegetation elements in the joint corridor.

Given your interest and advocacy within the community, we would like to invite you to the working group discussion on Monday January 24th at 4pm to 5:30 pm. At this meeting we will provide you with an overview on the results of the community survey, seek your input and thoughts on the future design elements and share next steps with you.

Please RSVP by responding to this email by EOD Friday, January 21st to advise of your participation.

I appreciate how busy everyone is and do hope you will be able to join the discussion.

Thank you,

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)

[REDACTED]

**From:** [Mark Clancy](#)  
**To:** [REDACTED] [Ontario Line](#); [Katiana Moussa](#)  
**Subject:** RE: Joint Corridor Design Excellence Working Group  
**Date:** Monday, January 24, 2022 6:42:50 PM

---

Hi [REDACTED] – thank you. We will pass that along and make sure they refer to Riverside. And for planning purposes we are referring to the station at Queen as the Leslieville-Riverside Station. This is not the official name of the station, we use it for planning purposes only.

Not to mention our community office is in Riverside and so are some of the best restaurants (in my opinion).

Thanks again [REDACTED].

Mark

---

**From:** [REDACTED]  
**Sent:** January 24, 2022 5:00 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>;  
Katiana Moussa <Katiana.Moussa@metrolinx.com>  
**Subject:** Re: Joint Corridor Design Excellence Working Group

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Hi Mark,

Following from this meeting, is it possible to have a conversation with your team members. From them, I heard "Riverside" referred to as "Riverdale" at the beginning, as well as the station continues to be called "Leslieville Station" on your presentation despite many conversations and comments on the public record to get this issue right in communications.

Can you please continue to pass this correction on to all your colleagues, contractors, etc that the station location is geographically in "Riverside" and the area is called "Riverside" and not "Riverdale".

Thank you!

[REDACTED]

[REDACTED]



[Redacted text]



On Sun, Jan 23, 2022 at 2:07 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

**NOTE:** Please note that as of November 1, 2021, COVID-19 vaccination is now required to attend meetings in-person at our offices. We respectfully ask that you please not attend this meeting in person if you are not vaccinated. If you are unable to attend in person, please indicate your preference for audio or video conference participation. If you will be attending in person you will be asked to complete an active health screening form prior to your arrival, which will include a question about your vaccination status.  
Thank you.

Good afternoon, please see the meeting agenda and Terms of Reference for the working group meeting.

[Redacted text]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Draft Environmental Impact Assessment Report Notice  
**Date:** Tuesday, February 8, 2022 11:45:00 AM  
**Attachments:** [image001.png](#)

---

Good Afternoon,

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario Regulation 341/20: Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- February 22, 2022 - Science Centre to Gerrard
- February 24, 2022 - Science Centre to Gerrard
- March 1, 2022 - Gerrard to Exhibition
- March 3, 2022 - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Katiana Moussa**

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Mark Clancy](#); [REDACTED]; [Councillor Fletcher](#); [REDACTED]; [Tabuns, Peter](#); [Julie Dabrusin](#)  
**Subject:** Riverside BIA Comments - Draft Environmental Impact Assessment Report  
**Date:** Wednesday, March 9, 2022 2:46:08 PM  
**Attachments:** [Riverside BIA Ltr re Metrolinx Draft EIA March2022.pdf](#)

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Hello - on behalf of the Riverside BIA please find attached a letter with comments on the Draft Environmental Impact Assessment Report and Appendices.

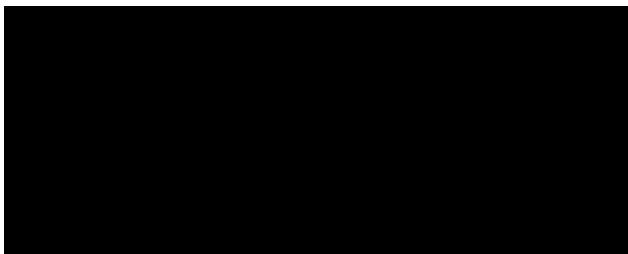
Please confirm receipt of our comments, thank you.

Best,

[REDACTED]

[REDACTED]





Submitted electronically by:  
[Redacted]  
on behalf of  
[Redacted]

Emailed to: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

March 9, 2022

**Letter: [Redacted] and Questions regarding Metrolinx Draft Environmental Impact Assessment Report (March 2022)**

Following a review of the public documents released online by Metrolinx in February 2022, please find the [Redacted] general comments and then a list of specific comments, questions and requests as follows:

Construction impacts of the Ontario line are a primary concern for the [Redacted] and its 100+ members who are commercial property owners and businesses in the area of the Queen Street station and crossing of the future Ontario Line. The 'support local' movement that emerged during the pandemic and the survival of main street businesses has come out as a clear priority over the past two years and the fragility of the economic health of local businesses has come to the forefront. Public transit is critically important but it should not be coming at the expense of an already struggling local economy. The Ontario Line Draft Environmental Assessment Report should take greater care and planning to prevent and mitigate impacts to the local economy along Queen Street East.

Businesses depend on having a clear and inviting transport corridor to move goods and attract customers. Queen Street East is one of Toronto's busiest arteries for vehicles including transit, trucks, cars and cyclists. The pedestrian realm along Queen is also busy throughout the day and into the evening.

Businesses have also depended on vibrant and inviting outdoor spaces over this pandemic through recovery programs such as [Redacted] outdoor dining program to have a fresh-air spaces where people feel safe and healthy dining. **The [Redacted] program is certainly slated to return in 2022 and for the next several years. There are multiple such cafe spaces in the curb lanes along De Grassi Street and Queen Street East which operate during daytime and evening business hours from May through until November - this socio-economic and traffic/transportation related element should be noted and taken into the account within the Report and construction mitigation**



**planning.** The movement and routes of heavy machinery and construction vehicles which create noise, dust and disruption must be recognized and mitigation measures in order to allow for the continued successful operation of outdoor dining and the local patio economy on Queen Street East put in place. Please find a map below of the 2021 curb lane closures in [REDACTED] alone and we have already seen the majority of these are slated to return in 2022:



Construction vehicles and equipment physically blocking roads and preventing passage, blocking sidewalks and deterring pedestrians are a major concern, and affecting streetcar service. Additionally the removal of existing parking and curb lane space. All of these possibilities were noted within the draft Environmental Impact Assessment Report, but no specifics were provided.

A further general comment about the report and all of its Appendices is the use of 'Leslieville': Riverside BIA reiterates concern about Metrolinx's use of the name 'Leslieville Station' and 'Leslieville' in communication materials when referring to the geographic area in which the line crosses Queen Street East. This is technically and geographically incorrect and does not take into account the Riverside neighbourhood that this line would cross and in which the station would be situated. Riverside, a formal neighbourhood with a history dating back to the 1800s, and the Riverside BIA, now in its 40th year of operation. Examples of this continued issue are throughout the Main report

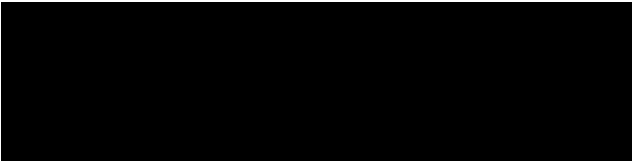






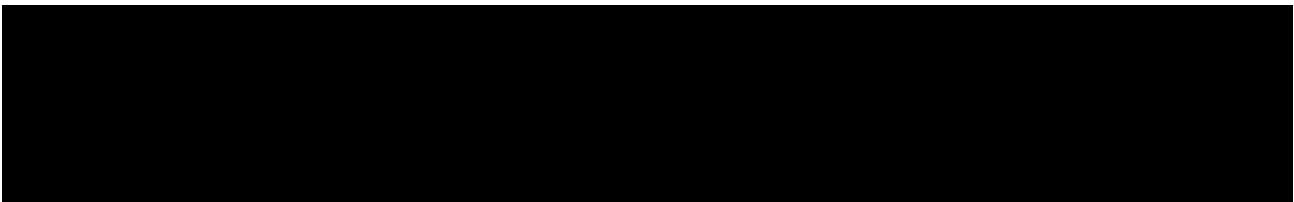




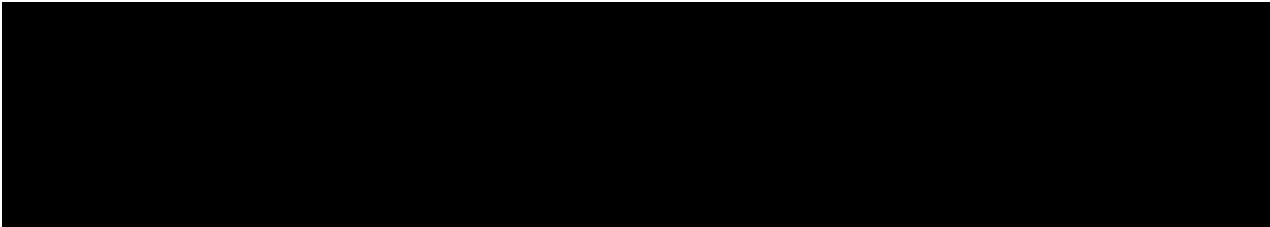
Table E-S2 and Table 5-9 - this is of great concern as it gives the impression the Riverside Community, which the Ontario Line falls within, is being missed/overlooked within the study. We ask that this be corrected throughout the report and appendices.

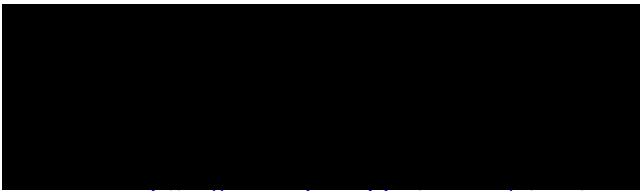
Further, more specific comments, questions and requests include the following:

1. Main report, on page 212 of the Draft Report "Public Realm Characteristics": please note that the  has existing assets which add to the character of the public realm in the area of the future Riverside & Leslieville Station. These streetscape assets (e.g. hydro pole banners, wraps, sidewalk blue brick detailing, street furniture, tree grates etc) belong to  and not to the City of Toronto and these materials should be noted, logged, documented and then replaced if damaged back to their original custom design or better in consultation with the local BIA. We request that the  Streetscape Master Plan (2018 -<http://www.riverside-to.com/streetscape-master-plan/>) be referenced, and streetscape features recognized within the report.
  2. Main Report, on pg 311 it is noted that a Communications Protocol will be developed - we request that Construction Plans and Communications Protocols be developed in consultation with BIAs to ensure the area remains open for business and everyday uses, rather than simply come to us with an existing finalized information on construction schedules to communicate to us.
  3. Main Report, on pg 348, please amend  which is incorrect to be .
  4. Main Report, Ixiv, again please ensure that BIAs who also own assets in the public realm of the project, including the , are also consulted so these elements can be restored or improved upon.
  5. Main Report, ES-10, why is the Construction Laydown area not shown on the diagram? It is seen in the legend but not seen on the diagram.
  6. Overall comment, what is the plan for pest control once construction begins? From experience we have seen significant amounts of pests fleeing construction zones and infesting nearby buildings and properties and this is an important concern and impact to be mitigated for.
  7. Main Report, on page 421 it is noted there will be 'temporary sidewalk closures for works at the Leslieville Station where one side of the sidewalk will be maintained and pedestrians will
- 



be redirected to existing nearby signalized crosswalks and that pedestrian connectivity will be maintained and pedestrians will be redirected to existing nearby signalized crosswalks. It is also noted there will be weekend and occasional nighttime full roadway closures at Leslieville Station which require closure of both sidewalks.' We request that you consult with BIAs on construction closure plans and communications plans prior to putting them in place to ensure the location and timing will minimize impacts to the business community. We would like to see the hours of construction where road lane closures and pedestrian way closures happen outside of business hours as much as feasible or on less active businesses days such as Monday and Tuesday. We would not want to see closures on weekends. Additionally, given the effects to the pedestrian realm and the lack of full signalized intersections in the area, we would request Metrolinx look at working with the City at how to improve the highly used pedestrian crossings at Boulton Avenue and at Jimmie Simpson Park to improve safety.

8. Main Report, on pg 426 the study notes 'construction at Leslieville Station will impact streetcar routes 501, 503, and 301 on Queen Street East. Additionally, that lane closures are expected to cause additional delays due to reduced roadway capacity. Full roadway closures will result in temporary discontinuation of streetcar operation and bus detours around the closure area. Temporary lane and full road closures will occur at ...Leslieville Station. Side roads at Leslieville Station, i.e., Strange Street and De Grassi Street, may be reduced in width or occasionally fully closed.' Per our comment and request above we would ask that BIAs be involved on the development of Construction Plans and Public information strategies involved in mitigating roadway closures in our area (i.e. Riverside BIA is on Queen Street East and includes the site of the Riverside/Leslieville Station).
  9. Noise and Vibration: Regarding Figure 4-38-3, why were no sensitive receptors put close to the Riverside/Leslieville station? The closest receptor was placed over two blocks away and we question how it would present an accurate gauge of the sound to the nearby buildings. We would request additional measurement locations closer to Queen Street East (e.g. at 812 Queen Street East, Bonjour Brioche and 807 McGee St) and around the area of the Riverside/Leslieville station to properly document baseline environmental conditions around this station.
  10. Appendix A4 - Socio-Economic and Land Use Characteristics: Please add reference under "4.3.2.3 East End Residential Sub-Area" to the  Streetscape Master Plan (2018 -
- 



<http://www.riverside-to.com/streetscape-master-plan/>) in this list. Additionally, please amend this section to include a discussion of the Riverside area and BIA - of note all your other sections make significant notes and references to BIAs in those areas but none is recognized for the East End Residential Sub-Area - there should be a whole section added on the Riverside area and its thriving business district. We feel our area has been completely neglected and omitted within this Appendix.

11. Appendix A4 - Table 5-5: Please add Riverside Common Park, 657 Queen Street East to your table as it is missing and has been open since Feb 2021.
12. Appendix A4 - section 5.3.2 Ontario Line South and Table 5-8: Please add Riverside BIA both to your list of groups operating in the Ontario Line South area and to your table as a BIA. Our information is "Riverside Business Improvement Area, 50 Carroll Street"
13. Appendix A4 - We request that "Business Operations" be studied as a socio-economic factor. It is essential that there be a baseline to compare against activities like staging areas, utility relocation, heavy equipment operations, as well as increased impacts on parking due to construction workers, traffic from construction vehicles, and obstruction of regular traffic due to construction, which will cause strain on main streets and secondary streets.

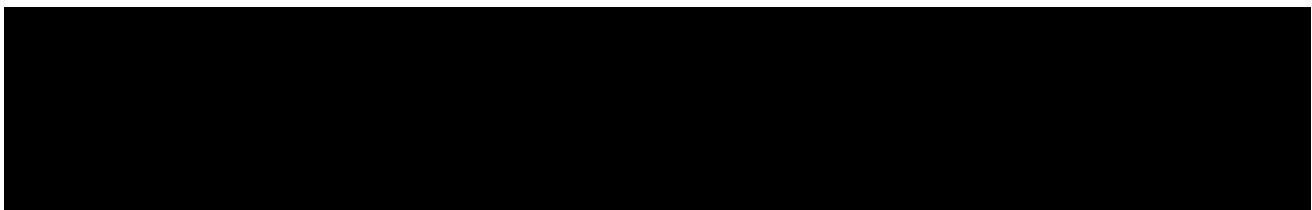
In summary, the [REDACTED] is requesting that all reports and documentation properly reflect, measure impacts, mitigate, plan for, and fully take into account the business districts that the Ontario Line will be embedded within, including [REDACTED]. We would like to reiterate our previous requests and expectation that a formal agreement will be formed with our BIA similar or better than what was done with BIAs in projects like the Eglinton Crosstown LRT, prior to the start of any construction.

Please contact us directly at 416-466-8167 or [office@riverside-to.com](mailto:office@riverside-to.com) should you require further information.

Sincerely,

[REDACTED]

[REDACTED]





Councillor Paula Fletcher, (Ward 14-Toronto Danforth)

*c. Toronto Association of BIAs (TABIA), For Toronto-Danforth: MP Julie Dabrusin, MPP Peter Tabuns*

Review Comments Spreadsheet			
Project Name: Environmental Impact Assessment Report (EIAR) - Ontario Line			Revised By: Riverside BIA
Item No.	Reviewer Name	Review Comment	Response (Authors OLTA/Metrolinx)
1	Riverside BIA	Construction impacts of the Ontario line are a primary concern for the Riverside BIA and its 100+ members who are commercial property owners and businesses in the area of the Queen Street station and crossing of the future Ontario Line. The "support local" movement that emerged during the pandemic and the survival of main street businesses has come out as a clear priority over the past two years and the fragility of the economic health of local businesses has come to the forefront. Public transit is critically important but it should not be coming at the expense of an already struggling local economy. The Ontario Line Draft Environmental Assessment Report should take greater care and planning to prevent and mitigate impacts to the local economy along Queen Street East.	<p>Section 5 of the EIAR includes information related to potential impacts, mitigation measures, and monitoring activities that have been determined based on an understanding of the Project components, and how construction and operation of the Project will interact with existing environmental conditions. The impact assessment is based on conservative assumptions regarding potential impacts that could occur as a result of the Project.</p> <p>Metrolinx understands the challenges faced by the business community over the last couple years due to the global pandemic. We are committed to ensuring local businesses remain accessible and successful throughout this important project. We'll work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.</p> <p>Metrolinx has opened a community office on Riverside, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues.</p> <p>This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses</p>
2	Riverside BIA	Businesses depend on having a clear and inviting transport corridor to move goods and attract customers. Queen Street East is one of Toronto's busiest arteries for vehicles including transit, trucks, cars and cyclists. The pedestrian realm along Queen is also busy throughout the day and into the evening.	We acknowledged that construction activities may impact Queen Street, but Metrolinx is committed to minimizing impacts and ensuring local businesses remain accessible and successful throughout the Ontario Line construction.
3	Riverside BIA	Businesses have also depended on vibrant and inviting outdoor spaces over this pandemic through recovery programs such as CafeTO outdoor dining program to have a fresh-air spaces where people feel safe and healthy dining. The Cafe TO program is certainly slated to return in 2022 and for the next several years. There are multiple such cafe spaces in the curb lanes along De Grassi Street and Queen Street East which operate during daytime and evening business hours from May through until November - this socio-economic and traffic/transportation related element should be noted and taken into the account within the Report and construction mitigation planning. The movement and routes of heavy machinery and construction vehicles which create noise, dust and disruption must be recognized and mitigation measures in order to allow for the continued successful operation of outdoor dining and the local patio economy on Queen Street East put in place. Please find a map below of the 2021 curb lane closures in Riverside BIA alone and we have already seen the majority of these are slated to return in 2022:	<p>Metrolinx will consult with BIAs and local businesses to minimize impacts to businesses during construction. Metrolinx will work with businesses to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.</p> <p>The EIAR documents mitigation measures for reducing impacts to pedestrians and the transit network under Section 5.9. During construction, Metrolinx will reduce construction noise by applying construction noise mitigation measures such as using equipment compliant with noise level specifications from the Ministry of the Environment, Conservation and Parks, siting construction vehicles and construction laydown and staging areas away from sensitive receptors, where possible, and others. To reduce air quality impacts, a plan to manage air quality will be developed to ensure consistent attention to mitigation of dust and particulates from the construction site, and appropriate measures such as using water to suppress dust implemented, along with air quality monitoring.</p> <p>Most construction laydown and staging areas are anticipated to be located adjacent to the rail corridor and road closures will only be implemented if absolutely necessary. The duration of any required closures will be reduced to the extent feasible. The local community will be notified well in advance of any closures. During these periods, mitigation measures will be implemented to reduce impacts to the community.</p> <p>We have a community office at [redacted] Queen Street East, open Monday to Friday, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues.</p> <p>This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.</p>
4	Riverside BIA	Construction vehicles and equipment physically blocking roads and preventing passage, blocking sidewalks and deterring pedestrians are a major concern, and affecting streetcar service. Additionally the removal of existing parking and curb lane space. All of these possibilities were noted within the draft Environmental Impact Assessment Report, but no specifics were provided.	The purpose of the EIAR is to provide an overview of the impacts and propose mitigation measures and monitoring activities to reduce impacts due to the project. Additional information regarding impacts will be shared with the BIAs as planning progresses, and through the Community Liaison Committee that will be established prior to the start of construction.
5	Riverside BIA	A further general comment about the report and all of its Appendices is the use of "Leslieville": Riverside BIA reiterates concern about Metrolinx's use of the name "Leslieville Station" and "Leslieville" in communication materials when referring to the geographic area in which the line crosses Queen Street East. This is technically and geographically incorrect and does not take into account the Riverside neighbourhood that this line would cross and in which the station would be situated. Riverside, a formal neighbourhood with a history dating back to the 1800s, and the Riverside BIA, now in its 40th year of operation. Examples of this continued issue are throughout the Main report. Table E-S2 and Table 5-9 - this is of great concern as it gives the impression the Riverside Community, which the Ontario Line falls within, is being missed/overlooked within the study. We ask that this be corrected throughout the report and appendices.	The Final EIAR has been revised to reflect "Riverside/Leslieville Station" throughout the report. We appreciate your feedback regarding the station names. The current names of stations are simply working names and there will be a community engagement process to select the final names for the Ontario Line stations.
6	Riverside BIA	1. Main report, on page 212 of the Draft Report "Public Realm Characteristics": please note that the Riverside BIA has existing assets which add to the character of the public realm in the area of the future Riverside & Leslieville Station. These streetscape assets (e.g. hydro pole banners, wraps, sidewalk blue brick detailing, street furniture, tree grates etc) belong to Riverside BIA and not to the City of Toronto and these materials should be noted, logged, documented and then replaced if damaged back to their original custom design or better in consultation with the local BIA. We request that the Riverside BIA Streetscape Master Plan (2018 -http://www.riverside-to.com/streetscape-master-plan/) be referenced, and streetscape features recognized within the report.	Thank you for your comment. The Riverside BIA Streetscape and Public Space Master Plan has been added to Section 4.3.2.3 of the Socio-Economic and Land Use Characteristics Report. Specific details regarding removals of streetscape assets are outside of the scope of the EIAR. Metrolinx looks forward to continued consultation with Riverside BIA in the next stage of design and any commitments regarding the replacement of streetscape assets will be captured in the appropriate contract documents.
7	Riverside BIA	2. Main Report, on pg 311 it is noted that a Communications Protocol will be developed - we request that Construction Plans and Communications Protocols be developed in consultation with BIAs to ensure the area remains open for business and everyday uses, rather than simply come to us with an existing finalized information on construction schedules to communicate to us.	Communications Protocol will be developed to indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night. BIA's preference for construction hours will be noted. Construction Liaison Committees will be established as we get closer to construction to discuss construction plans and work through issues that arise.
8	Riverside BIA	3. Main Report, on pg 348, please amend "Riverside Toronto BIA" which is incorrect to be "Riverside BIA".	Thank you for your comment. This has been revised in the Final EIAR.
9	Riverside BIA	4. Main Report, Ixv, again please ensure that BIAs who also own assets in the public realm of the project, including the Riverside BIA, are also consulted so these elements can be restored or improved upon.	Metrolinx acknowledges this request and will work with the Project Contractor and consult with BIAs, as necessary, for restoration of assets owned by local Business Improvement Areas.
10	Riverside BIA	5. Main Report, ES-10, why is the Construction Laydown area not shown on the diagram? It is seen in the legend but not seen on the diagram.	This has been revised in the Final EIAR.
11	Riverside BIA	6. Overall comment, what is the plan for pest control once construction begins? From experience we have seen significant amounts of pests fleeing construction zones and infesting nearby buildings and properties and this is an important concern and impact to be mitigated for.	During construction Metrolinx and the contractors will actively address pest control, if required. Inspection and/or cleaning of trucks/equipment will occur within the construction area to prevent the migration of pests. There will also be 24-hour hotline available during construction, that will give the community direct access to someone that will help address any issues that may come up.

12	Riverside BIA	<p>7. Main Report, on page 421 it is noted there will be 'temporary sidewalk closures for works at the Leslieville Station where one side of the sidewalk will be maintained and pedestrians will</p> <p>Page4 be redirected to existing nearby signalized crosswalks and that pedestrian connectivity will be maintained and pedestrians will be redirected to existing nearby signalized crosswalks. It is also noted there will be weekend and occasional nighttime full roadway closures at Leslieville Station which require closure of both sidewalks.' We request that you consult with BIAs on construction closure plans and communications plans prior to putting them in place to ensure the location and timing will minimize impacts to the business community. We would like to see the hours of construction where road lane closures and pedestrian way closures happen outside of business hours as much as feasible or on less active businesses days such as Monday and Tuesday. We would not want to see closures on weekends. Additionally, given the effects to the pedestrian realm and the lack of full signalized intersections in the area, we would request Metrolinx look at working with the City at how to improve the highly used pedestrian crossings at Boulton Avenue and at Jimmie Simpson Park to improve safety.</p>	<p>Metrolinx will be sharing construction information with through a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.</p> <p>The BIA's preference for construction outside of business hours is noted, but construction during daytime and early evenings cannot be avoided. The BIAs will be consulted with respect to construction impacts, such as sidewalk closures and dates of road closures will be made available as design advances.</p>
13	Riverside BIA	<p>8. Main Report, on pg 426 the study notes 'construction at Leslieville Station will impact streetcar routes 501, 503, and 301 on Queen Street East. Additionally, that lane closures are expected to cause additional delays due to reduced roadway capacity. Full roadway closures will result in temporary discontinuity of streetcar operation and bus detours around the closure area. Temporary lane and full road closures will occur at ...Leslieville Station. Side roads at Leslieville Station, i.e., Strange Street and De Grassi Street, may be reduced in width or occasionally fully closed.' Per our comment and request above we would ask that BIAs be involved on the development of Construction Plans and Public information strategies involved in mitigating roadway closures in our area (i.e. Riverside BIA is on Queen Street East and includes the site of the Riverside/Leslieville Station).</p>	<p>Metrolinx will consult and share construction information through a Construction Liaison Committee, that will include representation from BIAs and will be established prior to construction. Metrolinx will work closely with the contractor to minimize road closures and mitigate construction impacts.</p>
14	Riverside BIA	<p>9. Noise and Vibration: Regarding Figure 4-38-3, why were no sensitive receptors put close to the Riverside/Leslieville station? The closest receptor was placed over two blocks away and we question how it would present an accurate gauge of the sound to the nearby buildings. We would request additional measurement locations closer to Queen Street East (e.g. at █ Queen Street East, Bonjour Brioche and █ McGee St) and around the area of the Riverside/Leslieville station to properly document baseline environmental conditions around this station.</p>	<p>Figure B-3 shows the location of Riverside-Leslieville Station, which is dominated by existing road traffic from Queen Street and the adjacent Go Rail rail line. Baseline noise measurements in the area were completed as part of the Ontario Line Project Final Environmental Conditions Report (2020) to characterize the existing ambient conditions. A monitoring location (MO_08N) measured these existing baseline noise levels, and through a clustering approach (as described in Section 3.4.1 of the Draft Noise and Vibration Impact Approach) this locations was adopted to represent the sensitive receptors surrounding the Riverside-Leslieville Station.</p> <p>MO_08N was taken at Gowan Avenue, which though not specifically local, has a similar traffic Noise environment (from Pape Avenue) as we would expect from Queen St. Further, since the influence of the rail corridor is not included in the MO_08N location, we expect that using it for the Leslieville area is a conservative representation (i.e. quieter) than is actually experienced. Thus, further baseline monitoring is not considered, and would expect to show louder baseline levels than are used in the assessments.</p> <p>With respect to construction receptors used in the assessment, these are noted in Figure E-1-11. These show that all sensitive receptors surrounding the Leslieville Station have been considered for construction noise impacts.</p>
15	Riverside BIA	<p>10. Appendix A4 - Socio-Economic and Land Use Characteristics: Please add reference under " 4.3.2.3 East End Residential Sub-Area" to the Riverside BIA Streetscape Master Plan (2016 - <a href="http://www.riverside-to.com/streetscape-master-plan/">http://www.riverside-to.com/streetscape-master-plan/</a>) in this list. Additionally, please amend this section to include a discussion of the Riverside area and BIA - of note all your other sections make significant notes and references to BIAs in those areas but none is recognized for the East End Residential Sub-Area - there should be a whole section added on the Riverside area and its thriving business district. We feel our area has been completely neglected and omitted within this Appendix.</p>	<p>Thank you for your comment. A reference to the Riverside BIA and the Riverside BIA Streetscape Master Plan has been added to Section 4.3.2.3 of the Socio-Economic and Land Use Characteristics Report. Metrolinx looks forward to continued engagement with stakeholders including the BIA as design advances.</p>
16	Riverside BIA	<p>11. Appendix A4 - Table 5-5: Please add Riverside Common Park, █ Queen Street East to your table as it is missing and has been open since Feb 2021.</p>	<p>Thank you for your comment. Riverside Common Park has been added to Table 5-5.</p>
17	Riverside BIA	<p>12. Appendix A4 - section 5.3.2 Ontario Line South and Table 5-8: Please add Riverside BIA both to your list of groups operating in the Ontario Line South area and to your table as a BIA. Our information is "Riverside Business Improvement Area, █ Carroll Street"</p>	<p>Thank you for your comment. Riverside BIA has been added to Section 5.3.2 and Table 5-8.</p>
18	Riverside BIA	<p>13. Appendix A4 - We request that "Business Operations" be studied as a socio-economic factor. It is essential that there be a baseline to compare against activities like staging areas, utility relocation, heavy equipment operations, as well as increased impacts on parking due to construction workers, traffic from construction vehicles, and obstruction of regular traffic due to construction, which will cause strain on main streets and secondary streets.</p>	<p>Thank you for your comment. This type of detailed analysis goes beyond the scope of the conceptual impacts being analyzed in the EIAR, which was completed in accordance with Ontario Regulation 341/20. The impact assessment in this EIAR is focused on confirming that the Project is feasible to implement through identifying whether appropriate mitigation is available to address negative impacts. The EIAR is meant to conceptually confirm the potential for impacts and identify whether effective approaches are available to address the potential for negative impacts through either avoidance or controlling impacts to an acceptable level.</p> <p>The EIAR is not meant to confirm a final or detailed design approach, as this level of detail will be determined as part of the ongoing design process. Commitments in this EIAR focus on mitigation strategies and continued consultation with affected stakeholders following the EIAR to support advancement of the design.</p>
19	Riverside BIA	<p>In summary, the Riverside BIA is requesting that all reports and documentation properly reflect, measure impacts, mitigate, plan for, and fully take into account the business districts that the Ontario Line will be embedded within, including Riverside BIA. We would like to reiterate our previous requests and expectation that a formal agreement will be formed with our BIA similar or better than what was done with BIAs in projects like the Eglinton Crosstown LRT, prior to the start of any construction.</p>	<p>Thank-you for providing your comments on the Draft EIAR. We have incorporated the Riverside BIA's comments into the Final EIAR, wherever applicable. We look forward to continuing engagement with the Riverside BIA as the project progresses.</p> <p>Metrolinx recognizes the need to work with local businesses and Business Improvement Areas (BIAs) in the effort to support businesses during the most disruptive periods of construction. Partnering with BIAs Metrolinx has supported the development of new websites, BIA logo's, coupon books, event flyers &amp; signage, shopping bags/promotional items, and community events. BIA members/leadership will also be participants at the Community Liaison Groups. Metrolinx will continue to work with impacted businesses and business communities in conveying the message that local businesses are "Open for Business" and the community remains a viable shopping and working destination.</p>



## Community Stakeholder Consultation and Correspondence Record

- Salvation Army

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Update - Maxwell Meighen Centre  
**Date:** Tuesday, October 27, 2020 10:59:00 AM  
**Attachments:** [image001.png](#)

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Hello [REDACTED]

I spoke to [REDACTED] on the phone who provided your email address. Great to e-meet you.

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations. The station closest to the Maxwell Meighen Centre would be located at the edge of Moss Park. You can read more about the Moss Park station in the [downtown neighbourhood update](#) we recently released on Metrolinx Engage. Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

Our [website](#) was recently updated with:

- The Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for all four segments of the Ontario Line - west, downtown, east and north.
- A project timeline and procurement details

You can also [read our blog](#) and [sign up for our e-newsletter to receive project updates](#).

Finally, I wanted to introduce myself. My name is Daryl and I am part of the Ontario Line Community Relations Team. I'm the lead for the Moss Park, Corktown and East Harbour Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Feel free to reach out if you have questions or concerns.

Looking forward to staying connected,

**Daryl Gonsalves**

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



**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: Downtown Segment - June 17th 2021  
**Date:** Friday, June 4, 2021 11:09:00 AM  
**Attachments:** [image001.png](#)

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Good morning,

I hope you've been well and staying safe!

I am writing to let you know about our next [virtual open house for the Downtown Segment](#) of the Ontario Line. This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. During these virtual open houses, Metrolinx experts will also talk about transit corridor lands and what they mean for people who live or work near the route.

We hope you will join us and please feel free to share the messaging or details below with your network:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown . Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

As always, if you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Saulters Street Brewery

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Update  
**Date:** Friday, April 9, 2021 10:36:00 AM

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Hi [REDACTED]

Thanks to careful planning, the new update still ensures the tracks fit inside our existing rail corridor, which means your property will not be required. That is certainly our goal! The next step is design of the retaining and noise walls, again ideally within the existing property boundary as much as possible, to protect the neighbourhood from the sights and sounds of the corridor. As soon as we have some detailed plans to share, we'll get in touch.

Let me know if you have any further questions,

Josh

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**From:** [REDACTED]  
**Sent:** April 6, 2021 2:00 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line Update

**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.

Hey josh thanks for this  
The updated drawing if im not wrong would not have our building expropriated is that seem right?

Thanks a lot

Sent from my iPhone

On Apr 6, 2021, at 1:32 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Further to my previous message, I wanted you to know that [we released some updated drawings of the alignment in the area](#). Please take a look and let me know if you have any questions.

Josh

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**From:** Ontario Line  
**Sent:** April 5, 2021 9:01 AM

**To:** [REDACTED]  
**Subject:** RE: Ontario Line Update

H [REDACTED]

Not really more development, no. We're still looking at two Ontario Line tracks and four GO tracks within the corridor plus a retaining and noise wall on the outside edges to reduce the sights and sounds of the all the train traffic passing through. As we continue to refine the design, we'll get a clearer picture of how it can be constructed. As soon as we have some detailed plans to share, we'll get in touch.

Thanks for your patience!

Josh

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**From:** [REDACTED]  
**Sent:** Thursday, April 01, 2021 9:36 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line Update

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for this much appreciated

So do you think now that there will be more development on west side that our brewery location will be affected? Prior plan with extensions on east and west the west part was already encroaching pretty close to our building.

Thanks

Sent from my iPhone

On Apr 1, 2021, at 9:05 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

You may have heard some mention of an update to the Ontario Line plans in the area of the brewery. We wanted to reach out and tell you what we know now and when we expect to be in a position to share more details.

We are looking at reconfiguring the corridor and positioning the

Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. We're still committed to fitting the Ontario Line mostly within the existing corridor. Having both of the Ontario Line tracks on the west side would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning virtual open house for April to provide an update to the community and seek feedback. As we have mentioned previously, no construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation.

We will reach out once further details about the upcoming virtual open house are available. In the meantime, don't hesitate to reach out if you have any questions I can help you with.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

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

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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Draft Environmental Impact Assessment Report Notice  
**Date:** Tuesday, February 8, 2022 11:56:00 AM  
**Attachments:** [image001.png](#)

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Good Afternoon [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario Regulation 341/20: Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- February 22, 2022 - Science Centre to Gerrard
- February 24, 2022 - Science Centre to Gerrard
- March 1, 2022 - Gerrard to Exhibition
- March 3, 2022 - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Katiana Moussa**

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)



## Community Stakeholder Consultation and Correspondence Record

- Save Jimmie Simpson (SJS)

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [Tabuns - OP, Peter](#)  
**Subject:** Follow up on Community Submission sent on Oct 17, 2020  
**Date:** Monday, November 16, 2020 6:10:13 PM  
**Attachments:** [Community Submission re Ontario Line Plans and Metrolinx Environmental Conditions Report \(Oct 17 2020\).pdf](#)

---

ATTENTION: Josh Vandezande, senior manager

Hi Josh,

I have been asked by [REDACTED] with the Ombudsman's office to reach out to you. On behalf of over 150 residents of Leslieville, I sent the attached community submission on Oct 17, 2020. We have not received any feedback from Metrolinx.

Please acknowledge receipt of this email. We have been waiting for a month now. Would appreciate if you could set reasonable timeline expectation as to when we can receive feedback on each question below. If some answers are available sooner than others, piecemeal emails would be just fine.

We are seeking clarification on the following:

1. Metrolinx has not considered any **alternative alignments**, despite the motion passed by the City of Toronto in 2019 (motion Ex9.1 Amendments 19 and 20) as well as repeated calls from the community to investigate underground routes through Riverside/Leslieville. Why is Metrolinx continuing to ignore the City directive and community feedback?
2. There is no mention of the effects of noise and vibration on the human body. Will the Environment Assessment include a **Health Impact Assessment** as stipulated by Health Canada?
3. We need **more noise measurements** to be taken in our neighbourhood to properly gauge the existing noise levels.
  - a. Locations that warrant investigation include 88 Wardell St, 12 De Grassi St, 15 Tiverton Ave and 2 Paisley Ave.
  - b. We need baseline measurements for the proposed station sites: Gerrard/Carlaw and Queen/De Grassi.
  - c. Why were parks (Jimmie Simpson Recreation Centre, Jimmie Simpson Park, Bruce Mackey Park and McClearly Playground) and school (Pape School) not included in the ECR study area?
  - d. Inclusion of outdoor living area and indoor living area noise measurements.
4. **Predicted noise levels:** Will a future study include assessment of *expected* rail traffic noise impact conducted using a prediction method like STEAM (Sound from Trains Environmental Analysis Method)? Will this assessment include sound levels expected with and without noise mitigation measures such as a sound barrier wall?

5. Current noise measurement on Wardell already exceed MOE and WHO guidelines. Have you engaged **medical officers for the Province and Toronto** so they can provide their professional view on whether OL can proceed without serious public health implications?
6. Health Canada states “**the determination of %HA** is a widely accepted indicator of the human health effects of long-term noise exposure.” It stipulates “a calculation of baseline percent highly annoyed (%HA) at receptors” be provided in environmental assessment. Please include in the final ECR.
7. **No vibration study** was undertaken in Riverside/Leslieville. We are extremely nervous about the exposure to constant vibration on an ongoing basis from rail traffic and how it may interfere with our health and everyday activities such as conversation and sleep. Please include in ECR.
8. The **Air Quality Study** was conducted in May 2020, during the height of pandemic lockdown when vehicular and rail traffic was the lowest we have seen in half a century. Will Metrolinx commit to re-doing the Air Quality Study to accurately record these greenhouse gas levels?
9. When will Metrolinx publish **details of the sound barrier wall**? Its height, its position and material?

Thanks,



**From:** [Save Jimmie Simpson!](#)

**To:**



**Cc:**

**Subject:** Submission Opposing Bill 222

**Date:** Sunday, November 22, 2020 7:19:11 PM

**Attachments:** [Joint Submission Opposing Bill 222 \(Nov 22 2020\).pdf](#)

---

## Community Submission Opposing Bill 222 - Consequences of “Building Transit Faster”

We represent a community in Riverside and Leslieville in Toronto, directly impacted by Bill 171 - Building Transit Faster Act (2020). We are one of the first residential communities to feel the impact of expanded provincial powers around transit construction. Bill 222 expands the scope of Bill 171 to include the rest of the Province. We provide comments based on our lived experience of how the Province (via Metrolinx) has conducted itself as it relates to the planning of the Ontario Line.

The current Progressive Conservative government has run roughshod over local residents and businesses concerns. It has sidestepped environmental and safety standards, and its “cost savings measures” have resulted in a proposal that would see a portion of the Ontario Line above ground in Riverside/Leslieville (south of Gerrard to the Don River) with serious health and environmental impact on local communities.

We trust our submission sheds light on dangers of granting sweeping powers without checks and balances. Our Riverside/Leslieville community will be devastated by this transit project for generations to come. **We demand policymakers vote against the implementation of Bill 222.** We hope no other community in Ontario suffers our fate at the hands of this government.

In the attached submission, we summarize our experience in three broad themes. These critical issues need to be addressed immediately. **We strongly urge policymakers not to fund the Ontario Line project or award any contracts until our concerns have been addressed.** We believe the current proposal contravenes health and environmental regulations and standards including:

- Metrolinx’s [Noise Protocol](#)
- Ontario Ministry of Environment’s [noise](#) and [air quality](#) criteria
- Health Canada Guidelines ([Health Impact Assessment](#) and [Evaluating Human Health Impacts in Environmental Assessment](#))
- [Industry standards](#) endorsed by Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC)
- [Environmental standards](#) and [noise guidelines](#) from World Health Organization (WHO)

We will continue to work with appropriate authorities and government agencies to advocate for a sustainable transit construction that respects environmental standards and that safeguards the health and well-being of ALL constituencies in the GTA.

Save Jimmie Simpson & Lakeshore East Community Advisory Committee

---

From: Ontario Line  
Sent: February 26, 2021 9:06 AM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Follow up on Community Submission sent on Oct 17, 2020

Hello [REDACTED],  
Please see attached and my apologies for the delay in getting back to you. I hope we can find time for a meeting with our team soon.

Sincerely,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

---

From: [REDACTED]  
Sent: Saturday, January 02, 2021 2:20 PM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Cc: [REDACTED]  
Subject: Re: Follow up on Community Submission sent on Oct 17, 2020

Hi Josh,

Happy New Year. Hope you enjoyed some time off.

I regret we still haven't been provided with any answers after months of waiting.

Further, your assertion of no construction before consultation is erroneous. Attached please find the Metrolinx RFQ document. On p.41, I highlighted the section that outlines the scope of the early works construction in the joint corridor slated to begin in spring/summer 2021. This RFQ document states work to "accommodate the Ontario Line" including 6-track configuration, bridge expansion and utility relocation in our neighbourhood.

I note, this RFQ was issued before environmental assessment (EA). EA supports better decision-making by looking at the impact on environment and human health. This RFQ indicates Metrolinx has already finalized its plans without any community consultation and without the benefit of the EA. In other words, whatever "consultation" Metrolinx plans to hold next year, it is in name only. The project design has been completed in secrecy, and construction would have begun by the time of this "consultation."

What is the human health impact of running a 6-lane rail highway through a residential neighbourhood? The above ground alignment of the Ontario Line through Leslieville contravenes Ontario Ministry of Environment noise regulations and rail safety setback distance and puts our parks and urban greenspace at risk.

I'm imploring you once again to please provide some substantive answers to the questions we posed last year. I attach those questions in the Word document for your reference.

Thanks,

[REDACTED]

On Thu, Dec 17, 2020, 9:36 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for following up. Your questions and feedback have been shared with our project team and we will be setting up opportunities for community discussions in 2021 as environmental studies and detailed project design are sufficiently advanced. These studies will help us respond to your concerns in more detail and no construction will begin in your area before we conduct public consultation on environmental reports. If you are interested in connecting sooner, we can certainly arrange that.

The environmental assessments we are completing, including the Early Works Report for the Joint Corridor and the Environmental Impact Assessment Report, will include many more specifics. The noise and vibration study that will form part of the Environmental Impact Assessment Report is planned to include figures with contour-type mapping indicating anticipated levels of noise and vibration in proximity to project activities. This study and the design of corridor improvements will inform proposed heights and locations of the noise barriers that Metrolinx has committed to installing along the shared GO/Ontario Line rail corridor from Eastern to Logan. We will share all of this information, as well as noise barrier design options, with the community for input and discussion.

Impacts on air quality will also be assessed in detail, in forthcoming reports. Traffic data used to estimate existing conditions in the Environmental Conditions Report was determined from vehicular traffic counts from 2017, 2018, and 2019. Note the "existing conditions" year is 2019 in the report. An annual growth rate of 1% was applied to the 2017 and 2018 data to produce comparable 2019 annual average daily traffic (AADT). However, since the Ontario Line trains will be powered by electricity, no operational impacts to air quality are anticipated. The Ontario Line can help to improve background air quality levels by allowing more

people to leave their cars at home and take transit instead.

We appreciate the opportunity to address your concerns and will keep you updated as we complete the necessary work to provide you with more fulsome answers. My direct number is included below if you want to discuss by phone.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

**From:** [REDACTED]  
**Sent:** Wednesday, December 09, 2020 6:38 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Follow up on Community Submission sent on Oct 17, 2020

Josh,

It's been 2 weeks since my last email and two months since our community submission in which we posed these important, health related questions regarding the Ontario Line

Our community is still looking for answers. Please set expectations as to when we can expect a substantive feedback

Thanks,

[REDACTED]

On Wed, Nov 25, 2020, 5:01 p m [REDACTED] wrote:

Hi Josh,

Thanks for your reply. I'm afraid we didn't get much in the way of substantive feedback in your response. Our community is genuinely concerned about the health impact of the proposed OL. If answers are not known to you, could you please share our questions with project managers and decision makers? We've been trying to get answers from Metrolinx for a long time. We need substantive feedback from Metrolinx.

Thanks,

[REDACTED]

===

1 Metrolinx has not considered any **alternative alignments**, despite the motion passed by the City of Toronto in 2019 (motion Ex9 1 Amendments 19 and 20) as well as repeated calls from the community to investigate underground routes through Riverside/Leslieville. Why is Metrolinx continuing to ignore the City directive and community feedback?

[Your response is talking about the cost of going under the Don River. We're not asking for that. What's the cost of burying the line north of Eastern and south of Gerrard? This is a distance of about 1km. Please provide actual costing that have been completed per City's directive.](#)

2 There is no mention of the effects of noise and vibration on the human body. Will the Environment Assessment include a **Health Impact Assessment** as stipulated by Health Canada?

[Your response made no reference to this. Will the final EA include a Health Impact Assessment? What is the impact of running a 6-lane railway less than 10m from residential homes? How many people and how many households can expect adverse health effects WHO and Public Health Toronto warn us about?](#)

3 We need **more noise measurements** to be taken in our neighbourhood to properly gauge the existing noise levels.

[You alluded to more info to be included in the final ECR. Will the final ECR include more noise measurements in our neighbourhood, parks and schools?](#)

4 **Predicted noise levels:** Will a future study include assessment of *expected* rail traffic noise impact conducted using a prediction method like STEAM (Sound from Trains Environmental Analysis Method)? Will this assessment include sound levels expected with and without noise mitigation measures such as a sound barrier wall?

[Will the final EA include predicted noise levels?](#)

5 Current noise measurement on Wardell already exceed MOE and WHO guidelines. Have you engaged **medical officers for the Province and Toronto** so they can provide their professional view on whether OL can proceed without serious public health implications?

[Your response made no reference to this. Are you engaging medical experts?](#)

6 Health Canada states "**the determination of %HA** is a widely accepted indicator of the human health effects of long-term noise exposure." It stipulates "a calculation of baseline percent highly annoyed (%HA) at receptors" be provided in environmental assessment. Please include in the final ECR.

[Your response made no reference to this. Is this in the works?](#)

7 **No vibration study** was undertaken in Riverside/Leslieville. We are extremely nervous about the exposure to constant vibration on an ongoing basis from rail traffic and how it may interfere with our health and everyday activities such as conversation and sleep. Please include in ECR.

[Your response made no reference to this. OL contravenes safety standards endorsed by Railway Association of Canada and Federation of Canadian Municipalities. We demand a vibration study in our neighbourhood.](#)

8 The **Air Quality Study** was conducted in May 2020, during the height of pandemic lockdown when vehicular and rail traffic was the lowest we have seen in half a century. Will Metrolinx commit to re-doing the Air Quality Study to accurately record these greenhouse gas levels?

[Your response mentioned air quality is consistent with the rest of the city. Does this mean that Metrolinx will not conduct an air quality study to better gauge the existing air quality in our neighbourhood?](#)

9 When will Metrolinx publish **details of the sound barrier wall**? Its height, its position and material?

You alluded to well-designed sound barriers. Could you please provide details? Existing rails are elevated on a 6m berm. Just how high will this sound barrier wall going to be? Will it cover the entirety of the elevated tracks? What material will be used for this?

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**From:** [REDACTED]  
**Subject:** RE: Ontario Line update  
**Date:** Friday, August 13, 2021 5:07:22 PM  
**Attachments:** [image001.png](#)

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Hi everyone,

Thank you for following up. This work will no longer be taking place this weekend, and will instead be postponed to the fall.

The planned tree and vegetation clearing in the rail corridor was approved and covered by a separate Environmental Assessment that was conducted as part of the GO Expansion project. To protect birds and wildlife, qualified avian biologists always conduct nest searches in advance of any tree removals. Metrolinx also has a voluntary program to compensate for trees that are removed – more information [here](#). This weekend, tree removals were being planned by the GO Expansion team for the area between Gerrard and Pape in order to take advantage of the upcoming closure of Lakeshore GO line, which would allow several weeks of off-hours work to be conducted in two days.

Though this GO Expansion tree removal work is separate from Ontario Line work and had its own approvals, the Ontario Line team also recognizes that we committed to the community that no work would take place in the rail corridor until after the Ontario Line Joint Corridor Early Works report is released in the fall. In light of this commitment, we have reached out to our partners on the GO Expansion team and worked with them to postpone this weekend’s work to begin after the Early Works report is released.

Thank you again for reaching out to us, and have a good weekend.

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, August 13, 2021 12:59 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line update

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Hello: Please see attached images of the study zone for the Ontario Line Environmental Conditions Report/Assessment. This is the Joint Corridor and falls under the OL's EA legislation. As you can see the Gerrard /Pape intersection falls within Ontario Line Assessment area.

[REDACTED]  
[REDACTED]

On Fri., Aug. 13, 2021, 9:34 a.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for your email.

The work you're referencing in the rail corridor is not related to Ontario Line Early Works. It is being conducted as part of GO Transit maintenance and safety work.

I am cc-ing the GO Transit Toronto East team to share more information about the work and answer any questions you may have.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, August 12, 2021 5:09 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Fwd: Ontario Line update

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Hi there,

I have in writing below that "Early works construction for the joint corridor is expected to begin in summer 2022."

I'm shocked to receive a notification that early works construction such as tree and vegetation removal is now scheduled to begin as early as August 14. This is before any public consultation has been carried out and before we have been informed of environmental impact.

Believe this is totally out of line. Please confirm the notice about tree removal was sent out in error.



----- Forwarded message -----

From: **Ontario Line** <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Date: Tue., Mar. 9, 2021, 4:52 p.m.

Subject: Ontario Line update

To:



Hi



Hope you are enjoying the warmer weather today. I wanted to reach out and provide you with an update on a couple things and find out if you were interested in setting up a meeting between Save Jimmie Simpson and the Ontario Line team. We would welcome a chance to discuss your questions about the project and provide a bit of an update on our plans.

In terms of timelines to be aware of, I wanted to let you know that we recently updated [our website](#) to include the latest timelines for early works in the joint corridor. We expect to release the draft reports for a 30-day public consultation in Summer 2021 (Lower Don Bridges) and Fall 2021 (Lakeshore East Joint Corridor). Procurement for both of these packages of work will advance only after each respective environmental assessment is completed. Early works construction for the joint corridor is expected to begin in summer 2022. These schedule adjustments do not impact the overall timeline for early works completion or the larger P3 construction packages.

Eon, I appreciate your patience while we continued our initial design and environmental studies. This will help us respond to more of the concerns the community has raised and we hope that there will be many opportunities for us to connect this year.

Sincerely,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

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Donald Wright, Chair  
Board Members  
Metrolinx  
By e-mail to: [chair@metrolinx.com](mailto:chair@metrolinx.com).

March 15 2021

Dear Mr. Wright and Board members

*Save Jimmie Simpson* (SJS) is a grass-roots group in the South Riverdale area of downtown Toronto that is concerned about the numerous negative impacts an above-ground Ontario Line section will have on our neighbourhood's health & well-being. We are community members who support public transit that is environmentally responsible and planned with genuine input from the neighbourhoods in which it is built.

SJS focusses on public education, engagement and advocacy. We have strong support from many residents of our neighbourhood, a well-visited [website](#), an active presence on social media, and a monthly newsletter that goes to over 600 people.

We advocate on behalf of community members who have many well-founded concerns about the current plan for the Ontario Line and the fact that the health and needs of our neighbourhood seem to be of no concern to your organization. (This letter will not detail the nature of these concerns as they have been made explicit to your staff many times and are also detailed in SJS material accessible on our website.) Your printed communication circulated to us repeatedly says that our neighbourhood is important to you and is "at the heart" of your planning processes. This has definitely not been the experience of those who live here. Metrolinx staff, including CEO Phil Verster, publicly claim that considerable consultation has taken place. There have indeed been open houses, on-line meetings and the website page for comments & questions, but none of this has amounted to meaningful engagement. (In our view meaningful engagement is a multi-stage process which includes consulting with communities at the outset, before any preliminary designs are prepared.) Residents feel that our concerns are minimized, obscured in public relations jargon, or just ignored. We expect better from a publicly-funded agency!

In order to get a thorough & objective review of the Ontario Line plan, SJS has, in collaboration with the LSECAC, sought a federal environmental impact assessment of the project. The request, which is being considered now, received over 140 comments





in support on the [federal registry](#) including from local politicians and key community groups and agencies. It is regrettable that Metrolinx itself has never initiated a proper impact assessment.

We hope that you, as the Board of Directors of the organization, presumably those ultimately responsible for its performance, will hear our issues and ensure they are appropriately addressed. In particular at this time, we would like to get unambiguous answers to the following:

- Why has there not been serious, transparent consideration of a below-ground alignment? When and how might this take place? Will it seriously consider a route other than below the Metrolinx right-of-way?
- From where did the estimate of an \$800 M cost to put the line underground arise? Is this figure based on anything substantive?
- What is the rationale for Metrolinx to plan to spend an additional \$1.8B to put 9.2 km of the Eglinton line underground in Etobicoke, in an area of open spaces and a divided road, admirably suited to above-ground transit? Why is it thought to be too difficult and expensive to consider underground alignment in a densely populated, inner city area where the line is immediately adjacent to homes, businesses and parks?

Thank you for your attention to these matters. We look forward to hearing your answers to both our hope expressed above and to our specific queries.

Regards,

[REDACTED]

Organizing Group Member



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work and environmental sampling at 240 First Avenue - starting as early as April 12  
**Date:** Thursday, April 8, 2021 1:49:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Investigative drilling at 240 First Avenue - starting as early as April 12.pdf](#)

---

Hello Save Jimmie Simpson,

Please find attached a notice about investigative drilling work and environmental sampling taking place at 240 First Avenue, starting as early as April 12. The drilling work is anticipated to last up to two days, and the environmental sampling is anticipated to last up to three weeks. You can find more details in the attached notice.

As you may know, construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

This notice is being emailed to Elected Officials and the property owner. It will also be distributed to area residents and businesses, carried by field crew carrying out the work and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]; [REDACTED]  
**Subject:** Ontario Line East Virtual Open House - April 22  
**Date:** Tuesday, April 13, 2021 3:33:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED] and [REDACTED],

We wanted to inform your community group that the Ontario Line virtual open houses for east end residents have been confirmed. Residents and businesses can register by [visiting this link](#).

The Ontario Line virtual open house will cover East Harbour, Leslieville/Riverside and Gerrard. It will take place on Thursday, April 22 starting at 6:30pm.

We ask that you please circulate this engagement opportunity with the community. It's not as good as being together in person but we look forward to connecting with people.

Feel free to reach out if you have any questions,

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#); [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Capturing ambient sound and video information along the rail corridor - starting as early as May 4  
**Date:** Thursday, April 29, 2021 5:25:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Capturing sound and video information along the rail corridor - starting as early as May 4.pdf](#)

---

Hello [REDACTED],

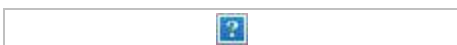
Please find attached a notice about work to capture ambient sound and video information taking place at six locations along the rail corridor using handheld video and audio recording equipment, starting as early as May 4. The information that AECOM will collect will be used to develop more public information materials about the project and measures we will be putting in place to reduce community impacts.

Work at each location is expected to take up to 4 hours, but due to weather conditions, we are anticipating it will take place intermittently over 3 weeks. The field crew will begin next Tuesday at the Queen and De Grassi, and Wardell Street locations. Once the remaining location dates have been finalized, we will provide advance notice to area residents and businesses. You can find more details in the attached notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, distributed to residents and businesses in each work area, and available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Setting up an Ontario Line meeting with Save Jimmie Simpson  
**Date:** Thursday, April 29, 2021 11:26:00 AM

---

Hello [REDACTED]

I am writing to ask for your help in setting a couple meetings between you/Save Jimmie Simpson, others from your community and representatives of the Ontario Line project team. Based on the questions you have raised in your correspondence, we'd like to propose two separate discussions, one focussed on the Ontario Line alignment and the other to discuss environmental assessments and questions about impacts.

We'd like to keep the group size under 20 to allow for a more open conversation. In order to provide a record of the discussions, Metrolinx will hire a third party to take notes and provide a summary that can be shared with you and Metrolinx at the same time. Upon mutual review we will then post these minutes on the Ontario Line website for the community at large.

In terms of timing for the two discussions, we can be flexible. Are evenings better for your group? Would the week of May 17 be possible?

Let me know if you would like to setup a call to discuss the above and thanks for your help.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th  
**Date:** Friday, May 14, 2021 10:31:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Surveying along the Ontario Line.pdf](#)

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Hi Save Jimmie Simpson,

Please find attached a notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East on May 18<sup>th</sup>. Surveying is anticipated to finish on the same day, and is being carried out to identify locates ahead of further investigative geotechnical drilling that will support the Ontario Line project design. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment which will be monitored at all times, and not be left overnight at any point. All work will be carried out within public roadways. A field crew of one or two persons will also use monitoring equipment to locate utilities in the field and may use water soluble paint marking to note their locations, while a second crew will take measurements. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials, community groups, and to area businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Saulter and Strange Street - Starting as early as May 25  
**Date:** Thursday, May 20, 2021 3:06:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Saulter and Strange Street - starting as early as May 25.pdf](#)

---

Hi Save Jimmie Simpson,

Please find attached a notice about investigative drilling work that will be taking place on Saulter Street and Strange Street, starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area, but access to and within Saulter Street and Strange Street will be maintained, with a flag person directing traffic at the work areas.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Save Jimmie Simpson - Follow up to May 7 Meeting  
**Date:** Friday, May 28, 2021 5:24:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED] and [REDACTED]

Apologies for the delay in getting back to you. Going forward, would you be interested in a biweekly touch base with myself so we can be better connected and keep the lines of communication open? If so, please let me know and I can set it up for us.

Please see attached for our answers to your questions following our meeting on May 7. I am still working to get you the measurements you asked for and will provide them soon. In the meantime, I wanted to get back to you with the information I do have along with an updated cross section that includes the existing GO tracks.

Have a great weekend,

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



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**From:** [REDACTED]  
**Sent:** May 20, 2021 4:52 PM  
**To:** Kelly Hagan <[Kelly.Hagan@metrolinx.com](mailto:Kelly.Hagan@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Save Jimmie Simpson - Follow up to May 7 Meeting

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Kelly,  
Hope you're well. I wanted to follow up on our meeting earlier this month. Attached please find a letter from Save Jimmie Simpson.  
Let me know if any questions.  
Thanks,  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25  
**Date:** Friday, May 21, 2021 2:43:00 PM  
**Attachments:** [OLine - Surveying between Logan Avenue and Pape Avenue - starting as early as May 25.pdf](#)  
[image001.png](#)

---

Hello Save Jimmie Simpson,

Please find attached a notice about continuing surveying work that will be taking place on public roadways between Logan Avenue to Pape Avenue starting as early as May 25<sup>th</sup>. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature with no anticipated noise impacts, and will be carried out using handheld and tripod-mounted equipment monitored at all times to locate utilities in the field, take measurements, and may use water-soluble paint to note their locations. The field crew will be carrying out some of the surveying overnight at two locations indicated in the notice in order to minimize disruptions to area residents and businesses. All work will be carried out within public roadways with no impacts to traffic or transit. Pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** Upcoming Metrolinx Ontario Line work in your area  
**Date:** Friday, June 18, 2021 11:26:00 AM  
**Attachments:** [OLine - Rail corridor from Queen to Gerrard - starting as early as June 24.pdf](#)  
[image003.png](#)

---

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting as early as June 24. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

The Ontario Line Community Relations team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10  
**Date:** Tuesday, June 8, 2021 3:36:00 PM  
**Attachments:** [OLine - Surveying along the Ontario Line.pdf](#)  
[image001.png](#)

---

Hello Save Jimmie Simpson,

Surveying work will be continuing on Thursday, June 10<sup>th</sup> on public roadways along the rail corridor between Eastern Avenue and Gerrard Avenue, and anticipated to be completed on the same day in order to support the Ontario Line project design. See attached for our notice.

A one or two-person crew will use monitoring and measuring equipment to locate utilities in the field and apply paint markings on the ground to note physical location of underground utilities. A second crew uses surveying equipment to take measurements of the utility locations. All work will be carried out within public roadways. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Pape Avenue near Riverdale Shopping Centre - Starting as early as June 10  
**Date:** Tuesday, June 8, 2021 1:35:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Pape Avenue near Riverdale Shopping Centre - starting as early as June 10.pdf](#)

---

Hello Save Jimmie Simpson,

Please find attached a notice about investigative drilling work that will be taking place on Pape Avenue near Riverdale Shopping Centre, starting as early as June 10. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update. Further details can be found in the notice.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**





**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** Upcoming Metrolinx Ontario Line work in your area  
**Date:** Tuesday, June 8, 2021 3:43:00 PM  
**Attachments:** [REDACTED]

---

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting as early as June 10. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work at the Gerrard-Carlaw Parkette - Starting as early as June 14  
**Date:** Wednesday, June 9, 2021 10:16:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Gerrard-Carlaw Parkette - starting as early as June 14.pdf](#)

---

Hello Save Jimmie Simpson,

Please find attached a notice about investigative drilling and environmental sampling work that will be taking place at the Gerrard-Carlaw Parkette, starting as early as June 14. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you may see in the notice, the Gerrard-Carlaw dog park will remain open to the public during work hours, with each work area secured by a 6' metal construction fence for safety. Drilling is anticipated to take place only on June 16, 2021 with the remainder of the work time scheduled for environmental sampling. No vehicles will enter the park green space, and all essential work vehicles will be parked on Gerrard Street East near the dog park entrance, with all appropriate City permits secured. Further details can be found in the notice.

This notice is being emailed to Elected Officials, community groups, and will be hand-delivered to area residents and businesses tomorrow. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Surveying from Queen to Dundas starting as early as June 17  
**Date:** Tuesday, June 15, 2021 9:37:00 PM

---

Hello [REDACTED],

Due to feedback from the community and current level of design, we have engaged a professional surveying consultant to place physical markers to represent the future location of the new retaining/noise walls from Queen Street East to Dundas Street East.

These visual markers will enable the community to see for themselves how the rail corridor will change with Ontario Line and GO Expansion plans around Bruce Mackey and Jimmie Simpson Park. For markers within the Metrolinx property boundary (within the rail corridor), we will be using wooden stakes (4' height with orange tips) placed in 10 metre intervals. Due to safety concerns and advice from City of Toronto staff, some locations that fall slightly outside our property line will not be marked. We will use digital media to communicate what these areas will look like in order to provide Riverside and Leslieville residents with the all the information.

Some notes about this project:

- This work will begin as early as Thursday, June 17 and extend as late as Sunday, June 20, 2021 from the hours of 8am to 5pm
- The surveying consultant will only place markers inside the rail corridor (within the existing fence)
- Metrolinx teams will be taking photos and video to better communicate the locations of future retaining/noise walls in this area

Let us know if you have any questions or concerns,

Daryl

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work within the Metrolinx rail corridor from Queen Street East to Gerrard Street East - Starting as early as June 24  
**Date:** Friday, June 18, 2021 11:20:00 AM  
**Attachments:** [REDACTED]

---

Hello Save Jimmie Simpson,

Please find attached a notice about investigative drilling work that will be taking place within the Metrolinx rail corridor from Queen Street East to Gerrard Street East, starting as early as June 24. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The field crew will access the Metrolinx rail corridor from 383 Eastern Avenue, and permission to enter has been secured with the property owner. Further details can be found in the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Gerrard Street East near Carlaw Avenue - Starting as early as June 25  
**Date:** Monday, July 12, 2021 4:01:00 PM  
**Attachments:** [OLine - Gerrard near Carlaw - starting as early as June 25.pdf](#)  
[image001.png](#)  
[image002.png](#)

---

Hello Save Jimmie Simpson,

Following up to inform you that unfortunately due to mechanical problem of the drill rig, the work below was not completed. They expect to return on **Wednesday, July 14** to complete the remaining work.

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

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



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**From:** Ontario Line  
**Sent:** June 22, 2021 10:49 AM  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on Gerrard Street East near Carlaw Avenue - Starting as early as June 25

Hello Save Jimmie Simpson,

Please find attached a notice about upcoming investigative drilling work on Gerrard Street East near Carlaw Avenue, starting as early as June 25. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, a single westbound lane will be temporarily closed during work hours, and a Paid Duty Officer will be onsite to help direct traffic. Further details can be found in the attached notice.

This notice is being emailed to Elected Officials and community groups, as well as hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Overnight surveying work on and near Gerrard Street East and Carlaw Avenue - Starting as early as June 29  
**Date:** Thursday, June 24, 2021 4:20:00 PM  
**Attachments:** [image001.png](#)  
[OLine - Overnight surveying on and near Gerrard Street East and Carlaw Avenue - starting as early as June 29.pdf](#)

---

Hello Save Jimmie Simpson,

Please find attached a notice about continuing overnight surveying work that will be taking place on and near Gerrard Street East and Carlaw Avenue, starting as early as June 29. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

The work is non-intrusive in nature with no anticipated noise impacts, and will be carried out using handheld and tripod-mounted equipment monitored at all times to locate utilities in the field, take measurements, and may use water-soluble paint to note their locations. The field crew will be carrying out surveying overnight in order to minimize disruptions to area residents and businesses. There will be no impacts to traffic or transit, and pedestrian access on sidewalks will be maintained at all times. Please see attached for the notice.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, and will also be available on our website.

Please let us know if you have any questions.

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Investigative drilling work on the laneway off Paisley Avenue  
**Date:** Thursday, July 15, 2021 4:55:00 PM  
**Attachments:** [OLine - Laneway off Paisley Avenue - starting as early as July 19.pdf](#)  
[image002.jpg](#)

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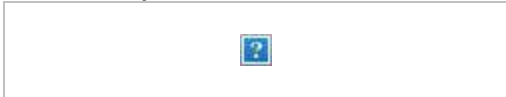
Good evening,

Please find attached a notice informing the community that **Metrolinx will be using small drill rigs and trucks to gather information and evaluate underground conditions.** Using this information, Metrolinx can begin to determine the construction approach for this project.

Please let us know if you have any questions.

Regards

**Lancefield Morgan**  
Community Relations and Issues Advisor



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** New Metrolinx Ontario Line Community Notice - Investigative drilling work on the laneway off Logan Avenue - Starting as early as July 22  
**Date:** Tuesday, July 20, 2021 9:55:00 AM  
**Attachments:** [REDACTED] [y off Logan Avenue - starting as early as July 22.pdf](#)  
[image001.png](#)

---

Hello Save Jimmie Simpson,

Please find attached a notice about upcoming investigative drilling work on the laneway off Logan Avenue, starting as early as July 22. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

As you will see in the notice, some parking may be inaccessible during drilling work hours in the corresponding work area. We have advised on the notice that residents with vehicles parked near the work area may wish to move their vehicles before 7 a.m. Access to and within the laneway will be maintained, with a flag person directing traffic at the work area. Further details can be found in the attached notice.

This notice is being emailed to Elected Officials and community groups, as well as hand-delivered to area residents and businesses. It will also be carried by field crew carrying out the work, and be available on our website.

Please let us know if you have any questions.

The Ontario Line Community Relations team

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Investigative drilling work on Tiverton Avenue Starting as early as July 27, 2021  
**Date:** Thursday, July 22, 2021 11:44:00 AM  
**Attachments:** [OLine - Tiverton Avenue - starting as early as July 27.pdf](#)  
[image002.png](#)

---

Good afternoon

Please see the attached notice for upcoming work along Tiverton Ave. Metrolinx will be using small drill rigs and trucks to gather information and evaluate underground conditions.

Additional detail can be found in the notice attached. The Community Relations team will share with local residents, but please feel free to contact our office if you have any questions.

Regards

The Ontario Line Community Relations team

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx Community Notice - Overnight investigative drilling work on Dundas Street East near Wardell Street - Starting as early as August 3  
**Date:** Wednesday, July 28, 2021 4:35:00 PM  
**Attachments:** [OLine - Overnight Investigative Drilling on Dundas near Wardell - starting as early as August 3.pdf](#)  
[image001.png](#)

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Hello Save Jimmie Simpson,

Please find attached a notice about overnight investigative drilling work on Dundas Street East near Wardell Street, starting as early as August 3rd. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

This notice is being emailed to Elected Officials and community groups. It will also be carried by field crew carrying out the work, was dropped off to residents in the area today, and will be available on our website.

Please let us know if you have any questions,

**The Ontario Line Community Relations Team**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street - starting as early as August 3  
**Date:** Thursday, July 29, 2021 5:26:00 PM  
**Attachments:** [OLine - Parking lot near Queen Street East and Strange Street - starting as early as August 3.pdf](#)

---

Good afternoon Save Jimmie Simpson,

Please see the attached notice for upcoming geotechnical drilling work at the parking lot near Queen Street East and Strange Street starting as early as August 3, 2021. This work has been coordinated closely with Fontbonne Ministries. There are two days of investigative drilling (August 4 & 5) from the hours of 5pm to 10pm.

Please feel free to contact our office if you have any questions about this work.

Regards,

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Surveying Property Boundaries from Eastern Avenue to Queen Street East  
**Date:** Thursday, July 29, 2021 9:59:00 AM  
**Attachments:** [OLine - Surveying from Eastern Avenue to Queen Street East - starting as early as August 2.pdf](#)

---

Good morning

Please see the attached notice for upcoming surveying work. As early as August 2, 2021 crews will use GPS equipment to place stakes with coloured tips to visually define property lines. No noise or disturbance is expected from this work. Please feel free to contact our office if you have any questions about this work.

Regards

**The Ontario Line Community Relations Team**

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]; [REDACTED]  
**Subject:** Re: Standards council of Canada  
**Date:** Monday, September 20, 2021 5:09:58 PM

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Daryl! Thanks for the updated information. Regarding the 'CMREA risk evaluation process," does the public have access to this and where would we get it and when?

Thank you.

[REDACTED]

On Mon., Sep. 20, 2021, 3:50 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Apologies for the delay in getting this to you. Many teams had to provide input.

I'm pleased to give you an update on some of the safety guidelines and approaches that we are taking for the GO Lakeshore and Ontario Line joint corridor.

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

The risk assessments carried out by the contractor throughout the design, construction and operation phases of the project are based on [CSA EXP11, Canadian method for risk evaluation and assessment for railway systems \(CMREA\)](#) which Metrolinx worked with the Canadian Standards Association (CSA) to create. The CMREA sets out requirements for evaluating the significance of changes being

made to a railway as well as detailed requirements for the corresponding risk management process and criteria for independent assessment by an independent safety assessor (ISA.) The Working Group for the development of the CMREA included representatives from Metrolinx, the private sector, and the Ontario Ministry of Transportation. Based on the European Union's Commission Implementing Regulations (EU) No. 402/2013 of April 30, 2013 on the common safety method for risk evaluation and assessment, CMREA introduces into Canada best practices as established and widely implemented in Europe for making any change to a railway system that is technical, operational, or organizational in nature.

**The framework for SCC:** accredited safety assessor reviews and evaluates safety risks in the operation of the Ontario Line provided by the contractor, including possible interactions and any proposed mitigations with adjacent railways, property and associated facilities.

**Regarding set-back distances from the railway right-of way to adjacent properties:** we can confirm this has been considered and reviewed. Metrolinx has carried out initial risk assessments both for the railway system as a whole, and specifically related to the alignment of the railway through the Lakeshore East and Lakeshore West corridors. Continued evolution risk assessments are carried out by the design team throughout the design process, ensuring that if risks are discovered, mitigations are created and captured in the design and construction of the project.

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

On your question of noise and vibration, Metrolinx is working closely with the Ministry of the Environment on the standards which have been developed and will be incorporated into the project contract for the constructor to follow. More details will be shared in the upcoming Lakeshore East Joint Corridor Early Works Report which will be released to the public this fall.

Happy to answer any additional questions you have or organize a meeting to discuss further,

Daryl

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**From:** [REDACTED]  
**Sent:** August 19, 2021 10:45 AM  
**To:** [REDACTED]  
**Subject:** Re: Standards council of Canada

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**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Daryl,

Following up on this email.

Thanks, [REDACTED]

On Tue., Aug. 10, 2021, 9:24 p.m. [REDACTED] wrote:

Hi Daryl,

Could you please provide the scope of work undertaken by Standards Council of Canada (SCC)? In particular, I'd like to know if SCC will address the proximity issues.

- Will SCC carry out quantitative analysis and literature review to ascertain health concerns around noise and vibration (both during years of construction and the subsequent operational phase)?
- Will it address safety setback distance for residents who live around the rail corridor?

Thanks,

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Work on tracks?  
**Date:** Thursday, August 19, 2021 1:11:00 PM

---

Hi [REDACTED]

I got a similar report from [REDACTED] and I am investigating now.

Daryl

---

**From:** [REDACTED]  
**Sent:** August 19, 2021 11:55 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]; [REDACTED]  
**Subject:** Work on tracks?

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Hi there,

I'm hearing reports that there is a heavy machinery on the tracks near Booth ave/Paisley. Could you please verify what this may be? We haven't been advised of any work on the tracks.

Thanks,

[REDACTED]



**From:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: N&V Data  
**Date:** Thursday, September 16, 2021 4:22:00 PM

---

Sorry for all the emails.

Clarifying that we can meet directly with the South Riverdale Community Health Centre and Ronald Macfarlane to walk them through the findings and data within the environmental report.

Daryl

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**From:** Ontario Line  
**Sent:** September 16, 2021 4:12 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: N&V Data

Hi [REDACTED]

Following up here.

Would your team be interested in a meeting with our noise and vibration experts so we can walk you through the findings of the Lakeshore East Joint Corridor environmental report after the release?

We offered the same briefing with the LSE CAC. I understand your preference is for us to engage [REDACTED]'s team but I wanted to offer the opportunity anyways.

Thank you,

Daryl

---

**From:** Ontario Line  
**Sent:** September 15, 2021 9:48 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: N&V Data

Hi [REDACTED]

The environmental report for Riverside and Leslieville is currently tracking for public release on **September 23<sup>rd</sup>**. I will keep you updated if this date changes.

Daryl

---

**From:** [REDACTED]  
**Sent:** September 13, 2021 10:01 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED] >  
**Subject:** Re: N&V Data

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Thanks for looking into it, Daryl. Is the report still expected to be published on Sept 15?

[REDACTED]

On Mon., Sep. 13, 2021, 3:46 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Unfortunately, we cannot share the noise and vibration data as there is still additional approvals and verification underway. The release of this environmental report is tracking for the second half of September.

Once it is released to the public, I plan to send a notification to all area community groups and BIAs so they have access to it ASAP.

Daryl

---

**From:** Ontario Line  
**Sent:** September 8, 2021 1:44 PM  
**To:** [REDACTED]  
**Cc:** Save Jimmie Simpson <[savejimsimpson@gmail.com](mailto:savejimsimpson@gmail.com)>  
**Subject:** RE: N&V Data

Good afternoon [REDACTED]

Thanks for your email. I am going to check in with our teams to see if the noise and vibration data is ready to share. I understand there is still additional approvals and verification underway before it can be shared with any member of the public. The release of this environmental report is tracking for the second half of September.

I have not forgotten about your safety question / Standards Council of Canada. I am waiting for one team member to review the response for accuracy and once that is complete, I will share it with you directly.

While I have you, I want to draw attention to the virtual open house on September 23<sup>rd</sup>. Residents

in Riverside and Leslieville can sign up [here](#). Our third party consultant will be reaching out shortly to schedule a briefing with your community group ahead of the open house.

Talk to you soon,

Daryl

---

**From:** [REDACTED]  
**Sent:** September 7, 2021 2:32 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** N&V Data

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Hi there,

Save Jimmie Simpson and South Riverdale Community Health Centre have commissioned a Health Impact Assessment in order to understand the impact of the above ground Ontario Line in our neighbourhood.

Metrolinx has confirmed that it will not consider health impacts as part of their environmental assessment. We believe the final Ontario Line design must reflect any potential impact on public health and community safety.

I understand the noise and vibration data is expected next week. I'm writing to ask if you're able to release N&V data earlier so that it can be incorporated into the HIA.

We will not publicize the data other than with the consultant who is carrying out the research. Please advise if you are able to send an advance copy of the N&V data.

Thanks,

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: #home within 100m of corridor  
**Date:** Tuesday, October 26, 2021 11:13:00 AM

---

Hi [REDACTED]

I checked with the team and we do not have that information re: homes within 100 metres from the joint corridor. AECOM got that information for homes for the purposes of mailouts. They used MPAC which requires a turnaround of a few weeks and a monetary fee.

Best,

Daryl

---

**From:** [REDACTED]  
**Sent:** October 24, 2021 10:33 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** #home within 100m of corridor

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Hi Daryl,

Early Works report says 365 homes are within 30 metres from the corridor. How many homes are within 100 metre of the joint corridor?

Thanks,

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Unacceptable tree removal in Riverside Corridor  
**Date:** Monday, January 17, 2022 11:53:00 AM  
**Attachments:** [REDACTED] [Cross Section.jpg](#)  
[image002.png](#)

---

Hello,

I hope you're doing well. In regards to your previous email, crews have started tree removal in the joint in preparation for the future GO electrification. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) addendum identified all trees within the Metrolinx corridor that are within approximately seven meters from the outside track will be removed – this is the work that is taking place now. We are currently only removing the trees from the south side of the tracks of the Lakeshore East Rail Corridor, on the side where the GO Trains will run, between Eastern Avenue and Gerrard Street East. Read the notice [here](#).

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to make sure the city and the region stay green as we deliver more sustainable travel options. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Regarding the Ontario Line environmental assessment, the Lakeshore East Joint Corridor Early Works Report is now complete and [posted online](#). Any Ontario Line-related tree removals may happen as early as Fall 2022.

Learn more about the environmental assessment process for the Ontario Line [here](#).

Thank you,

**Katiana Moussa**

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Unacceptable tree removal in Riverside Corridor  
**Date:** Thursday, January 13, 2022 1:44:00 PM  
**Attachments:** [image002.png](#)

---

Hello,

Thank you for sending in your question and concern. We are working on getting you answers in the coming days.

Thank you,

## Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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---

**From:** [REDACTED]  
**Sent:** January 10, 2022 9:07 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED] <premier@ontario.ca>; Councillor Fletcher <councillor\_fletcher@toronto.ca>; tabunsp-co@ndp.on.ca; Dabrusin, Julie - M.P. <Julie.Dabrusin@parl.gc.ca>  
**Subject:** Re: Unacceptable tree removal in Riverside Corridor

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Hi there,

Here's an image of the RER fitting into the exiting track arrangement (below). Metrolinx is removing trees well beyond 7 metres from track centreline. They cut right to the Jimmie Simpson building, so we believe they are removing trees based on the proposed 6 lane rail corridor with the above ground Ontario Line.

Since the environmental impact assessment report has not even been published yet, this tree removal assuming the above ground OL necessarily breaches federal funding conditions.

We strongly urge an immediate halt to any further tree destruction until the public has been consulted.

On Mon., Jan. 10, 2022, 1:16 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi ,

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. The trees being removed in Metrolinx’s right of way in this section of the corridor would have been removed as part of the GO Expansion program, regardless of whether or not the Ontario Line was above or below ground.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx’s Vegetation Guideline is based on the Toronto Region Conservation Authority’s own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities, like we have already done a couple of times.

Regarding the Ontario Line environmental assessment, the Lakeshore East Joint Corridor Early Works Report is now complete and [posted online](#), including the noise modelling assessment between Don River to Carlaw Avenue referenced below (which is specific to cumulative operational noise for both GO Expansion and Ontario Line, and not vegetation). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Read more about our [re-forestation](#) plans and [free firewood](#) giveaways and an [explainer video](#) as

to why this removal is important.

Learn more about the environmental assessment process for the Ontario Line [here](#).

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

## Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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---

**From:** [REDACTED]

**Sent:** January 4, 2022 6:59 PM

**To:** [premier@ontario.ca](mailto:premier@ontario.ca); Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>;  
[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca); [tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca); [Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca);

[REDACTED]

**Subject:** Unacceptable tree removal in Riverside Corridor

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Today's tree cutting by Metrolinx is both premature and unscrupulous. The timing is particularly egregious as we're just entering another lockdown when parks and greenspaces will play a critical role in keeping all of us mentally and physically sane.

The community's position is that there must not be any vegetation removal nor construction work that presumes an above-ground OL in the joint corridor (between Pape and Eastern Ave.) carried out until Environmental Impact Assessment Report (EIAR) and Board of Health response have been made public and the community has been properly consulted.

- The environmental impact assessment report that examines the cumulative impact of GO, VIA, freight and OL has yet to be published or reviewed.

- The public has not been consulted on ANY alternatives that mitigate impacts on host communities.



- Metrolinx has not costed out the hybrid underground option as requested by the City of Toronto.

- Metrolinx has ignored the potential health impacts for thousands of South Riverdale residents. Our community paid for our own Health Impact Assessment because Metrolinx's flawed EA will not look at health impacts.

- The Board of Health is reviewing the above vs underground OL Health Impact Assessment. Since Metrolinx itself will not engage any public health experts, the assessment of Board of Health should be carefully considered before any further actions are taken.

Please take notice that there remain far too many outstanding concerns that have gone without response and yet Metrolinx has reverted decisions to bury the line in both Etobicoke and Royal Orchard/Thornhill - both of which had far lesser impacts to surrounding homes and businesses and both prove out that Metrolinx is capable of doing the right thing when it matters.

With on ground rail and an increase of + 1500 train movements in riverside per day, The city of Toronto will have unending costs including unreliable delays to transit as surface trains will struggle in snow and sleet as well as mental and physical health matters - additional suicide along the line, graffiti removal and other costs such as failed businesses that will be the result of this short sighted decision that failed to include several details - beginning with the cost of tearing down and rebuilding the 5 main bridges along the Go line, to the cost of the "noise barrier" along with unclear unexplained budget that will need to be set aside for the unending graffiti that will invariably begin to surface with the introduction of several kilometres of horrendous "walls" that will need to be erected. This project is so far from best in class in so many ways - most notably in how lacking of detail and transparency it is! We still don't even have station drawings but Mx is cutting down trees!? Completely unacceptable.

A concerned resident who is considering leaving Toronto for good,

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| attachments.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Working Group Invitation  
**Date:** Wednesday, January 19, 2022 2:05:00 PM  
**Attachments:** [image003.png](#)  
[image002.png](#)  
[image003.png](#)  
[image003.png](#)

---

Hello [REDACTED],

As you know, Metrolinx will be installing new noise and retaining walls along the rail corridor between Eastern Avenue and Pape Avenue as we work to expand the existing GO rail corridor to accommodate the GO Expansion and Ontario Line projects. You may recall, Metrolinx invited the community to participate in a survey about the future retaining, noise walls, landscape design, and vegetation plans along the joint rail corridor. The results from those who participated in the community survey, which will be shared shortly, will help shape plans for the design elements of the walls, landscape, trees, and vegetation solutions. As we work to ensure plans are well integrated into the community, we are organizing a working group to further discuss the design and vegetation elements in the joint corridor.

Given your interest and advocacy within the community, we would to invite you to the working group discussion on Monday January 24th at 4pm to 5:30 pm. At this meeting we will provide you with an overview on the results of the community survey, seek your input and thoughts on the future design elements and share next steps with you.

Please RSVP by responding to this email by EOD Friday, January 21st to advise of your participation.

I appreciate how busy everyone is and do hope you will be able to join the discussion.

Thank you,

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Tabuns - QP, Peter](#); [Councillor Fletcher](#); [Mark Clancy](#); [Dabrusin, Julie - M.P.](#)  
**Subject:** Attn: Mark Clancy  
**Date:** Monday, January 31, 2022 4:48:09 PM  
**Attachments:** [2022 01 31 Open Letter to Mx re working grp.pdf](#)

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## An Open Letter to Metrolinx regarding “Design Working Group” participation

Mark Clancy,  
Senior Manager, Community Engagement (Subway Program)  
Metrolinx  
[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

Re: Invitation to participate in “Design Excellence Working Group”.

January 31 2022

Dear Mr. Clancy.

██████████ would welcome an opportunity to be involved in consultation with Metrolinx if this were to be on fundamental decisions about the Ontario Line, for example, the alignment (above or underground) and choice of station locations. ██████ is not, however, willing to engage with any of the Ontario Line ‘consultation’ processes offered by Metrolinx thus far, for the following reasons:

- Metrolinx has released no detailed budget, no details on financing or procurement processes, and no ‘value for money’ assessment of the Ontario Line.
- No information regarding consideration of any other potential routes has been supplied, and no comprehensive justification for the chosen above-ground alignment on the joint corridor has been given.
- In spite of repeated requests from Toronto City Council and our community, Metrolinx has not addressed costing or any other pertinent aspect of the underground option supported by our neighbourhood. (The facile statement that it’s too costly is questionable at best.)
- Metrolinx has not yet released any environmental impact assessment information for this part of the OL. For example, our requests for maximum sound levels (Lmax) for the cumulative impact of 1,500+ OL, GO, VIA and freight trains have gone unanswered.
- The community-funded [Health Impact Assessment](#), jointly submitted ██████████ ██████████ provides clear evidence of increased negative community health impacts of an above-ground OL alignment as compared to an underground line. Yet this has been ignored by Metrolinx.





- Metrolinx has repeatedly demonstrated that it has no understanding of or interest in real community engagement. We can think of no example of their so-called consultations that has resulted in any substantive changes to their positions or plans.

Additional reasons for our unwillingness to participate in the “Joint Corridor Design Excellence Working Group” are:

- This working group process assumes and furthers plans for an above-ground alignment which [REDACTED] (and community members, as demonstrated by your survey responses) does not support.
- Participation in such a working group gives credence to inaccurate statements about how Metrolinx has ‘consulted with the community’.
- Based on your slide deck, the proposed working group comprises 28 individuals, of which 10 are from Metrolinx and only a maximum of 9 are actual community members.
- Community members who are least empowered and will be most negatively affected by these projects are not represented in the working group.

Up to now, Metrolinx has made all substantive OL decisions behind closed doors. Holding a working group on unimportant matters like the design of the proposed noise wall is merely tokenism. Please remove our names as prospective members of this working group. We will be very pleased to offer our input when Metrolinx is interested in meaningful dialogue about key issues

Thank you for your attention.

[REDACTED]  
[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Environmental Impact Assessment Report  
**Date:** Tuesday, February 8, 2022 11:42:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- SaveTPARK



**From:** [REDACTED]  
**To:** [Ontario Line; Chair of Metrolinx](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Move the Train Yard from Thorncliffe Park  
**Date:** Friday, January 21, 2022 11:04:14 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[TRCA Limits Overlay - Metrolinx Proposal - January 2022.pdf](#)  
[TRCA Limits Overlay - SaveTPARK's Alternative - January 2022.pdf](#)

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Dear Mr. Clancy and Mr. Chair,

Our comments are as follows:

### **50 Meter Setback**

We are questioning your position on the 50 meter setback being from the top of slope and wanted to ensure that was your position. Now that we know your position, we will seek professional guidance on whether this is true or whether the set back should be measured from the toe of slope.

See attached for two drawings - the first one overlays the TRCA limits on your arbitrary proposal and the second overlays on the alternative that the community has proposed. The crest of slope and buffer that we are showing matches the area regulated by TRCA. Based on available TRCA's information, our alternative proposal would not be within the regulated area for the east slope (where you have a 50m buffer). Please let us know if you need us to reference the TRCA guidelines we have informed ourselves from.

*Question:* Why are you continually manipulating the data and obvious facts to discount SaveTPARK's alternative?

### **City of Toronto Job Numbers**

We know the City of Toronto Employment Survey was so critical to your decision. Hence, we are simply asking for a copy of this jobs data that you analyzed to publish your numbers.

Our analysis shows that 1,247 jobs are being impacted in Thorncliffe Park while only 426 would be impacted in our alternative. Furthermore, your claims on the Wicksteed/Leaside job losses are not substantiated.

*Question:* Once again, please email us the jobs data in its raw format and the summary that you published for decision makers. Is there an issue in sending us the data?

### **300 New Employment Opportunities**

As you know, there is no accountability to your assertion as the jobs that you are referring to go union shops and Metrolinx has no say as to who they hire. From past experience, everyone knows your "300 New Employment Opportunities" is empty promise.

What we should be talking about is the thousands of jobs that Metrolinx is eliminating by building a train yard next to a train station and preventing transit oriented development.

*Question:* What is your calculation for the number of jobs that is being stolen from our community by neutering transit oriented development?

*Question:* Other than the few window cleaners and winter mat changers, how many real career opportunities have Metrolinx provided to the Jane-Finch and Black Creek-Eglinton communities?

### **Challenge of Building Infrastructure**

We understand building infrastructure is difficult. A significant majority of the community did not oppose the train line on Overlea. That opposition, if any, came from representatives of the 3% of our population - who are the only home owners in this community and coincidentally non-ethnic. Metrolinx chose to listen to this 3% and moved the line for them so that it would not be close to their windows.

Over 10,000 people in our community said a clear NO to the train yard and (i) showed your process arbitrary and (ii) provided a legitimate alternative in an adjacent industrial park that houses a cement operation, a chemical plant and a architect office, etc. A location that is best served to host a train yard and a location that not directly next to 30,000 residents.

*Question:* Why does Metrolinx choose marginalized communities, like Jane-Finch, Black Creek-Eglinton, and now Thorncliffe Park to place the most undesirable element of large infrastructure projects?

We look forward to hearing from you in a reasonable time frame (ie. less than 2 weeks).



---

**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** January 10, 2022 7:12 PM

**To:** [REDACTED] Ontario Line <ontarioline@metrolinx.com>; Chair of Metrolinx <Chair@metrolinx.com>

**Cc:** [REDACTED]

**Subject:** RE: Move the Train Yard from Thorncliffe Park

Dear [REDACTED]

Please accept my sincerest apologies for the delay in responding to your email.

I am not certain what additional information you require regarding the 50 meter buffer for the slope. As we previously stated, the set back is from the top of the slope. Having structures built closer to the top of the slope is not feasible due to the considerable slope stabilization and significant impacts to the TRCA lands.

With respect to your request for our jobs data, as you know the City of Toronto Employment Survey was central to all the employment comparisons, while other sources such as the City of Toronto Official Plan and the Transportation Tomorrow Survey (TTS) were also used when appropriate. Throughout this Metrolinx, consulted with the City of Toronto's Economic Development team.

I would also like to reiterate that the new MSF will bring up to 300 new employment opportunities to the community through long-term operations and even more through construction. These additional jobs will further contribute to the economic well being of the community.

We know it is very challenging to build transit infrastructure in established neighbourhoods. We also know that building more transit is a catalyst to help shape the future of community building, development and growth. With the new Ontario Line serving the community of Thorncliffe Park and Flemingdon Park, along with the new connection to the Eglinton Crosstown, we anticipate additional benefits to the community far beyond the benefits the new subway line will bring. Benefits that help the community thrive and grow for years to come.

As always, we appreciate your interest in this project and we look forward to working with you and the entire community as we bring much needed transit to the neighbourhood.

Sincerely,

Mark Clancy  
Senior Manager, Community Engagement, Subways Program  
Metrolinx

---

**From:** [REDACTED]  
**Sent:** December 15, 2021 6:59 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Move the Train Yard from Thorncliffe Park

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Mr. Chair, Mr. Clancy and Board,

Thank you for the general information that you have provided. It is not a direct answer to our question to our 50 meter buffer question for the slope.

We understand that Metrolinx manipulated the jobs data - hence, they are not aligned. We still ask that you email us your data.

[REDACTED]

ps. We will be sending a separate email re your payoff of the local Thorncliffe Park mosque.

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** December 12, 2021 12:08 PM  
**To:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** RE: Move the Train Yard from Thorncliffe Park

Dear [REDACTED],

Thank you for your message to the Chair of Metrolinx and myself, dated November 25<sup>th</sup>. I am happy to respond to your questions in more detail.

- **For the SaveTPARK Alternative Site, is Metrolinx measuring the 50m setback from the top of slope or from the toe of the slope?**
  - The calculated set-back must be applied to the top of the slope. The Ontario Ministry of Natural Resources guideline requires that all new developments be placed behind the crest of the slope at a distance equal to the toe erosion plus the required setback to achieve a factor of safety of 1.5. While some items discussed (i.e., toe erosion) would initially occur at the bottom of the slope, the sloughing of soil and subsequent steepening of the slope can affect the entire slope. Therefore, placement of the new developments at the top of the slope must consider this set-back in addition to the set-back required for slope stability.
- **What makes the slope in our alternative so special? (re: slope integrity issue)**
  - The slope for the lands being assessed for the Thorncliffe Park alternative is different from the lands at 40 Beth Neilson in their scale and prominence. Using a conventional slope stabilization method, such as soil nails or slope armouring, would require tree cover removal from almost the whole of this slope of the West Don River Valley. Early project concepts contemplated facilities in this location, but after reviewing with the Toronto and Region Conservation Authority (TRCA) impacts on this slope, which is highly visible from neighbouring lands, including the Ontario Science Centre, they were deemed not acceptable to the TRCA and not pursued further.
  - We are making use of slope stabilization at 40 Beth Neilson Drive; however, this application of slope stabilization is of a smaller scale and will be accompanied by construction of a new retaining wall serving the guideway because of track encroachment to the slope. Therefore, the slope stabilization in that area did not have additional environmental impact above and beyond what was needed to build the main track over the slope. Subsequently, this combination of walls and stabilization methods was acceptable to the TRCA.
- **Have we considered the development potential of the MSF lands?**

- The position of the OMSF has been specifically setback from the Overlea frontage in order to permit future development along Overlea adjacent to the future station to occur. While the position of the OMSF will reduce the overall lands available for this purpose the approach being taken is being used to balance the needs for the maintenance of the Ontario Line, while permitting future growth to still occur.

As previously stated, all figures regarding impacted jobs were directly drawn from the [2019 Toronto Employment Survey](#), as supplied to the Ontario Line Technical Advisor team by the City of Toronto. It is our understanding that SaveTPark also received jobs data from the City of Toronto, and we recognize that the databases may not align. We would like to meet with you to compare the databases so that we understand the basis of these numbers and the employment impact being used for the Metrolinx base case and SaveTPark alternative for the MSF.

We would also be happy to discuss any of the other issues raised in your email at a mutually convenient date and time. Please do not hesitate to contact me to arrange a meeting.

Sincerely,  
Mark Clancy

---

**From:** [REDACTED]  
**Sent:** November 25, 2021 7:53 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Move the Train Yard from Thorncliffe Park

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Mr. Clancy/Mr. Chair,

Thank you for your response.

As you, the Board and management of Metrolinx are well aware, constructive dialogue and progress is only fostered by factual and transparent information. Unfortunately, we are not at that stage, including Mr. Verster's appearance on CBC Metro Morning Radio this morning. Using zoning of lands as a reason is pathetic.

In general, re-engineering answers to fit a site selected from a desktop selection process is difficult, I appreciate how Metrolinx's position and answers need to be continuously adapted when being questioned – I do not envy this responsibility.

I appreciate Metrolinx acknowledging that the distances between the rail banks and rail lines were increased and these increases hinders SaveTPARK's alternative. We are in the process of fact checking your reasons. As usual, your responses and reasons are well wordsmithed to sound logical and reasonable, but when looked at in detail are found to be manipulated.

Regarding the setback, I appreciate the 1.5 safety factor. For the SaveTPARK Alternative Site, is Metrolinx measuring the 50m setback from the top of slope or from the toe of the slope? Please provide us with a clear answer on this question.

Regarding slope integrity, I appreciate this is a geotechnical issue and it will cost money to reinforce and keep stable, if this needs to be done. However, Metrolinx constantly faces this challenge. What makes the slope in our alternative so special? In addition, it is my understanding that on the 40 Beth Neilson Dr site, where the maintenance buildings are planned for, is a former landfill site. How is Metrolinx ensuring the stability of those grounds? If you can make a former landfill site stable, I am sure you can do so within our alternative on lands that do not have such negative characteristics.

Regarding jobs, please forward the database Metrolinx is using. We would like to analyze Metrolinx's data – you would agree that it is odd that the same database would yield different results. Without manipulation, the database would show that MORE JOBS are permanently being impacted in Thorncliffe Park. Without manipulation, the database would show that LIMITED NUMBER OF JOBS would be permanently impacted with SaveTPARK's alternative.

One other point regarding the debate over whose numbers are accurate for jobs lost, etc., each station proposed is precious. There is a far greater permanent loss by not taking full advantage of it. I am sure Metrolinx get this. Like many other transit projects, it should be a catalyst to bring new life into an area, increase access to higher density residential, jobs and revitalized community space – all of which are much needed in Thorncliffe Park. Placing the yard directly beside the station is a lost opportunity to make the most of that station, and contrary to the greater goal of sustainably connecting as many people and jobs as possible. Has Metrolinx calculated this loss opportunity?

Look forward to your answers to the above questions and a copy of your jobs database.



ps. Dumping the most unsavory elements of large infrastructure projects in minority communities is an old play, but one that is often effective because they come with little resistance. As you have seen, we are trying to rewrite history for Thorncliffe. To be on the right side of history, Metrolinx should rewrite the "old play" for your part of the playbook.

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** November 10, 2021 5:24 PM

**To:** [REDACTED] Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** RE: Move the Train Yard from Thorncliffe Park

Dear [REDACTED]

Thank you for your message to the Chair of Metrolinx, dated October 25<sup>th</sup>. I am happy to respond to your concerns, and I hope that we can build upon this correspondence with a meeting to discuss these issues in more detail.

I will respond to the points raised in your email individually, but first I'd like to begin with a more general comment – the nature of a long engagement process means that plans are initially shared at a very early level of planning and design. As teams do their due diligence and consider designs more carefully, refinements will be made concurrently with the ongoing engagement. These changes will be apparent to the public, and this is by design – we work to be transparent about our plans at a given point in time, any reasoning behind our decisions, and about any changes that are made along the way.

To address your individual points:

- *positioning the Ontario Line in such a way to artificially reduce available property at the alternative site*

Since we first announced our site selection for the maintenance and storage facility (MSF), the precise alignment has continued to develop with minor variations. We did not make this or any other change to artificially reduce available land for an alternative site, we are simply refining our plans as described above.

- *changing the distance between the rail banks (groups of tracks) from 10 meters to 18 meters in order to artificially reduce the available property*

The space between banks of trains has increased from 10m to 17m. The spacing between groups of stored trains is determined by the connection of the switches to the east-west running tracks. For a low risk of derailment, the switches need to have adequate space between the moving parts. The switch spacing also determines the distance between the tracks from the switches northward to the curves. While spacing at the north end of the storage could be reduced, the spacing at the south of



the train storage and the connection spacing would stay the same. Any narrowing of the tracks to the north would not be sufficient to add additional storage lanes.

- *changing the distance between the rail lines within the rail banks from 5.2 meters to 5.8 meters in order to artificially reduce the available property*

As plans developed, we moved train storage onto the curve of the track to maximize storage space. We made this decision because of the nature of the site, but train storage on curved track is not generally considered a best practice. The trains will take up more space stored side to side due to the way the trains move where cars connect. To allow for this additional sway, we provided a slight increase in the track centres to ensure adequate clearance.

- *creating a new setback requirement on lands that have been in use for decades, you introduced a 50 meter setback in an area where the setback is 15 meters, thereby artificially reducing the available land*

The setbacks shown are based on geotechnical and geomorphological (landforms and sediments) studies of the slope and vary based on the location and the specific conditions, in accordance with the regulatory requirements of the Toronto Regional Conservation Authority. The setbacks consist of both:

1. An erosion setback to protect the stability of the natural slope caused by the gradual changes in the path of the creeks and rivers. For the West Don River this setback is 15m from a point just north of Wicksteed to the connection with the Walmsley Brook Valley. North of this point the erosion setback reduces to 5m as the river moves away from the slope. For the Walmsley Brook Valley this setback is a uniform 8m along its length.
2. A geo-technical setback to maintain a factor of safety of 1.5 times the slope capacity, which puts this zone at 35m on the West Don Slope and 10m on the Walmsley Brook slope.

The overall setbacks combine both these factors and are based on the TRCA's regulation. The portion of the slope south of Wicksteed is setback 50m - the largest setback area and the area where the existing slope is stable (the long-term stable top of slope). Under TRCA regulation they can claim an additional 10m setback beyond the long-term stable top of the slope.

In order to reduce these setbacks, slope stabilisation would need to be used, which would have significant impacts on the forested valley slope and we are not planning to do this. (Local slope stabilisation is necessary in the areas around the guideway abutments and the guideway retaining wall facing the Walmsley Brook Valley.)

The existing building at 255 Wicksteed was constructed before the current TRCA regulations were in place.

- *Regarding community impacts and employee counts*

All figures regarding impacted jobs were directly drawn from the 2019 Toronto Employment Survey, as supplied to the Ontario Line Technical Advisor team by the City of Toronto. It is our understanding

that SaveTPark also received jobs data from the City of Toronto, and we recognize that the databases may not align.

We would like to meet with you to compare the databases so that we understand the basis of these numbers and the employment impact being used for the Metrolinx base case and SaveTPark alternative for the MSF. We would also be happy to discuss any of the other issues raised in your email, and we will reach out in the coming days to arrange a time.

Best regards,

**MARK CLANCY**

Senior Manager Community Engagement



---

**From:** [REDACTED]  
**Sent:** October 25, 2021 7:57 AM  
**To:** Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>

**Cc:** [REDACTED]

**Subj**

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Thank you for your October 22, 2021 response.

Respectfully Mr. Wright, you failed to address your organizations use of manipulative tactics and shifting criteria to prop up an arbitrary train yard placement decision . Your silence, and your Board's silence on this simple question, leads residents of Thorncliffe park to conclude that such conduct is not only acceptable, but encouraged.. You stated in your letter, “the more our decisions are challenged and our assumptions tested, the better the outcome” – your response does not come close to upholding that standard.

In refuting SaveTPARK's alternative, your organization did the following:

- positioning the Ontario Line in such a way to artificially reduce available property at the alternative site
- changing the distance between the rail banks (groups of tracks) from 10 meters to 18 meters in order to artificially reduce the available property
- changing the distance between the rail lines within the rail banks from 5.2 meters to 5.8



Good Evening,

Thank you for your letters regarding the Ontario Line Maintenance and Storage Facility. Please find attached a response from Chair Donald Wright on behalf of the Metrolinx Board of Directors.

Regards,

Office of the Chair  
Metrolinx  
97 Front Street West | Toronto | Ontario | M5J 1E6

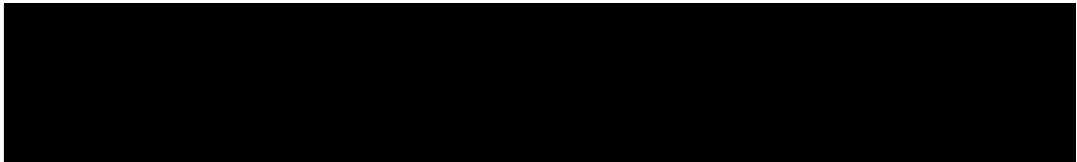


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**From:** [REDACTED]

**Sent:** October 19, 2021 6:18 AM

**To:** Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>;



**Subject:** Re: Move the Train Yard from Thorncliffe Park

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Good morning.

We are following up on our September 8 letter to you, we have yet to receive a response.

As you are aware, through the CBC and Global news coverage, residents of Thorncliffe Park were out in protest of Metrolinx continued manipulation of data and shifting criteria against Thorncliffe Park. One example of this is dismissing SaveTPARK's alternative site; your organization changed their criteria in an effort to discredit SaveTPARK's alternative. Some examples of shifting criteria include:

- positioning the Ontario Line in such a way to reduce available property at the alternative site
- changing the distance between the rail banks (groups of tracks) from 10 meters to 18 meters in order to reduce the available property
- changing the distance between the rail lines within the rail banks from 5.2 meters to 5.8 meters in order to reduce the available property
- creating a new setback requirement on lands that have been in use for decades, you

introduced a 50 meter setback in an area where the setback is 15 meters, thereby reducing the available land

We have detailed the above manipulation in the attached document.

**Mr. Chair and respected Board Members, on behalf of taxpayers, how is it that you condone the above?**

Furthermore, the community is becoming more aware of Metrolinx's efforts to pay off the local Mosque, and are starting to realize that the Mosque does not have the Thorncliffe's best interest in mind.

Regards,

SaveTPARK Team

---

**From:** [REDACTED]  
**Sent:** September 8, 2021 8:00 PM  
**To:** Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>  
**Subject:** Re: Move the Train Yard from Thorncliffe Park

Good evening,

Thank you for your letter dated August 31, 2021. Please find attached a response from [REDACTED] Sukhera on behalf of SaveTPARK and the Thorncliffe Park community.

Regards,

SaveTPARK

---

**From:** Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>  
**Sent:** August 31, 2021 11:51 AM  
**To:** [REDACTED]  
**Subject:** RE: Move the Train Yard from Thorncliffe Park

Good Morning,

Thank you for your letter dated June 10, 2021. Please find attached a response from Chair Donald Wright on behalf of the Metrolinx Board of Directors.

Regards,

Office of the Chair

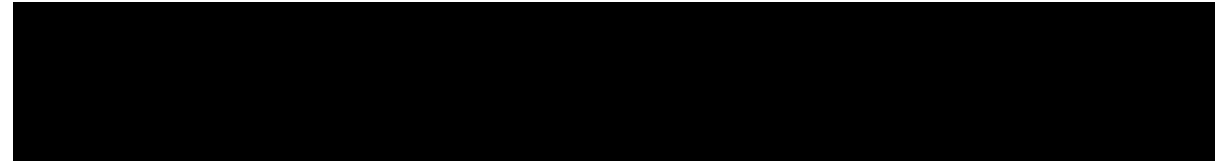
Metrolinx  
97 Front Street West | Toronto | Ontario | M5J 1E6



**From:** [REDACTED]

**Sent:** June-22-21 10:42 AM

**To:** Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>;



**Cc:** [REDACTED]

**Subject:** Move the Train Yard from Thorncliffe Park

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Respected Board Members of Metrolinx,

We hope this email finds each of you in good health.

Analysis of the Metrolinx MSF Site Selection Document concluded the following:

- issues with process, communication, data collection, and site selection
- research appears to have been performed in an exclusive collection method, intentionally excluding certain data points
- references to sites that differ significantly in size and compatibility, with some drastically outside the ideal required size identified by Metrolinx
- an apples to oranges comparison of job numbers comparing total jobs in an area greater than 400,000 square meters to the jobs in an area of only 147,000 square meters
- countless deficiencies, inconsistencies and broad unsubstantiated assumptions, leading to a decision to dump the most unsavory element of the Ontario Line in Thorncliffe Park makes it difficult not see this process as environmental racism
- 

It is clear to any reader that the Metrolinx “MSF Site Selection” document was reverse engineered to substantiate an arbitrary decision to choose Thorncliffe Park as a site for the Ontario Line train yard. Factors that were not good for other potential sites, are somehow good for Thorncliffe Park. Attached is the analysis for your review.

Metrolinx arrived at a conclusion in the absence of principled site selection process. Therefore, we believe it is the responsibility of the Board to direct the leadership under your care and control to hit the reset button on their decision to locate a train yard in Thorncliffe Park.

As a demonstration of the broader community outrage, you should know that over 9,000 local residents of Thorncliffe Park have spoken out against being taken advantage of – see [www.savetpark.ca](http://www.savetpark.ca).

We are aware that there is a Board Meeting scheduled for June 24th. As Board Members of Metrolinx, entrusted by the people of Ontario, you have an immediate opportunity to take action to ameliorate this unjust process.

Regards,

### **SaveTPARK**

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Please do not hesitate to reach out to me by phone should you wish to discuss further.

Sincerely,

Mark

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
647-449-2857

---

**From:** [REDACTED]  
**Sent:** December 24, 2021 7:38 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** Re: The not so old play for the ole playbook....\$50 Million Payoff!

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Mr. Chair and Mr. Clancy,

Please answer the question as to whether Metrolinx is following the age-old practice of using large sums of money to silence "leaders" of vulnerable communities and to overcome community resistance?

As a follow up to our articles 6 months ago and Metrolinx's \$49.5 million "hush money" payment - see attached "The Thorncliffe Mosque and Metrolinx – It WAS All About Money - December 23, 2021."

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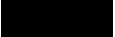
**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** December 23, 2021 11:00 AM  
**To:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>



Cc:



**Subject:** RE: The not so old play for the ole playbook....\$50 Million Payoff!

Dear Mr. 

Thank you for contacting us. On behalf of the Metrolinx Chair and Board, we appreciate your comments and concerns and for taking the time to share those with us.

Sincerely,

Mark Clancy (*he, him*)  
Senior Manager, Community Engagement (Subway Program)  
[mark.clancy@metrolinx.com](mailto:mark.clancy@metrolinx.com)  
416-202-5100

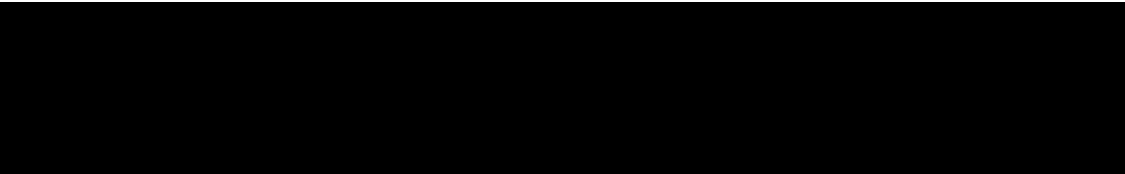
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**From:** 

**Sent:** December 15, 2021 7:20 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Chair of Metrolinx <[Chair@metrolinx.com](mailto:Chair@metrolinx.com)>



**Cc:**



**Subject:** The not so old play for the ole playbook....\$50 Million Payoff!

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Mr. Chair and Board Members,

It came as no surprise that your secret and arbitrary deal with the  was announced yesterday . Gift wrapped as being a community benefit, of course. All of you know that the  does not have a relationship with the broader community - if they did, they would not be using a law firm for "media" relations.

██████████ had written about this eventuality 6 months ago.

Your use of taxpayer dollars to overpay for property has the markings of abuse of community trust, abuse of power, and an absence of awareness of the long term impacts of community betrayal - or perhaps this is your objective. Choosing to enrich the "leaders" of Thorncliffe to sell their morals and common decency in exchange for some sort of promise of riches is an interesting decision for a group of unelected, misinformed men to make on behalf of thousands and thousands of people.

Did you know these same people that you are "entrusting" with \$50 million closed down the food bank during the pandemic operating out of their space because it was being run by a woman! Incredible the length that a government agency would go to meet it's objective.

The above and more will be publicized - using money to pacify the "leaders" of a vulnerable community only perpetuates vulnerability, it does not provide a solution - check the results from the ole playbook.

██████████  
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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Environmental Impact Assessment  
**Date:** Tuesday, February 8, 2022 11:40:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Scadding Court

**From:** [REDACTED]  
**Subject:** Re: Inquiry regarding a Metrolinx pop-up  
**Date:** Wednesday, September 22, 2021 4:32:52 PM  
**Attachments:** [REDACTED]

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Thanks, Caitlin:

Connecting [REDACTED] our Director of Facilities who would be very happy to make it happen.

Thanks,

[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** September 22, 2021 12:24 PM  
**To:** [REDACTED]  
**Subject:** RE: Inquiry regarding a Metrolinx pop-up

Hi [REDACTED]

Thank you so much for your quick reply and offer to host us! I am coordinating internally with our team to figure out schedules and find an upcoming good weather day.

I will follow up shortly with a possible date to see if it works on your end.

Thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** September 21, 2021 4:48 PM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** Re: Inquiry regarding a Metrolinx pop-up

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Hello Caitlin:

Good to hear from you. We would be happy to help.

A table out front associated with Mkt 707 would be great during the lunch rush on a good weather day. We aren't open to in-person programming until Mid -October when we would be cool with you setting up in our lobby. Just let me know what/when and we will make it happen.

Thanks,

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** September 21, 2021 4:30 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Inquiry regarding a Metrolinx pop-up

Hi [REDACTED]

I hope this message finds you well! We haven't had the opportunity to connect before, but my name is Caitlin, and I work with Metrolinx on the Community Relations team for the [Ontario Line](#) subway project. One of the new stations on the Ontario Line subway will be located at [Queen and Spadina](#), not far from Scadding Court.

My colleague Lancefield Morgan suggested reaching out to you to connect and inquire about the possibility of hosting a pop-up in the vicinity of Scadding Court. We're essentially looking to set up a folding table with literature and a couple of team members to talk to passersby and answer any questions about the Ontario Line project in the area around the future Queen/Spadina Station. We would adhere to public health and safety precautions and COVID protocols.

At your convenience, would you please let me know if this is a possibility? And if so, any requirements or details we would need to provide?

Please let me know if you have any questions about my inquiry or the project in general. I would also be happy to connect over a call. Thank you very much for your time and attention.

Best regards,

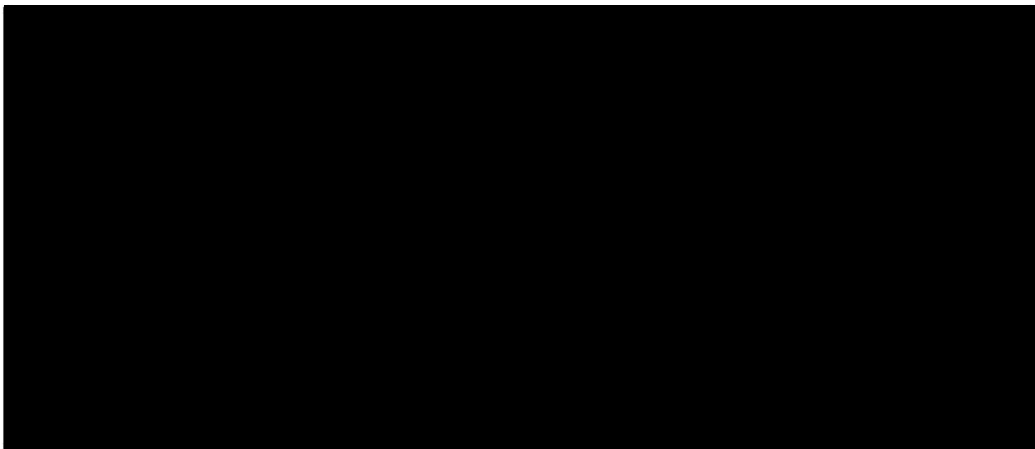
Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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## Community Stakeholder Consultation and Correspondence Record

- St. Felix Centre



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Fwd: Ontario Line Virtual Open House: Project overview and year-end review - November 23 or November 25, 2021  
**Date:** Thursday, November 25, 2021 9:07:50 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Thanks for your prompt reply, Caitlin.

Have a nice day!



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----- Forwarded message -----

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Date:** Mon, Nov 22, 2021 at 2:47 PM  
**Subject:** RE: Ontario Line Virtual Open House: Project overview and year-end review - November 23 or November 25, 2021  
**To:** [REDACTED]

Hi [REDACTED],

Same to you – it's a pleasure to hear from you! You are correct; the two St. Felix Centre locations are not directly impacted or required for the Ontario Line project.

Of course, we welcome you to attend the virtual open houses if you are interested in learning more about the project generally!

Thank you for reaching out and, as always, please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[Redacted]

---

**From:** [Redacted]  
**Sent:** November 22, 2021 9:22 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Fwd: Ontario Line Virtual Open House: Project overview and year-end review - November 23 or November 25, 2021

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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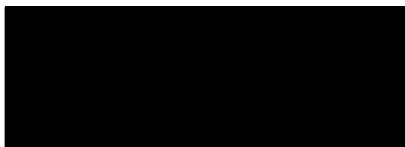
Good Morning Caitlin, Daryl, Katiana and Sivahami  
(like the way you have the names in alpha order!) :-)

Hope all of you had a good weekend!

Caitlin, we have spoken before regarding the project and as best as I recall, our 2 locations are not affected by this project.

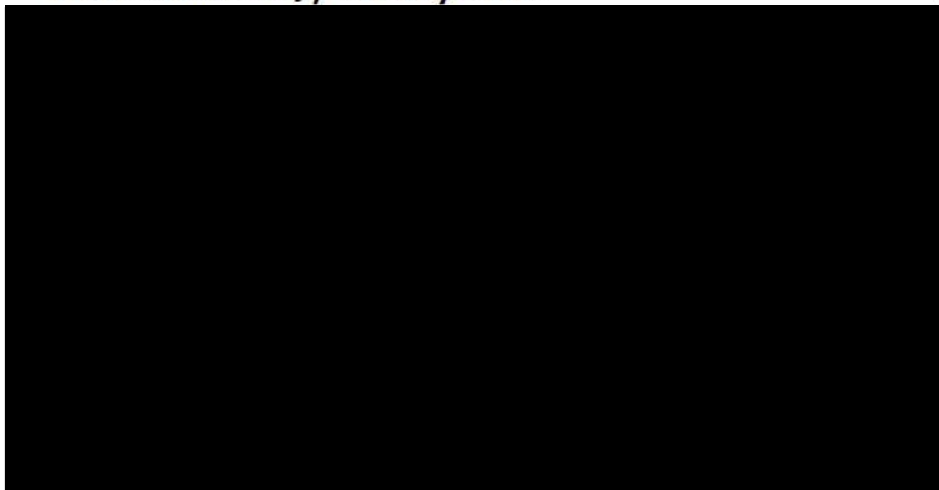
Accordingly, it does not appear that there would not be a need for me to attend, as it relates to our 2 locations, however, could someone please confirm this to me?

The locations are:



Thank you in advance.

Have a nice day, Everyone!



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immediately and notify the sender by return e-mail.

----- Forwarded message -----

From: **Ontario Line** <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Date: Fri, Nov 19, 2021 at 3:57 PM

[REDACTED]

Good afternoon,

You are receiving this message because you previously contacted the Ontario Line project by email. Thank you for reaching out to us!

We invite you to our upcoming [Ontario Line Virtual Open Houses](#) for a project-wide overview and year-end review on either **Tuesday, November 23** or **Thursday, November 25** at 6:30pm. (Note that we are offering two separate sessions so that community members can attend on the date most convenient to them, but *both dates will feature the same project presentation.*)

Please join us to ask questions and learn about the work completed this past year to bring you better, faster and easier transit with the Ontario Line. You can submit questions for the Q&A now at [metrolinxengage.com/ontarioline/live](https://metrolinxengage.com/ontarioline/live). Please also share this link with your neighbours, colleagues, and community members.

You can stay in touch with us at 416-202-5100 or [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com), and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Thank you,

**CAITLIN, DARYL, KATIANA, AND SIVAHAMI**

Community Relations & Issues Team – Ontario Line

416-202-5100

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Thursday, February 17, 2022 11:13:00 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)

---

Hi [REDACTED]

Thank you for following up. It's great to hear from you!

That is right, there are no direct property impacts or need for [REDACTED]  
[REDACTED]

Please do not hesitate to reach out with any other questions. Thanks again!

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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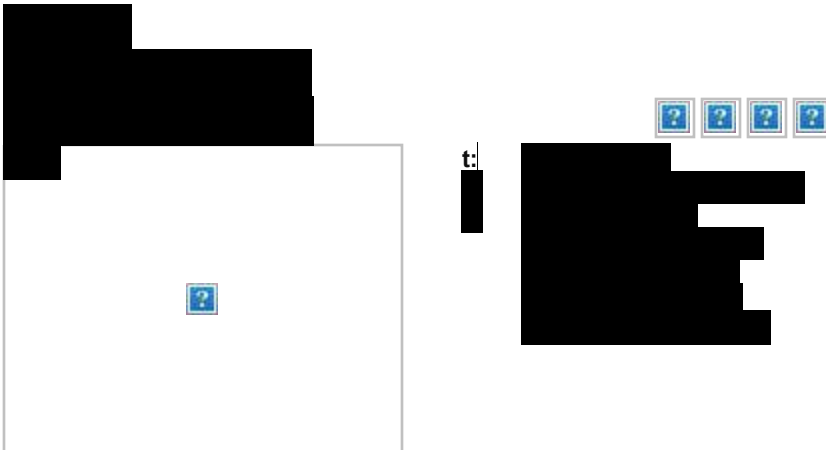
**From:** [REDACTED]  
**Sent:** February 14, 2022 5:27 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Fwd: Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses

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Thank you for the email with the information.  
I believe the 2 [REDACTED] would not be affected, however, I wanted to double-check with you.

Could you please let me know? Our facilities are at [REDACTED]

Thanks and have a nice day!



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----- Forwarded message -----

From: **Ontario Line** <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Date: Tue, Feb 8, 2022 at 8:52 AM

Subject: Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses

To:

Good morning,

We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 4, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website. You can also [sign up for our e-newsletter](#) to learn more.

Thank you,

The Ontario Line Community Relations team



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## Community Stakeholder Consultation and Correspondence Record

- St. Lawrence Market Business Improvement Area



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Follow-up from Downtown BIA Session  
**Date:** Thursday, October 22, 2020 9:08:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thanks for your reply.

Yes, the current names of stations are working names and subject to change. While we are still in the early stages of the project and many decisions are still pending, we appreciate your interest in this area.

At this time, we are not able to provide further details about any of the potential developments that may occur at or around lands that will be used for construction of the Ontario Line. We'll let our partners at Infrastructure Ontario know about your interest in discussing the Corktown station area and include them in a future meeting with your neighbourhood. The transit-oriented communities approach will support strong ridership, reduce congestion on our existing transit lines and roadways, and provide a mix of affordable housing – all while creating jobs and stimulating economic growth as we deal with the effects of the COVID-19 pandemic. We are committed to collaborating with our communities, municipalities and developers to realize these benefits.

While we are still in the early stages of the design process, we can certainly have an initial conversation about streetscape and your BIA's work on and plans for the public realm.

We look forward to meeting with you and the SLNA on October 29.

Sincerely,

**Daryl Gonsalves**  
Community Relations & Issues Specialist – Ontario Line



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

From: [REDACTED]

Sent: Tuesday, October 20, 2020 11:46 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

[REDACTED]

Subject: Re: Follow-up from Downtown BIA Session

Hello Bismah,

We would like to speak further about the development in the area and around the Corktown station, (as well as its name, which I assume is a placeholder for now) how to integrate it with some thought, considering what is coming down the road, with the First Parliament site and the development across the road and changes to the public realm as well as thought about Covid concessions. Above and below ground connections.

Perhaps a conversation about Moss Park as well. Streets-cape and Beautification and how it will speak to our master plan.

I have included our Chair and our Urban Planner in this e-mail so that they may be part of this conversation as well.

Thanks,

■

---

■

■

■

On 2020-10-20 17:57, Ontario Line wrote:

> Hi ■

>

> My name is Bismah Haq and I am on the Community Relations team for the  
> Ontario Line.

>

> I wanted to follow up on the conversation from Thursday's session with  
> the Downtown BIA's about the Ontario Line.

>

> In our conversation last week, you had some questions about the  
> Corktown station area. Would you be able to provide a bit of context  
> and any specific questions you may have? Based on this, we will try  
> and get you the right information or queue up the right individuals  
> for a follow-up conversation.

>

> Thank you!

>

> Bismah

>

> Bismah Haq

>

> Community Relations and Issues Specialist - Ontario Line

>

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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Update  
**Date:** Thursday, March 11, 2021 2:09:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

I hope you are doing well and enjoying the warmer weather.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress on the project so far and what communities and businesses can expect this year. For businesses and residents in the St. Lawrence Community, we expect to provide an update soon with concept renderings and proposed station entrances for the planned station at King and Berkeley and what this all means for the First Parliament site.

While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so St. Lawrence residents and businesses can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

Here are some helpful links:

- Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.
- Click [here](#) for different ways to contact us either by phone, email or set up a meeting.
- The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Downtown Segment Virtual Open House - April 26  
**Date:** Wednesday, April 14, 2021 3:04:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

Hope you are doing well and enjoying the warmer weather.

On behalf of Metrolinx, I would like to invite you to a virtual open house we are hosting on April 26th to share information and answer questions about the downtown segment of the Ontario Line transit project. This includes the future stations at Osgoode, Queen, Moss Park and Corktown.

The open house will take place on Thursday, April 22 starting at 6:30pm. You can register and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

Please circulate this with area businesses and residents in your network. Here are some sample messages for social media posts if helpful:

**Sample message for email/Facebook:** Join Metrolinx on Monday, April 26 2021 at 6:30pm for an Ontario Line presentation and Q&A about the stations at Osgoode, Queen, Moss Park and Corktown. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

**Sample tweet:** Join @Metrolinx on Monday, April 26, 2021 at 6:30pm for an @OntarioLine presentation and Q&A about the downtown stations. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

This public event is part a series we are hosting through April for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. Please stay in touch with us at 416-202-5100 or [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com), and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Feel free to reach out with any questions.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: Downtown Segment - June 17th 2021  
**Date:** Friday, June 4, 2021 10:27:00 AM  
**Attachments:** [image001.png](#)

---

Hi Al,

I hope you're well and staying safe!

I am writing to let you know about our next [virtual open house for the Downtown Segment](#) of the Ontario Line. This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. During these virtual open houses, Metrolinx experts will also talk about transit corridor lands and what they mean for people who live or work near the route.

We hope you will join us and please feel free to share the messaging or details below with your network:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown . Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

As always, if you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** RE: Queen Street  
Friday, December 3, 2021 2:00:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

Thanks very much to you, [REDACTED] for getting back to me. I completely understand, and I am following up with our teams and City staff to try and find alternative date/time options that work for all parties. I will follow up as soon as I have more details.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line  
416-202-5100  
[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)  
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**From:** [REDACTED]  
**Sent:** December 2, 2021 4:54 PM  
**To:** [REDACTED]  
**Subject:** RE: Queen Street

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Hello Caitlin

I have been waiting on a response for another appointment that I cant miss . It is still not confirmed but Friday Dec 10 is probably going to be difficult

Can we do the following week Monday -Wednesday

**In advance of this meeting:**

What would be very helpful is:

1. to understand what track and streetscape work will be done as part of the diversion around Yonge and Queen
  - a. This would be on Adelaide, Richmond and Church and are you also relying on King? Or even Wellington (as it will be an active line by mid summer)?
  - b. If we have a better understanding of what you are planning we can provide a detailed plan of what we would like you to consider.

This diversion will be long, and if we can make some short term improvements as part of this “growing pain”, it will help turn a bad news storey in to a good one
2. To ask for your team to consider a second entrance at the West end of the Moss park station.
  - a. We are working on a plan to improve pedestrian amenities along George Street and having this as an anchor would be very beneficial to our plan but also to encourage riders working in the downtown East area to exit here rather than at Yonge
3. Do you have a concept plan for the Two sites at Corktown Stn
  - a. We would like to use this as a base as we analyse the linkages to the site

There were many other questions but these are the some that I can prepare some information to inform the discussions

Looking forward to working with you

[Redacted]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** November 30, 2021 1:52 PM

**To:** [Redacted]

[Redacted]

**Subject:** RE: Queen Street

Hi [Redacted]

Thank you very much for following up, and I apologize for the delay in getting back to you.

We have coordinated availabilities with our City counterparts and wondered if you and your team are available on Friday, December 10 from 3-4 p.m. to reconvene our discussion and address the outstanding items? If so, I will send over an invite.

Many thanks again,



Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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**From:** [REDACTED]

**Sent:** November 29, 2021 3:49 PM

**To:** [REDACTED]

[REDACTED]

**Subject:** RE: Queen Street

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Hello Caitlin,

Just circling back to see if we are on schedule to continue our conversation in the coming weeks. The holidays will be upon us soon, and scheduling will be much more difficult shortly. It is important that we address the re-routing item as well as public realm items.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

[REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Friday, November 12, 2021 11:20 AM

**To:** [REDACTED]  
[REDACTED]

**Subject:** RE: Queen Street

Hi [REDACTED]

First and foremost, thank you for taking the time to meet with us this morning. It was a beneficial and fruitful discussion, and we truly appreciate your input and intimate knowledge of the neighbourhood.

As discussed, I have attached a copy of today's deck. I will also follow up with our teams and City and TTC staff regarding possible dates/times for our continued discussion. I will be back in touch as soon as possible.

In the meantime, please do not hesitate to reach out with any questions. I hope you have a lovely weekend.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** Ontario Line

**Sent:** October 27, 2021 8:42 AM

**To:** [REDACTED]  
[REDACTED]

**Subject:** RE: Queen Street

Good morning [REDACTED]

Thank you for getting back to me so quickly. I have sent out a calendar invitation with the meeting details and Teams link.

Looking forward to connecting with you then. Please do not hesitate to reach out in the meantime with any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]

**Sent:** October 26, 2021 7:40 PM

**To:** [REDACTED]

**Subject:** RE: Queen Street

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10-11 works for me.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]

**Sent:** Tuesday, October 26, 2021 2:45 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Queen Street

10-11 would be preferred here as well

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** October 26, 2021 1:43 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** Re: Queen Street

10-11 preferred, but can do either.

[REDACTED]

On 26-10-2021, at 12:19 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you very much for your patience while we looked at date/time options with our partners at the City. Representation from TTC will also join to help support the discussion and any questions.

Would Friday, November 12, either 9-10 a.m. or 10-11 a.m., work for you and your team to meet? If so, please let us know, and we can send out a calendar invitation.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image002.png>

---

**From:** [REDACTED]  
**Sent:** October 19, 2021 11:52 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: Queen Street

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## Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image003.png>

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**From:** [REDACTED]

**Sent:** October 14, 2021 11:49 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]

[REDACTED]

[REDACTED]

**Subject:** RE: Queen Street

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello Caitlin,

Thank you for your patience. Following discussions here are the items we wish to talk about. I look forward to our follow up meeting. Please advise on dates.

Discussion items:

### Master Plan

- Short term interventions during construction to mitigate impacts and maintain normal City operations at street level
- Long term planning ideals

### Station Design

- Station specific considerations particularly with regards to access points and fare collection
- Maximizing ROW and retail opportunities

### Construction

- Discussion on how the construction / excavation is currently planned and how potentially reduce congestion
- costs and impact to community (particularly pedestrian and cycling safety)

### Streetcar diversions - Rerouting TTC

- **overall strategy for traffic management of all modes.**
- track , signal changes and other street modifications for new stops and possibly



find some potential dates and times.

I also wanted to note that we are postponing the Ontario Line Downtown segment virtual open house from September 30 to the following week on October 7, so we do not interfere with the National Day for Truth and Reconciliation on September 30. We are currently working on updating the registration page on our website to reflect the new date.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image004.png>

---

**From:** [REDACTED]  
**Sent:** September 15, 2021 12:41 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** RE: Queen Street

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Hello Caitlin,

Good to meet you.

We are looking to follow up on our previous discussion with items within our BIA [REDACTED] and I) only to begin with, as the next step. We can discuss a fuller discussion with other groups following that.

To that end, I would ask [REDACTED] to reply with discussion items, so that we can set up a meeting with your group for a more robust discussion.

Thanks,

[REDACTED]



[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Tuesday, September 14, 2021 3:14 PM

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Queen Street

Hi [REDACTED]

Thank you for following up, and please accept our apology for the delay in responding. Bismah is no longer with our team, and we are working to catch up on any outstanding action items.

I do not believe we have had the opportunity to connect before. My name is Caitlin, and I am a specialist on our Ontario Line Community Relations team. It is a pleasure to e-meet you!

As I understand it, we are looking to:

- Book a follow-up meeting to the previous discussion on August 27
- Invite other BIAs or community groups to the follow-up meeting (if so, could you please specify which groups?)

Would you please let me know if these action items are correct? If so, we would be happy to suggest some dates and times to meet.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image011.png>

---

**From:** [REDACTED]  
**Sent:** September 10, 2021 4:17 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** RE: Queen Street

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Hello Bismah,

Just following up on this e-mail and your promise of further discussions.  
Can you please advise on the status of this request?

Thanks,

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, August 27, 2021 4:30 PM  
**To:** 'Ontario Line' <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** 'Jackie Czajka' <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Subject:** RE: Queen Street

Hello Bismah,

Can you put me in touch with Franca DiGiovanni so that we may coordinate next steps as agreed to in our meeting today?

Thanks,

[Redacted]

[Redacted]  
[Redacted]

[Redacted]

[Redacted]  
[Redacted]

[Redacted]  
[Redacted]  
[Redacted]

---

**From:** [Redacted]  
**Sent:** Thursday, August 26, 2021 9:47 AM  
**To:** 'Ontario Line' <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** 'Jackie Czajka' <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Subject:** RE: Queen Street

Hello Bismah,

We are confirmed for 3 p.m. tomorrow.

Thanks,

[Redacted]

[Redacted]  
[Redacted]

[Redacted]

[Redacted]  
[Redacted]

[Redacted]  
[Redacted]  
[Redacted]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, August 26, 2021 8:56 AM  
**To:** [REDACTED]  
**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Subject:** RE: Queen Street

Good morning [REDACTED]

I'd just like to confirm that 3pm tomorrow works on your end.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line  
C: 416-662-3902  
<image010.png>

---

**From:** Ontario Line  
**Sent:** August 24, 2021 10:39 AM  
**To:** 'Al Smith' <[alsmith@stlawrencemarketbia.ca](mailto:alsmith@stlawrencemarketbia.ca)>  
**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>; 'Mark van Elsberg' <[markvanelberg@stlawrencemarketbia.ca](mailto:markvanelberg@stlawrencemarketbia.ca)>  
**Subject:** RE: Queen Street

Hi Al,

Friday at 3pm is perfect.

Here is the link to join the meeting via Teams:



For your information, Friday is my last day at Metrolinx so I will not be on the call, but you can continue to reach the team at this email address at any time. If we don't speak before then, it's been a pleasure working with you, and I hope you take good care!

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

C: 416-662-3902

<image010.png>

---

**From:** [REDACTED]

**Sent:** August 23, 2021 9:14 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Queen Street

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Hello Bismah,

Let's try for Friday at 3 p.m.

Mark is away for a few days at the moment but let's set the date now and I will apprise him of the meeting.

Thanks,

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Monday, August 23, 2021 5:24 PM



**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Friday, August 20, 2021 1:41 PM  
**To:** [REDACTED]  
**Cc:** Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Subject:** RE: Queen Street

Hello [REDACTED]

Hope this finds you well.

I just wanted to follow up to see if you have any questions or comments in regards to the plans we outlined earlier this week for Queen Street. If you are interested in setting up some time to discuss, please do let me know and I would be happy to arrange that.

Hope you have a great weekend,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line  
C: 416-662-3902  
<image010.png>

---

**From:** Ontario Line  
**Sent:** August 17, 2021 10:41 AM  
**To:** [REDACTED]  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
**Subject:** Queen Street

Hi [REDACTED]

Hope your week is going well.

I just wanted to take a moment to share with you [a new blog post](#) we've released today which provides information on the detour plans to keep the area moving as we construct the Ontario Line Queen station.

As you can imagine, the density of this built-up urban area and the existing underground infrastructure – particularly Line 1 and its existing Queen subway station – means it is no small feat to construct a new interchange station here. The plan we are sharing today requires Metrolinx to occupy the whole roadway to safely and efficiently carry out construction work for the new Ontario Line station. The plan includes detours – for both streetcar lines and car traffic – around two small stretches of Queen Street on either side of Yonge, while maintaining important pedestrian connections. The

detours are expected to start in early 2023 and last for about four and a half years.

As you'll note in the blog post, we are committed to ensuring local businesses remain accessible, visible and open for business throughout this closure, and every phase of construction of this important project.

We would welcome the opportunity to meet with you to provide further information and address any questions or concerns you may have. Please do let us know if that is of interest, or feel free to send questions via email at any time.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

C: 416-662-3902

<image010.png>

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:26:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

I hope this message finds you well! I am writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

## Community Stakeholder Consultation and Correspondence Record

- St. Lawrence Neighbourhood Association

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** RE: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight  
Friday, March 12, 2021 12:19:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

Thanks for your question about the First Parliament site. At the recent West Don Lands Committee meeting, we had a chance to hear from Suzanne Kavanagh who provided great feedback on this topic.

Metrolinx will be working with the Ontario Heritage Trust, the City of Toronto, Infrastructure Ontario and the community to collaboratively develop a detailed plan to recognize, conserve and commemorate the sites historical and cultural legacy and assets during transit construction. These ideas will inform future station design, the long term vision for the site, educational opportunities and how any findings will be preserved during and after construction. We're working with the city to determine how we pick up where the Master Plan conversations left off. I'll reach out as soon as we have a further update.

In terms of direct community engagement for the broader project, we are also working with Councillor Wong-Tam to establish local community tables. I need to check on the specific timelines for getting these setup but I know the goal was to have groups assembled by this summer. While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so communities can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

I also want to take this opportunity to share an Ontario Line [blog post](#) which details the progress on the project so far and what communities can expect this year. For residents in the St. Lawrence community, we expect to provide an update soon with concept renderings and planned station entrance locations for the station at King and Berkeley.

Here are some helpful links should you need them:

- Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.
- Click [here](#) for different ways to contact us either by phone, email or set up a meeting.
- The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

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



---

**From:** [REDACTED]  
**Sent:** March 10, 2021 7:57 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

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Hi Daryl

Thanks for your email. I'm wondering about the community consultation and liaison committees for this work - particularly the First Parliament Site. This is something that we feel quite strongly about joining and the important role the board can play in community consultation.

Thanks

[REDACTED]

-----  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

On 12 Feb 2021, at 11:40, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I am well, thanks for asking. I hope your 2021 is going well so far.

Since we last spoke at the SLNA community meeting in November, there have been some updates we can share.

- As we shared via email on December 1, 2020, we released the Ontario Line [Final Environmental Conditions Report](#) which incorporates feedback we received during the engagement period. Just a reminder that this report presents a series of studies that explores the existing environmental conditions along the entire route of the Ontario Line and its surrounding areas, along with an initial understanding of potential impacts and possible solutions.
- The Environmental Conditions Report will be followed by an Environmental Impact Assessment Report that will provide a full analysis of impacts and mitigation measures. Due to current design progress, we expect to share this report with the SLNA at the start of 2022.
- On our online engagement hub, we released the [Preliminary Design Business Case](#) which builds on the initial business case we released in 2019. Thanks to feedback from the community, this report provides a clearer picture how the Ontario Line will benefit riders, communities and the region as a whole.

I also wanted to touch base on the First Parliament Site and reaffirm our commitment to protecting and paying tribute to the legacy of this land. As we mentioned in our previous community update to the SLNA, while the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, Metrolinx will be making every effort to minimize impacts on cultural and heritage sites. We work with experts before, during, and after construction to ensure cultural and heritage spaces are treated with care. Metrolinx will ensure any archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about. We also published a [blog post](#) about our commitment to the First Parliament Site. We will reach out to organize a meeting with the SLNA Heritage Committee led by Renate Tilson to hear some feedback from the community on the First Parliament Site.

I hope this update is helpful and feel free to forward any questions about the Ontario Line that comes out of your upcoming meeting on February 24th.

Best regards,

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

<image002.png>

---

**From:** SLNA Community <[community@slna.ca](mailto:community@slna.ca)>

**Sent:** February 10, 2021 7:28 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

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Hi Daryl,

I hope you're well. I wanted to check in with you to see if there have been any updates on the Ontario Line that you could share with us. I know last we spoke, Metrolinx was working on the environmental impact assessments and other review and prep work. Any updates to share?

Looking forward to hearing from you.

Best,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Downtown Segment Virtual Open House - April 26  
**Date:** Wednesday, April 14, 2021 3:13:00 PM  
**Attachments:** [REDACTED]

---

Hello [REDACTED]

Hope you are doing well and enjoying the warmer weather.

This is Bismah from the Ontario Line team. I have recently taken over engagement responsibilities for Corktown station from Daryl who is now working on stations along the east segment of the Ontario Line. I work closely with Josh and the team in this regard and am also available through this email address.

On behalf of Metrolinx, I would like to invite you to a virtual open house we are hosting on April 26th to share information and answer questions about the downtown segment of the Ontario Line transit project. This includes the future stations at Osgoode, Queen, Moss Park and Corktown. The open house will take place on Thursday, April 22 starting at 6:30pm. You can register and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

We ask that you please circulate this engagement opportunity with your friends and neighbors. It's not as good as being together in person but we look forward to connecting with residents and answering their questions. Here are some sample messages for social media posts if helpful:

**Sample message for email/Facebook:** Join Metrolinx on Monday, April 26 2021 at 6:30pm for an Ontario Line presentation and Q&A about the stations at Osgoode, Queen, Moss Park and Corktown. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

**Sample tweet:** Join @Metrolinx on Monday, April 26, 2021 at 6:30pm for an @OntarioLine presentation and Q&A about the downtown stations. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

This public event is part a series we are hosting through April for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. Please stay in touch with us at 416-202-5100 or [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com), and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Feel free to reach out with any questions.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: Downtown Segment - June 17th 2021  
**Date:** Friday, June 4, 2021 10:30:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

I hope you're well and staying safe!

I am writing to let you know about our next [virtual open house for the Downtown Segment](#) of the Ontario Line. This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. During these virtual open houses, Metrolinx experts will also talk about transit corridor lands and what they mean for people who live or work near the route.

We hope you will join us and please feel free to share the messaging or details below with your network:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown . Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

As always, if you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Franca Di Giovanni](#); [Jackie Czajka](#)  
**Subject:** RE: Following Up - Queen Street  
**Date:** Tuesday, August 17, 2021 5:43:14 PM  
**Attachments:** [image001.png](#)

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Thanks, Bismah and Franca.  
The next person I talked to following our call had already heard the "news".  
... as we said... challenging!  
Have a good evening.

----- Original message -----

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Date: 2021-08-17 5:30 p.m. (GMT-05:00)  
To: SLNA President <[president@slna.ca](mailto:president@slna.ca)>  
Cc: Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>, Jackie Czajka <[Jackie.Czajka@metrolinx.com](mailto:Jackie.Czajka@metrolinx.com)>  
Subject: Following Up - Queen Street

Hi [REDACTED]

Thanks for taking the time to chat with Franca and I this afternoon.

As discussed, we have shared information on this update through a [new blog post](#) and [on our 'Downtown Segment' page](#), under 'Queen Station'. I hope these will be helpful to your board and membership in better understanding the plan and next steps.

We will get back to you shortly on the meeting dates you have offered. In the interim, please don't hesitate to reach out if you have (or field from others) any questions or concerns.

Thank you,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

C: 416-662-3902

[REDACTED]



**From:** [REDACTED]  
**Subject:** RE: Sept 9  
**Date:** Wednesday, September 29, 2021 1:29:00 PM  
**Attachments:** [REDACTED]

---

[REDACTED]

Sounds good! I will share my screen and operate the presentation deck.

Thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** September 29, 2021 1:22 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** Re: Sept 9

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It might be a bit earlier, perhaps 10 minutes or so, depending on the number of questions. If we are really ahead of time, and you're not there yet, I can always pull a couple of slides forward. No worries. Who will be screen sharing from Metrolinx?

Thanks,

[REDACTED]

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** September 29, 2021 12:44 PM  
**To:** [REDACTED]  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** RE: Sept 9

Hi [REDACTED]

Thanks very much for sending along the link! I think a bit more time to present is welcome, and we could likely comfortably go through the deck in about 20-25 minutes or so.

Should we still plan to go on at around 8:15 p.m., or does this shift the timing?

Thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** September 29, 2021 11:08 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** Re: Sept 9

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Good morning Caitlin and Franca.

The link for tonight's meeting is:  
<https://us02web.zoom.us/j/82710932790?pwd=VzZ3YzV4QmZ0emtrWHAyaEJpemU2Zz09>

One of our scheduled keynote presenters (Councillor Cressey) has taken ill and is unable to attend, so we can expand your time slot to accommodate the longer presentation we originally discussed. I know this is last minute (even more so than yesterday's 'last minute!'), so whichever version works for you, we're happy to have you present it.

Thanks,  
Stewart

[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** September 23, 2021 10:26 AM  
**To:** [REDACTED]  
[REDACTED] <[\[REDACTED\]@metrolinx.com](mailto:[REDACTED]@metrolinx.com)>

**Subject:** RE: Sept 9

Good morning [REDACTED]

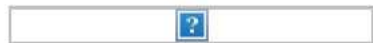
I hope this message finds you well! I wanted to follow up and see if you will be sending along the link and details for your community meeting next Wednesday, September 29? Would you happen to have an agenda you could share?

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** Ontario Line

**Sent:** September 14, 2021 3:24 PM

**To:** [REDACTED]

**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>

**Subject:** RE: Sept 9

Hi [REDACTED]

Thank you for following up, and please accept our apology for the delay in responding. Bismah is no longer with our team, and we are working to catch up on any outstanding action items.

I do not believe we have had the opportunity to connect before. My name is Caitlin, and I am a specialist on our Ontario Line Community Relations team. It is a pleasure to e-meet you!

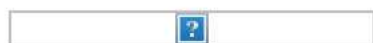
We are happy to attend the community meeting on September 29. Will you be providing the meeting details and link?

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** August 27, 2021 3:42 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** Re: Sept 9

**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.

Unfortunate, but I understand.  
Are you still able to commit for the Community meeting on Sept 29th?

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** August 27, 2021 2:42 PM  
**To:** [REDACTED]  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** Sept 9

Hi [REDACTED]

Thanks for the chat earlier.

Apologies, in checking with the team about availabilities I learned that we are looking at hosting a virtual event on September 9<sup>th</sup> (more information to come very soon). If it is of interest to your board, the team will be in touch to see if we can set up some other time to discuss the plans for Queen street.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:29:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED]

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

## Community Stakeholder Consultation and Correspondence Record

- St. Monica's Church

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Line south of Gerrard  
**Date:** Wednesday, March 31, 2021 2:44:00 PM

---

Hello [REDACTED],

Thank you for reaching out again and happy to continue the conversation.

The Ontario Line builds on the previous Relief Line underground plans by operating underground, above-ground and on elevated structures. Because the Ontario Line is using a mix of route options, it is able to cover a larger geography, provide more stations and expanded network integration, and generate greater benefits for travellers. Communities in Thorncliffe Park and Flemingdon Park will be able to access an Ontario Line station whereas the previous Relief Line plan did not extend service to them.

Metrolinx considers the construction impact to communities when deciding how best to deliver transit to communities. The surface impacts of constructing stations underground is significant. By building and operating above-ground in the Riverside and Leslieville area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. It also enables us to coordinate already planned GO Expansion work so we only impact the community once. You can learn more about the rationale to use our existing rail corridor here: [bit.ly/31tVKiB](https://bit.ly/31tVKiB)

Yes, there will be increased train traffic but we will be implementing proven solutions to mitigate noise and vibration, including the addition of seamless noise walls to shield your neighbourhood. It is also important to note that the Ontario Line will be using electrified trains that are smaller, lighter and have a different noise profile when compared to GO or TTC trains. You can learn more about our plan to reduce noise and vibration here: [bit.ly/3w8Mlei](https://bit.ly/3w8Mlei)

We are holding a virtual community meeting in the coming month to update Leslieville and Riverside on the Ontario Line and we hope that you will be able to join. Details will be shared through our e-newsletter: [bit.ly/2O4E8qf](https://bit.ly/2O4E8qf)

Happy to answer any further questions,

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

---

**From:** [REDACTED]  
**Sent:** March 26, 2021 7:42 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Line south of Gerrard

**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.

Why did the line change from being underground to above ground . . . thereby dooming the neighbourhood to the slums usually associated with trains that go night and day: unless, of course, the line will only be used from 8:00 a.m. to 8:00 p.m.

The increased traffic projected is unconscionable for a settled neighbourhood.

Whose idea was this?

The local councillor?

The mayor?

The premier?

Clearly no one with any concern for the community who has worked so hard for so many years to do away with its slum reputation: which you now seek to restore.

Why?

Blessings





## Community Stakeholder Consultation and Correspondence Record

- Superior Court of Justice

**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: Downtown Segment (Osgoode, Queen, Moss Park and Corktown stations)  
**Date:** Wednesday, April 14, 2021 3:25:00 PM  
**Attachments:** [image001.png](#)

---

Good afternoon,

We would like to invite you to a [virtual open house on April 26](#) at 6:30 p.m. to answer questions about the Ontario Line transit project in the Downtown Segment (Osgoode, Queen, Moss Park and Corktown stations). Please share the information below with your community – your members, clients, staff, tenants, students, family, friends and/or neighbours.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Monday, April 26 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril26](https://MetrolinxEngage.com/en/OLliveApril26)!

**Sample tweet:** Join @Metrolinx on Monday, April 26 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril26](https://MetrolinxEngage.com/en/OLliveApril26)

This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. Please stay in touch with us at 416-202-5100 or [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com), and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



## Community Stakeholder Consultation and Correspondence Record

- Tabule on Queen Street East

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street - starting as early as August 3  
**Date:** Thursday, July 29, 2021 5:32:00 PM  
**Attachments:** [OLine - Parking lot near Queen Street East and Strange Street - starting as early as August 3.pdf](#)

---

Hello Tabule on Queen Street East,

Please see the attached notice for upcoming geotechnical drilling work at the parking lot near Queen Street East and Strange Street starting as early as August 3, 2021. This work has been coordinated closely with Fontbonne Ministries. There are two days of investigative drilling (August 4 & 5) from the hours of 5pm to 10pm.

Please feel free to contact our office if you have any questions about this work.

Regards,

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Connecting you for Ontario Line Question re: 810 Queen E  
**Date:** Wednesday, October 6, 2021 3:51:00 PM  
**Attachments:** [image001.png](#)

---

H [REDACTED]

It was great to chat with you this morning.

Here is the [planned construction sequencing](#) video I mentioned. As you can see, work will start in mid 2022.

You can review recordings of past open houses by [clicking this link](#) and clicking past events under the East Segment tab.

Slide 17 on [this presentation](#) has our current staging and access requirements.

Finally, [the east segment page on Metrolinx Engage](#) is regularly updated with the latest information we have on the project.

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

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



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

---

**From:** [REDACTED]  
**Sent:** October 5, 2021 5:22 PM  
**To:** Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Connecting you for Ontario Line Question re: [REDACTED]

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for the quick response.

A phone call would be great. I am pretty open tomorrow and Thursday 10-2:30 if anything works for you ?

My number is [REDACTED]

On Tue, Oct 5, 2021 at 5:16 PM Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)> wrote:

|

Hi Diana,

Thanks for connecting us [REDACTED]

Happy to chat. We can schedule a phone call or we can chat outside the restaurant. I can provide you with all the details we have available now to inform your decision. Can you provide a list of times you are available this week?

Please copy the OntarioLine@metrolinx email which ensures this correspondence gets captured in the final environmental reports.

Daryl

---

**From:** [REDACTED]  
**Sent:** October 5, 2021 5:03 PM  
**To:** [REDACTED]  
**Cc:** Daryl Gonsalves <[Daryl.Gonsalves@metrolinx.com](mailto:Daryl.Gonsalves@metrolinx.com)>  
**Subject:** Re: Connecting you for Ontario Line Question re: [REDACTED]

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks [REDACTED] for the introduction.

Nice to e-meet you Daryl. We are located at [REDACTED] and are renegotiating our lease. I would like to know what kind of impact this may have on our business and for how long? We have another location near yonge and eglinton and the businesses there were really affected during the line still getting finished there. Any guidance would be appreciated.

On Tue, Oct 5, 2021 at 4:56 PM Riverside BIA Office <[office@riverside-to.com](mailto:office@riverside-to.com)> wrote:

Hi Daryl and Diana,

I'm connecting you for questions about the property at [REDACTED] and if there are any potential impacts due to the Ontario Line.

Daryl - Diana is the owner of Tabule restaurant at [REDACTED]  
Diana - Daryl is in the local Community office and our main contact at Metrolinx for the Ontario Line.

I'll let you take the discussion from here!

[REDACTED]

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Tenants - Carlaw

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Metrolinx Letter to Tenants  
**Date:** Thursday, December 23, 2021 10:53:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you for reaching out. We kindly ask that you please get in touch with the new property management team; we've enclosed contact details below:

[REDACTED]  
[REDACTED]  
[REDACTED]

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

Thank you again for writing. Wishing you a Happy Holidays and New Year!

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** December 22, 2021 8:43 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Metrolinx Letter to Tenants

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thank you Mark.



Can you please advise on how to pay rent for January?

[REDACTED]

[REDACTED]



On Thu, Dec 16, 2021 at 1:36 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good Afternoon,

Please see the attached letter from Metrolinx regarding change in property ownership and property management.

Sincerely,

Mark Clancy  
Senior Manager, Community Engagement  
[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

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

## Community Stakeholder Consultation and Correspondence Record

- Tenants of 2 Thorncliffe Park

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** FW: Metrolinx meeting with tenants of 2 Thorncliffe Park - Monday, May 3  
**Date:** Thursday, April 29, 2021 2:38:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Hi [REDACTED],

Just wanted to make sure you received this email directly! Hope to see you on Monday.

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** Ontario Line  
**Sent:** Thursday, April 29, 2021 12:16 PM  
**To:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; 'Councillor\_Robinson@toronto.ca' <councillor\_robinson@toronto.ca>; 'Oliphant, Rob - M.P.' <Rob.Oliphant@parl.gc.ca>  
**Subject:** Metrolinx meeting with tenants of 2 Thorncliffe Park - Monday, May 3

Dear tenants of 2 Thorncliffe Park Drive,

Metrolinx understands that the Thorncliffe Park community has many questions about Ontario Line plans for the area. We also know that businesses and community organizations that will be directly impacted need more opportunities for dialogue with Metrolinx. Please join us on **Monday, May 3 at 3:00pm** for a virtual community table organized by Metrolinx and MPP Kathleen Wynne, with support from Councillor Jaye Robinson and MP Rob Oliphant.

This community table will be for tenants of 2 Thorncliffe Park Drive to ask questions and share feedback about the Ontario Line project, including how we got here and next steps in our work with you. The Neighbourhood Organization and Don Valley Legal Clinic will also be invited.

At our first meeting on May 3, we will discuss the process we went through to identify the location for the maintenance and storage facility site and some examples of relocations and/or support packages we have provided for businesses and community organizations impacted by our other projects. Community input and feedback is essential to moving this project forward, and we look forward to a two-way dialogue with you about how we can best support you. It's important to note that specific negotiations should still be done directly with our negotiator, Sandy Grigg, with support from our property team.

We hope you can attend on Monday, May 3 at 3:00pm. **Please confirm your participation.** See

below for the link to allow you to participate using video and audio over Microsoft Teams.



We look forward to holding regular meetings to stay in touch about the project and continue our conversation with you.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:07:00 AM  
**Attachments:** [REDACTED].Inc. [REDACTED].pdf  
[REDACTED].pdf  
[image002.png](#)

---

Dear [REDACTED]

Attached is a letter is to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**  
Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:14:00 AM  
**Attachments:** [REDACTED]. Limited.pdf  
[image003.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:22:00 AM  
**Attachments:** [REDACTED].[Inc..pdf](#)  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:28:00 AM  
**Attachments:** [REDACTED].pdf  
[REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached are letters to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:33:00 AM  
**Attachments:** [REDACTED].pdf  
[image003.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:42:00 AM  
**Attachments:** [REDACTED] [.Inc..pdf](#)  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:47:00 AM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED],

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 11:55:00 AM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:05:00 PM  
**Attachments:** [REDACTED].pdf  
[image003.png](#)

---

Dear [REDACTED],

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:05:00 PM  
**Attachments:** [REDACTED].pdf  
[image003.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:05:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:**  
**Date:** Thursday, January 13, 2022 12:18:00 PM  
**Attachments:** [REDACTED].pdf  
[image003.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:18:00 PM  
**Attachments:** [REDACTED].pdf  
[image003.png](#)

---

Dear Tenants,

Attached is a letter to inform you, as a property tenant of [REDACTED], that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:26:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:26:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:36:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:36:00 PM  
**Attachments:** [REDACTED]  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:36:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:41:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED],

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:41:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:49:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED],

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:49:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear Tenants,

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:41:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED], that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 1:04:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:49:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] Thorncliffe Park Drive, that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Interior Access Notice  
**Date:** Thursday, January 13, 2022 12:27:00 PM  
**Attachments:** [REDACTED].pdf  
[image001.png](#)

---

Dear [REDACTED]

Attached is a letter to inform you, as a property tenant of [REDACTED] that we require interior property access to the tenanted space to conduct a Preconstruction Survey and Designated Substances and Hazardous Building Materials Assessment.

Metrolinx contractors will be requiring access to your unit on the dates enclosed in this attached letter between the hours of 8am-6pm for the specified works as described.

We thank you for your cooperation. Should you have any questions, please do not hesitate to contact us.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [Ontario Line](#)  
**To:** s[REDACTED]@m  
**Subject:** RE: January 18th Access to [REDACTED]  
**Date:** Friday, January 14, 2022 10:39:00 AM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED]

Thanks for reaching out to Metrolinx. There will be 2 people up to 4 at once (no more than 5). It'll be a site visit that could take up to 2 hours. Our contractors will be at your unit (19) at 9am-11am.

Thanks in advance and please feel free to contact us with any queries or concerns.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8



---

**From:** Winnie Truong <Winnie.Truong@metrolinx.com>  
**Sent:** January 14, 2022 10:26 AM  
**To:** Norando Brown <Norando.Brown@metrolinx.com>  
**Subject:** RE: January 18th Access to [REDACTED] Thorncliffe Park Drive

Hi Norando,

I'm not sure if you responded already, if not – there will be 2 people up to 4 at one time (no more than 5). It'll be a site visit that could take up to 2 hours. Our contractors will be at Sharon's (unit 19) at 9am-11am.

Thank you,

**Winnie Truong**

Senior Property Officer OL  
Pre-Construction Services, Capital Projects Group  
10 Bay Street, Toronto ON M5J 2R3  
Direct: (647) 282-3062

---

**From:** Sharon Weinstein <[sharon.weinstein@gmail.com](mailto:sharon.weinstein@gmail.com)>  
**Sent:** January 13, 2022 1:10 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Quang Pham <[Quang.Pham@metrolinx.com](mailto:Quang.Pham@metrolinx.com)>

Cc: [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: January 18th Access to [REDACTED] Thorncliffe Park Drive

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good Afternoon

I just received notice that you will need access to [REDACTED] Thorncliffe Park Drive, The Potter's Studio Inc. To ensure we are able to do this in a safe and efficient manner I have a few questions

1. How many people from Metrolinx will need to be inside Unit 19 on January 18th? Are they all there at the same time? We need to know this to ensure that we are able to maintain a maximum of 5 people and allow for adequate physical distancing
2. How long do you think you will be inside the unit?
3. We need more precise timing to ensure that someone will be there. We do not always have someone onsite during those hours. If you provide a time when you need entry we will make sure someone is there to let you in.

Quang has my contact information if you would prefer to speak with me directly.

Regards

Sharon Weinstein

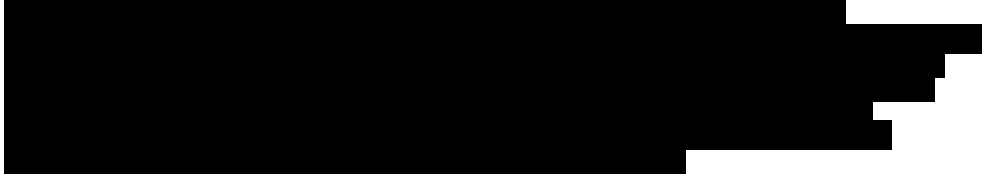
Metrolinx/Relocation Committee Head

The Potter's Studio Inc.



**From:** [Ontario Line](#)

**Bcc:**



**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses

**Date:** Tuesday, February 8, 2022 10:54:00 AM

**Attachments:** [image002.png](#)

---

Good morning,

We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website. You can also [sign up for our e-newsletter](#) to learn more.

Thank you,

The Ontario Line Community Relations team



## Community Stakeholder Consultation and Correspondence Record

- The 519

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line - Update  
**Date:** Friday, March 19, 2021 10:00:00 AM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

Hope this finds you well and enjoying the warmer weather!

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress on the project so far and what communities can expect this year. In terms of Moss Park, we expect to update the community in the near future with concept renderings and the proposed station entrance locations.

While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so Moss Park residents can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

Here are some helpful links:

- Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.
- Click [here](#) for different ways to contact us either by phone, email or set up a meeting.
- The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

Have a good day,

**Daryl Gonsalves**

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



## Community Stakeholder Consultation and Correspondence Record

- The Bentway

**From:**

**Subject:**

**Date:**

[REDACTED]  
[REDACTED]  
Ontario Line Virtual Open House: West Segment (Exhibition, King-Bathurst and Queen-Spadina stations)  
Wednesday, June 2, 2021 5:19:07 PM

---

Good afternoon [REDACTED] The Bentway team,

I hope you've been well and staying safe! I am writing to invite you to an upcoming virtual open house we have planned for the West Segment of the Ontario Line. Please feel free to share the messaging or details below:

Join us at the [Ontario Line West Segment Virtual Open House](#) on June 10 at 6:30 p.m. to learn more and have your questions answered about the project for Exhibition, King-Bathurst and Queen-Spadina stations.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 10 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)!

**Sample tweet:** Join @Metrolinx on Thursday, June 10 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)

This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas.

If you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House - New information to be presented  
**Date:** Thursday, June 10, 2021 2:52:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED] and The Bentway team,

I hope your day is going well! I am reaching out to let you know that we will be presenting new information about the Ontario Line at tonight's virtual open house.

We are releasing the locations of the station entrance buildings at all three stations in the West Segment (Exhibition, King-Bathurst and Queen-Spadina) and the permanent property acquisitions. We have notified owners whose properties will be required and begun discussions, which is why we are releasing the station entrance locations. We are posting updated maps [here](#) on our website and have released a new [blog](#) about the station entrance locations.

You will also see a rough indication of the future station footprint at Exhibition and entrance/exit locations. This is still conceptual and not indicative of final designs.

Please do not hesitate to reach out if you have any questions.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line-Province announced proposals for Exhibition, King-Bathurst and Queen-Spadina stations  
**Date:** Wednesday, June 16, 2021 4:05:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED] and The Bentway team,

I hope this message finds you well! I am writing to share that the province of Ontario has announced its proposal to build transit-oriented communities (TOC) along the future Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations.

This proposal is part of the government's [TOC program](#), which incorporates collaboration with municipalities and third parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. You can find more information about the province's announcement and proposed TOC plans [here](#).

The proposal aims to transform Exhibition station into a connected transit hub with new housing, office and retail space that would support approximately 2,300 jobs. Transit riders will be able to connect to GO Transit, TTC services and the future Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community.

Following the City of Toronto's review, the province will host engagement with the public, stakeholders and Indigenous partners beginning this coming winter.

Please let me know if you have any questions, and I am more than happy to set up a date and time to connect over a call.

Thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line/Metrolinx Meeting Request  
**Date:** Monday, October 4, 2021 10:12:00 AM  
**Attachments:** [image003.png](#)  
[image001.png](#)

---

Good morning [REDACTED]

I hope you had a great weekend! Certainly, you're more than welcome to join:

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 437-703-4197,,533581193#](#) Canada, Toronto

Phone Conference ID: 533 581 193#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

All the best,

Caitlin

### Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** October 3, 2021 2:09 PM  
**To:** kgreenberg@sympatico.ca; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line/Metrolinx Meeting Request

**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 Caitlin,

I'd love to join the meeting as well.

Many thanks  
Ilana

---



**From:** [REDACTED]  
**Sent:** October 1, 2021 11:42 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Ontario Line/Metrolinx Meeting Request

Hi Caitlin,  
Thanks for reaching out. Oct 8<sup>th</sup> at 4pm works well for me.  
Best,

[REDACTED]

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

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** October 1, 2021 10:54 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line/Metrolinx Meeting Request

Good morning [REDACTED]

I hope this message finds you well! We understand from our partners at Infrastructure Ontario (copied here) that you have some questions about transit integration at Exhibition Station. It would be our pleasure to meet with you and answer any questions you may have about the Ontario Line project. Are you available at any of the following dates/times:

- Friday, October 8
  - 4:00-4:30 p.m., or
  - 4:30-5:00 p.m.
- Tuesday, October 12
  - 9:00-9:30 a.m., or
  - 9:30-10:00 a.m.
- Wednesday, October 13
  - 1:00-1:30 p.m.
- Thursday, October 14
  - 9:00-9:30 a.m., or

- 9:30-10:30 a.m.

Please let us know at your convenience. Once confirmed, we will provide meeting details and a link to connect via Microsoft Teams.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:32:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

Caitlin

## **Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

**From:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** RE: OL Step-up Substation design - Requesting Follow-up  
**Date:** Friday, March 4, 2022 2:19:21 PM  
**Attachments:** [image002.png](#)

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Hi Caitlin,

Thank you for the quick response. We acknowledge that the work in this area is progressing and want to make sure we don't miss an opportunity to make recommendations.

Staying tuned!

All the best,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** Caitlin Docherty <Caitlin.Docherty@metrolinx.com>

**Sent:** March 4, 2022 2:10 PM

**To:** [REDACTED]  
[REDACTED]

**Cc:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: OL Step-up Substation design - Requesting Follow-up

Hi [REDACTED]

Thank you very much for sharing this design proposal! I have brought this to the attention of our Sponsor's Office and technical team for review and next steps.

I see how much careful planning and work went into this design. I want to express our appreciation to you and your team for your time and work on this. I am sure our technical team will be interested in further exploring and discussing it. I will follow up as soon as possible with more details on the next steps.

Please do not hesitate to reach out in the meantime.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

Cell: 416.904.5069

[Redacted]

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**From:** [Redacted]

**Sent:** March 3, 2022 1:43 PM

**To:** [Redacted]  
[Redacted]

**Subject:** OL Step-up Substation design - Requesting Follow-up

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Greetings Caitlin,

We wanted to circle back with you around the status of the design & layout for the SUSS. Exhibition Place, Fort York and The Bentway are committed to working with Metrolinx to find an optimal solution that balances functionality, servicing, and an enhanced public realm. Recognizing there are lots of moving pieces, we want to make sure we are keeping pace with ongoing work.

Understanding that there have been some developments around emergency access and the nature of the enclosure(s), we are thinking through the impacts from a public realm & landscape perspective. We have done some very high level sketching that we wish to share with your team. The proposal from our side is to consider flipping the enclosed volume to the east side of the transformers, and to integrate it into the MX proposed landform pathway connection to Strachan Avenue. This move would open up the 'pinch-points' further west, improving the experience of the multi-use trail and enabling more generous frontages on the Cubicles.

Please share the attached deck with your team and let us know if you have questions. We would be eager to present this idea in more detail if we can set a meeting.

Best,

[Redacted]

[Redacted]

[REDACTED]

[REDACTED]

[REDACTED]

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## Community Stakeholder Consultation and Correspondence Record

- The Distillery District

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open House: Downtown Segment - June 17th 2021  
**Date:** Friday, June 4, 2021 10:50:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

I hope you're well and staying safe!

I am writing to let you know about our next [virtual open house for the Downtown Segment](#) of the Ontario Line. This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. During these virtual open houses, Metrolinx experts will also talk about transit corridor lands and what they mean for people who live or work near the route.

We hope you will join us and please feel free to share the messaging or details below with your network:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown . Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

As always, if you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



## Community Stakeholder Consultation and Correspondence Record

- The Friends of Fort York

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location  
**Date:** Friday, August 20, 2021 9:56:01 AM  
**Attachments:** [REDACTED]

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acknowledged - thanks Caitlin. We look forward to the meeting on Aug. 26 at 11 am.

[REDACTED]

On Wed, Aug 18, 2021 at 3:07 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good afternoon [REDACTED],

I did not want to presume your group would be comfortable with us sharing the meeting summary from last Friday in response to your email we received today, so I have attached it here.

I know your group also asked if we can share meeting minutes from previous engagements with The Bentway. As these were not open meetings, we would need to defer to The Bentway regarding what they are comfortable sharing.

Nonetheless, we are always happy to answer any questions you have about Ontario Line project plans, and we hope you can join us next Thursday, August 26 at 11 a.m. to continue our discussion.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[Redacted]

---

**From:** [Redacted]  
**Sent:** August 13, 2021 4:52 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [Redacted]  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

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On behalf of The Friends of Fort York - thanks very much Caitlin and please extend our thanks to all involved in today's informative meeting.

Best,

[Redacted]

On Fri, Aug 13, 2021 at 3:30 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good afternoon [Redacted],

Thank you very much to you and the Friends of Fort York for taking the time to meet with us today. As discussed, I have attached a copy of the presentation.

We are working on the meeting summary and will send it along next week, as soon as possible. I hope you have a great weekend!

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** Ontario Line

**Sent:** August 9, 2021 4:22 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Meeting request: Discussion for proposed Ontario Line substation location

Hi [REDACTED]

Thank you so much for confirming. I am enclosing the meeting link below for this Friday, August 13, from 2-3 pm:

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 437-703-4197,700670522#](#) Canada, Toronto

Phone Conference ID: 700 670 522#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Please do not hesitate to reach out if you have any questions.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[Redacted]

---

**From:** [Redacted]

**Sent:** August 9, 2021 3:55 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [Redacted]

**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

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Hi Caitlin - we will opt for this Friday at 2pm. Please confirm and send us all the meeting link.

Many thanks,

[Redacted]

On Mon, Aug 9, 2021 at 11:11 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED]

I hope you had a great weekend. I wanted to follow up and ask if any of the proposed dates/times for later this week work for a meeting?

Would you please let me know if not when you have a chance? We can propose alternative options.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]

**Sent:** August 5, 2021 5:24 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

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Acknowledged with thanks. I hope to be back to you to confirm a date by the end of this week.

Thanks,

██████

On Thu, Aug 5, 2021 at 4:37 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi ██████,

I hope this message finds you well. Thank you very much for your flexibility in rescheduling our meeting.

Do any of the following dates and times work for your group to meet next week? We would schedule a full hour for the meeting.

- Thursday: Anytime between 10:30 a.m.-12 p.m.; or 4-5 p.m.
- Friday: Anytime between 2-4 p.m.

As Bismah noted, we have previously engaged with the City on this matter through our main liaisons at the Transit Expansion Office. We have also since followed up with our counterparts at the Transit Expansion Office and will extend an invitation to them to join us at the meeting once we finalize a date and time.

Please do not hesitate to reach out with any questions.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** July 30, 2021 2:34 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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OK thanks Bismah. We will consider the Aug 3 meeting canceled and await re-scheduling. Thanks for getting back to me.

Enjoy your weekend,

[REDACTED]

On Fri, Jul 30, 2021 at 2:25 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I can confirm that city staff have been engaged on this, but I've shared your comments with the team in any event. I'd suggest it would be best to reschedule the August 3rd meeting so that we give the relevant city staff appropriate notice to be able to join us for these discussions. Caitlin will be in touch with you as upon her return.



Hope you have a great long weekend,

Bismah

---

**From:** [REDACTED]  
**Sent:** July 29, 2021 7:11 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Bismah - you don't necessarily have to reschedule our meeting, but I think you should ensure that City staff at the Fort are informed and involved at some point since the City does own and operate Fort York National Historic Site. In any event, please let us know if you want to keep the Aug 3 meeting with us or reschedule.

Thanks

[REDACTED]

On Thu, Jul 29, 2021 at 4:50 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for the feedback. Apologies for the mix-up as we navigated scheduling this in between vacations and such. Caitlin will be in touch with you to reschedule this meeting when she returns.

Best,

Bismah

---

**From:** [REDACTED]  
**Sent:** July 29, 2021 4:00 PM  
**To:** [REDACTED] Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** RE: Meeting request: Discussion for proposed Ontario Line substation location

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OK thanks for this.

It certainly seems to me that the Fort manager and other City staff with the responsibility of curation and management of the 43-acre Fort York National Historic Site, including any part of that site that the Ontario Line would impact, should be involved.

[REDACTED]

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**From:** [REDACTED] >  
**Sent:** July 29, 2021 3:23 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

I just called [REDACTED] to inquire if she was aware of Metrolinx reaching out about the Ontario Line near Fort York. She was not aware and will see if Kaitlin knows anything. She appreciated the heads up as she certainly feels that Fort staff should be consulted. Interestingly, she has never heard of the "Transit Expansion Office" at the City, but she ran through a litany of issues that she is already having to deal with up and down the proposed Ontario Line.

[REDACTED] is not setting out to "crash" our meeting on Tuesday, but she is clearly going to seek more insight into Metrolinx's intentions around the Fort.

[REDACTED]

On Thu, Jul 29, 2021 at 12:33 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

That's perfect. While I don't have a proposal to share for the meeting, the purpose of the meeting is to discuss the power supply options for the Ontario Line and Exhibition Station. The team is looking forward to speaking to this on Tuesday.

We have shared the invitation with the Transit Expansion Office at the City which is our main liaison for City staff.

Please don't hesitate to reach out if you have any further questions before the meeting.

Hope you all have a great long weekend,

Bismah

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**From:** [REDACTED]  
**Sent:** July 29, 2021 10:36 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

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Hi Bismah - that time should work for all of us. Thanks for the link.

Can you provide us with any sense of the proposal before the meeting?

Also, are you involving City staff at the Fort?

Thanks,

████████

On Thu, Jul 29, 2021 at 9:11 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi ██████████,

**August 3<sup>rd</sup> from 4:30pm to 5:30pm** works well for my colleagues. Does that work on your end?

In case it does, I am sharing here the link to join the meeting in the interest of time:

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 437-703-4197,104790033#](tel:+14377034197,104790033#) Canada, Toronto

Phone Conference ID: 104 790 033#

[Find a local number](#) | [Reset PIN](#)

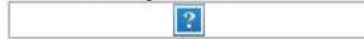
[Learn More](#) | [Meeting options](#)

Look forward to hearing from you,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



---

**From:** [REDACTED]

**Sent:** July 28, 2021 4:12 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

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Ok thanks Bismah



On Wed, Jul 28, 2021 at 3:29 PM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Caitlin asked that I help schedule this meeting while she's away.

I apologise for the delayed response. Thank you very much for sharing the below dates and times. I'm still confirming availabilities for the relevant attendees from the Metrolinx side and will endeavour to get back to you as soon as I can.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



---

**From:** [REDACTED]  
**Sent:** July 23, 2021 6:19 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

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Hi Caitlin - I just heard back and we can make any of the following:

Aug 3 afternoon only

Aug 4 afternoon only

Aug 5 before 3:30 pm

Aug 6 morning only

Regards

On Fri, Jul 23, 2021 at 5:57 PM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I appreciate all your help in coordinating this meeting. As a note, I will be away next week, but our whole team monitors the [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com) inbox so my colleagues can assist you in scheduling our meeting for the week of August 3-6.

I hope you have a great weekend, and I look forward to connecting with you when I return.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** July 23, 2021 11:42 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Thanks. I will canvass people at my end and get back to you as soon as possible.



On Fri, Jul 23, 2021 at 11:40 AM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi 

Thanks for your patience with us getting back to you. Are there dates/times that work best for your group during the week of August 3-6? We are hoping to meet that week and can schedule for a day and time that works best for you.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line





**From:** [REDACTED]  
**Sent:** July 21, 2021 3:41 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Great thanks Caitlin - we are pretty flexible except for Tuesday mornings and Friday afternoons.



On Wed, Jul 21, 2021 at 3:36 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

No apology necessary; thank you so much for getting back to us!

I have connected with our teams to find some dates and times to propose and will get back to you as soon as possible. Typically we host meetings via Microsoft Teams.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** July 21, 2021 12:16 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting request: Discussion for proposed Ontario Line substation location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Caitlin - apologies for my delayed response.

We would be pleased to meet with you (via Zoom?) to discuss your issue. Perhaps you can suggest some alternative times?

Thanks

[REDACTED]

On Fri, Jul 9, 2021 at 1:19 PM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good afternoon to The Friends of Fort York and Garrison Common,

I hope this message finds you well. I am writing on behalf of our Ontario Line team here at Metrolinx to request a meeting with your group.

We hope to meet to discuss a proposed location for a step-up substation for the Ontario Line project. Would you please let us know if you have availability to meet sometime within the next week or so?

Thank you for your time and attention. Please do not hesitate to reach out if you have any questions.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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The Friends of Fort York and Garrison Common

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Friends of Fort York follow up re: Aug 13 Metrolinx meeting - Ontario Line substation proposal  
**Date:** Tuesday, August 24, 2021 9:14:00 AM  
**Attachments:** [REDACTED]

---

Good morning [REDACTED]

Thank you for following up. My sincere apologies for the delay in responding, as I was out of the office for a few days.

We welcome you and Kaitlin to join the meeting and agree that it would benefit all parties to come together and discuss this proposal. Please note that we have been asked to go through the Transit Expansion Office (TEO) to invite City staff from other departments, such as yourselves at Economic Development and Culture, to Metrolinx-hosted meetings. Hence, we have been following this process to date. I have copied Julia and Anthony from TEO here for their awareness.

Thank you again for following up, and please do not hesitate to reach out if you have any questions. We look forward to meeting this Thursday.

Kind regards,

Caitlin

**Caitlin Docherty**  
Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** August 18, 2021 7:43 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: Friends of Fort York follow up re: Aug 13 Metrolinx meeting - Ontario Line substation proposal

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Caitlin,

Thank you for including City of Toronto staff responsible for Fort York on this invitation.

Your message says you are scheduling a meeting with the Bentway, and inviting the Friends of Fort York. I trust you meant to invite the City of Toronto to the same meeting. [REDACTED] is with Parks Forestry & Recreation, and [REDACTED] and I are with Economic Development and Culture, the division that manages Fort York National Historic Site.

Please confirm that this was your intent. It is important that we have the opportunity to work with this team.

Thank you,

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]

**Sent:** August 18, 2021 3:01 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Friends of Fort York follow up re: Aug 13 Metrolinx meeting - Ontario Line substation proposal

**This email originated outside of City of Toronto network.**

Always exercise caution when opening emails received from unfamiliar/unusual senders.

---

**Report Suspicious Email:**

Forward the original message as an attachment to the Malware Support Team (email: [fightspam@toronto.ca](mailto:fightspam@toronto.ca))

Good afternoon [REDACTED]

Thank you very much for following up. It was a pleasure meeting with you and your fellow Friends of Fort York members last Friday.

We agree that there is an opportunity for all interested parties to work together and have a fulsome discussion about the proposal for the Ontario Line step-up substation. We have been working with The Bentway to schedule a meeting at **11 a.m. next Thursday, August 26** and would like to extend the invitation to the Friends of Fort York. I have enclosed the Teams meeting link below:

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

+1 437-703-4197,,550900162# Canada, Toronto

Phone Conference ID: 550 900 162#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Please note that Exhibition Place will be joining us at the meeting as well. Feel free to reach out if you have any questions.

Kind regards,

Caitlin

### Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]

**Sent:** August 18, 2021 10:47 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED]

**Subject:** Friends of Fort York follow up re: Aug 13 Metrolinx meeting - Ontario Line substation proposal

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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To: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

Attention: [REDACTED]

[REDACTED]

Thank you for the August 13 presentation and your kind offer to reach out to you directly. During the meeting we noted that The Bentway and the City of Toronto, Economic Development & Culture Division (owner and operator of the National Historic Site) all share a common interest in the triangle lands and wish to work collaboratively with Metrolinx. As we move forward we think it would be a good idea for all parties to meet jointly with Metrolinx. Thank you again for agreeing to keep us informed through joint meeting notices, minutes and/or summaries of key information and decisions.

For purposes of future communication with The Friends of Fort York, please note:

[Redacted]

We look forward to working collaboratively with you.

Thank you,

[Redacted]

[Redacted]

--

[Redacted]

Image removed by sender.



[Redacted]



For personal contact:

[Redacted]

Fort York saved Toronto. Let's return the favour.

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Requesting meeting link for Friends of Fort York director - Len Rodness  
**Date:** Wednesday, August 25, 2021 2:13:27 PM  
**Attachments:** [image003.png](#)

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Thanks Caitlin - copying Len with the meeting link.  
Much appreciated,

[REDACTED]

On Wed, Aug 25, 2021 at 2:06 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED]

Thank you so much for reaching out. Your board member Len is more than welcome to attend. I know I sent the meeting link in a previous email, but I have re-enclosed it below for ease of sharing:

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 437-703-4197,550900162#](tel:+1437-703-4197,550900162#) Canada, Toronto

Phone Conference ID: 550 900 162#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Please do not hesitate to reach out if you have any questions. We look forward to connecting tomorrow!

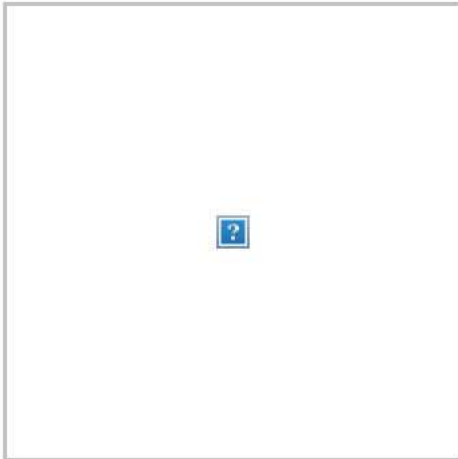
Kind regards,



Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** August 24, 2021 8:06 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Requesting meeting link for Friends of Fort York director - Len Rodness

**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 Caitlin - thanks for the meeting link for this Thursday's 11am meeting.

If possible, I would like to request that we add to the meeting one of our board members, [REDACTED] [REDACTED] has some experience with the matters at issue, and if he is free at that time, we would welcome his participation.

## Community Stakeholder Consultation and Correspondence Record

- The Neighbourhood Organization (TNO)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: metrolinx  
**Date:** Wednesday, October 21, 2020 3:25:00 PM  
**Attachments:** [image003.png](#)  
[image001.png](#)

---

Thanks so much!

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 21, 2020 10:04 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** RE: metrolinx

Hello Siva,  
Fine with me.

[REDACTED] | **Executive Director**  
**TNO - THE NEIGHBOURHOOD ORGANIZATION** (Formerly Thorncliffe Neighbourhood Office)  
1 Leaside park drive, Unit 7, Toronto, ON, M4H 1R1  
[REDACTED]  
Visit us Online at [www.tno-toronto.org](http://www.tno-toronto.org) | [Like us on Facebook](#) | [Follow us on Twitter](#)



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**THANK YOU FOR YOUR SUPPORT!**

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---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Tuesday, October 20, 2020 5:35 PM  
**To:** [REDACTED] >  
**Subject:** RE: metrolinx

Hi [REDACTED],

Please let us know your thoughts about this updated version of the text about TNO that we would like to include in our next e-newsletter:

*Thornccliffe Park is one of the many communities which will be served by the Ontario Line and which Metrolinx will be working in as the project advances.*

*Thornccliffe Park is a vibrant, multicultural, midtown Toronto community located in the heart of the Don Valley. What began as one of the city's first multi-residential high-rise communities is now a youthful, diverse and growing population of 30,000 Torontonians who are proud to call Thornccliffe Park home.*

*Over the next several years, Metrolinx will be working with organizations like [TNO - The Neighborhood Organization](#) to inform the community about the Ontario Line, which will bring much-needed rapid transit to neighbourhoods like Thornccliffe Park and Flemingdon Park and improve the quality of life for residents. Established in Thornccliffe Park in 1985, TNO is a multi-service agency working to improve individual and community life for new Canadians across Toronto. As part of its community advocacy mandate TNO led public consultations about the Ontario Line in Thornccliffe Park in October 2019 and is a trusted voice and partner in the community.*

Thanks!  
Sivahami

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 3:01 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** FW: metrolinx

Hi Siva

This is what I just got from our ED

Hope it is not too late

Thank you

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** October 14, 2020 2:50 PM  
**To:** [REDACTED]  
**Subject:** metrolinx

***Thornccliffe Park is one of the many communities that will be served by the Ontario***

*Line and which Metrolinx will be working in over the coming months.*

*Thorncliffe Park is a vibrant, multicultural, midtown Toronto community, located in the heart of the Don Valley. One of the city's first multi-residential, high-rise communities, today, a youthful and growing population of 30,000 Torontonians, newcomers and long-time Canadians alike, are proud to call Thorncliffe Park home.*

*We would like to highlight [TNO - The Neighborhood Organization](#), a multi-service agency working to improve individual and community life for new Canadians across Toronto. Established in Thorncliffe Park in 1985, TNO supports its communities in more than 50 languages and at no cost to its clients.*

**[REDACTED]** | Executive Director  
**TNO - THE NEIGHBOURHOOD ORGANIZATION** (Formerly Thorncliffe Neighbourhood Office)  
1 Leaside park drive, Unit 7, Toronto, ON, M4H 1R1

Visit us Online at [www.tno-toronto.org](http://www.tno-toronto.org) | [Like us on Facebook](#) | [Follow us on Twitter](#)



**TNO - The Neighbourhood Organization won the 2020 [Settlement Agency Award](#)  
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From:

Ontario Line

---

[REDACTED]

We have confirmed that our virtual open house for Thorncliffe Park and Flemingdon Park will take place [on Thursday, April 15 at 6:30pm](#). We have also posted a [blog piece](#) discussing the location of the maintenance and storage facility, and updated our website [here](#) (click on Maintenance & Storage Facility).

Can you help us share this information with your staff, clients, and community members?

**Sample message for email/Facebook:** Join Metrolinx on Thursday, April 15, 2021 at 6:30pm for an Ontario Line presentation and Q&A for Thorncliffe Park, Flemingdon Park, and Science Centre. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLiveApril15>.

**Sample tweet:** Join @Metrolinx on Thursday, April 15, 2021 at 6:30pm for an @OntarioLine presentation and Q&A for #ThorncliffePark, #FlemingdonPark, and Science Centre. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLiveApril15>

As I mentioned, this public event is the first of a series we are hosting through April and May for all the Ontario Line station areas. There will be many more opportunities for the public to learn about the project and provide feedback. We are sharing this information out now with community groups and local media, we have a paid social media campaign, and we plan to tape posters in the lobbies of residential buildings. We appreciate any support you can offer to help spread the word, and any suggestions for future meetings.

Thanks very much,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

From: [REDACTED]

Sent: Wednesday, April 07, 2021 3:44 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: FW: Ontario Line update and upcoming virtual open house

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Thanks so much,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** we'd like to talk with you about the Ontario Line  
**Date:** Tuesday, May 11, 2021 1:16:00 PM  
**Attachments:** [image002.png](#)

---

Hello [REDACTED]

MPP Kathleen Wynne shared some of the questions and concerns that a group of young people from Thorncliffe Park raised with her regarding the Ontario Line and its Maintenance and Storage Facility. As representatives of Metrolinx and the Ontario Line team, we would like to meet with your group to discuss these concerns and tell you about how we will be working with the community to plan and prepare for construction.

The Ontario Line will bring higher order transit to the Thorncliffe and Flemingdon Park communities, making it faster and easier for people to get where they to be everyday. As essential part of the project is the maintenance and storage facility. Metrolinx identified the preferred location for the facility based on extensive study with the City of Toronto. We needed a large parcel of land that was already zoned for industrial use and that was close the Ontario Line route. Because we knew there would be impacts to businesses and community organizations, we looked for a site where we would be able to work with property owners and tenants to help them relocate to a new location nearby.

We know you are all busy and this is already a challenging time. We can be available when it is convenient for your group to meet. **Please send us a preferred date and time. If there are specific questions would like to discuss, please send them to us in advance.** We look forward to meeting with you.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12  
**Date:** Friday, August 6, 2021 5:24:00 PM  
**Attachments:** [image007.png](#)  
[image002.png](#)  
[image003.png](#)

---

Hi [REDACTED]

That's amazing, I really appreciate it. It would be great if some of the people who joined and spoke on July 22 could be invited too, like Kaynat or the teacher from Valley Park (whose name I didn't catch).

Have a good weekend, and happy new year,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** [REDACTED]  
**Sent:** Friday, August 06, 2021 4:51 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

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I have reached out to everyone to see if they are available and would like to come. I shared the link as well so that they can register themselves. I will continue to let people know.

Thank you for sharing this opportunity with me.

---- On Fri, 06 Aug 2021 14:31:00 -0400 [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) wrote ----

Hi [REDACTED]

I saw that you signed up for the tour – so glad you can come! Hope you can share the registration link with the youth leaders too.

See you next week,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** Ontario Line  
**Sent:** Tuesday, August 03, 2021 3:56 PM  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

Hi [REDACTED]

It would be great to have the youth leaders from SaveTPARK join one of these tours if possible, even if they are not members of the community table. Please let me know if some of the youth leaders might be interested in attending, or send them the link.

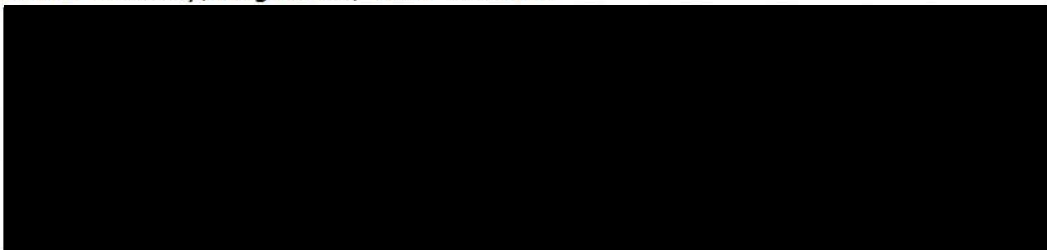
Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team



---

**From:** Ontario Line  
**Sent:** Tuesday, August 03, 2021 3:54 PM



**Subject:** GO bus tours of Toronto MSF sites - Thursday, August 12

Hi Thorncliffe Park Community Table members,

I'm happy to share that we have finalized the GO bus tours of Toronto MSF sites for next week, on **Thursday, August 12**. The tours will be a chance to view MSF sites and also ask questions and have a discussion with Malcolm and other project team members.

We have booked two tour times to try to accommodate as many people as possible. We hope that you are able to join at one of these times:

- **Afternoon tour:** August 12, 1:00-5:30pm
- **Evening tour:** August 12, 6:00-9:00pm

[Click here for more details and the registration form.](#)

Space is limited, so please register by **Sunday, August 8** so that we can confirm numbers by Monday.

Thanks,

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12  
**Date:** Friday, August 6, 2021 5:35:00 PM  
**Attachments:** [image002.png](#)

---

[REDACTED]

Thanks for replying. I hope that you reconsider – you have an important voice for us to hear from during the tour.

Have a good weekend,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, August 04, 2021 11:03 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: GO bus tours of Toronto MSF sites - Thursday, August 12

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Hi Sivahami,

I am no longer interested in this Go Bus tour.

Thanks & Regards  
[REDACTED]

Sent from my iPhone

On Aug 4, 2021, at 10:41 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I remember that you were interested in joining the GO bus tour when we talked about it at a meeting a few weeks ago, so I wanted to make sure you saw this message. I hope that you can join us on August 12. Please register [here](#) and let me know if you have any questions!

Thanks,  
Sivahami

---

**From:** Ontario Line

**Sent:** Tuesday, August 03, 2021 3:54 PM

**Subject:** GO bus tours of Toronto MSF sites - Thursday, August 12

Hi Thorncliffe Park Community Table members,

I'm happy to share that we have finalized the GO bus tours of Toronto MSF sites for next week, on **Thursday, August 12**. The tours will be a chance to view MSF sites and also ask questions and have a discussion with Malcolm and other project team members.

We have booked two tour times to try to accommodate as many people as possible. We hope that you are able to join at one of these times:

- **Afternoon tour:** August 12, 1:00-5:30pm
- **Evening tour:** August 12, 6:00-9:00pm

[Click here for more details and the registration form.](#)

Space is limited, so please register by **Sunday, August 8** so that we can confirm numbers by Monday.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

<image001.png>

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12  
**Date:** Friday, August 6, 2021 5:34:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Hi [REDACTED]

The goal of the tour is to create space to discuss community concerns and potential solutions in relation to other MSFs in Toronto. We hope that seeing the MSFs in person will help answer questions and set the stage for community-oriented ideas for the Ontario Line MSF and the area around it.

Several community leaders are attending, and we would really appreciate having you there to contribute to the conversation, too. I hope you will reconsider. If you can't attend, it would be great to have another representative from TNO to share TNO's valuable insight.

Have a good weekend,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, August 04, 2021 11:57 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

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I am not sure what this tour will accomplish for us in the community. I decline to participate this.

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Wednesday, August 4, 2021 10:43 AM

**To:** [REDACTED]

**Subject:** RE: GO bus tours of Toronto MSF sites - Thursday, August 12

Hi [REDACTED]

I wanted to send you a personal invitation for the GO bus tour next week. I hope that you can join us on August 12. Please register [here](#). Other TNO staff would also be welcome. Please let me know if you have any questions.

Thanks,  
Sivahami

---

**From:** Ontario Line

**Sent:** Tuesday, August 03, 2021 3:54 PM

**Subject:** GO bus tours of Toronto MSF sites - Thursday, August 12

Hi Thorncliffe Park Community Table members,

I'm happy to share that we have finalized the GO bus tours of Toronto MSF sites for next week, on **Thursday, August 12**. The tours will be a chance to view MSF sites and also ask questions and have a discussion with Malcolm and other project team members.

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[Click here for more details and the registration form.](#)



Space is limited, so please register by **Sunday, August 8** so that we can confirm numbers by Monday.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Re: Details for MSF GO bus tour tomorrow  
**Date:** Thursday, August 12, 2021 11:13:00 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Hi [REDACTED]

No, the next community meeting will be on August 19 at 1:00pm. I'll send a reminder email tomorrow with the link in case anyone needs it.

I'm going to be unable to access email from around 11:30am to 9:30pm today, so please text me if you need to get in touch!

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, August 11, 2021 6:22 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Details for MSF GO bus tour tomorrow

**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.

Do we have a community meeting tomorrow?

---- On Wed, 11 Aug 2021 12:53:01 -0400 [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) wrote ----

Hello everyone,

Thank you for joining us for the GO bus tour tomorrow! We look forward to meeting you in person.

We will meet at 2 Thorncliffe Park Drive. Look for the green GO bus. The afternoon tour will begin at **1:00pm** and the evening tour will begin at **6:00pm**. *Please arrive on time (or early!) so that we can stay on schedule.*

Please wear a mask, and be prepared to complete a COVID-19 assessment form before boarding the bus. There will be enough space on the bus for everyone to sit by themselves (i.e. not next to anyone else).

If you have trouble finding the GO bus, or if you can no longer make it on the tour, please call or text me at 437-881-2618.

Let me know if you have any questions!

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team



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**From:** [REDACTED]  
**Subject:** Re: Station question  
**Date:** Friday, September 24, 2021 3:41:20 PM

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks Sivahami, that's good to know!

Have a great weekend,

[REDACTED]

On Fri, Sep 24, 2021, 3:13 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thorncliffe station will have a single centre platform, and we expect it to be just under 9 metres wide (about 29 feet). Hope that's helpful!

Sivahami

---

**From:** [REDACTED]  
**Sent:** September 24, 2021 10:23 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Station question

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Thanks Sivahami!

On Fri, Sep 24, 2021, 9:59 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Great question! I have passed this along to see if we have an answer.

The usual response for these kinds of questions is that we don't yet have all the final details for the east or north segments because they are part of the North Civils contract, which will be awarded in 2023. The contractor who is chosen will be the one who makes these final decisions within their proposal, though they need to follow certain safety and design parameters that Metrolinx sets.

Some of those design parameters (maybe not platform width, but maybe appearance or navigation?) are what we could discuss in the new working groups! Looking forward to having you join us.

Thanks,

Sivahami

---

**From:** [REDACTED]  
**Sent:** September 20, 2021 1:10 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Station question

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Sivahami,

Here's a question that nobody's ever asked, I'm sure:

Approximately how wide will the Thorncliffe Park Station platform be?

Is it comparable to a newer TTC station, like York University, for example? Or the underground section of Eglinton Crosstown?

Thanks,



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

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line Design Survey for Thorncliffe Park and Flemingdon Park  
**Date:** Friday, September 24, 2021 10:24:05 AM

**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.

Will do!

On Fri, Sep 24, 2021, 9:57 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Thanks, [REDACTED] More details soon! Please also share with other community leaders who you think should be involved!

Sivahami

---

**From:** [REDACTED]  
**Sent:** September 23, 2021 9:59 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Fwd: Ontario Line Design Survey for Thorncliffe Park and Flemingdon Park

**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 Sivahami,

Please sign me up for both design priorities working groups.

Thank you,

[REDACTED]

----- Forwarded message -----

**From:** **Metrolinx Engage** <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>  
**Date:** Fri, Sep 17, 2021 at 4:17 PM  
**Subject:** Ontario Line Design Survey for Thorncliffe Park and Flemingdon Park

To:



Hello,

As we mentioned during the [virtual presentation and live Q&A on September 16](#), we are launching an online survey about community priorities for Ontario Line design options in Thorncliffe Park and Flemingdon Park.

## Share your key design priorities

[Take the design survey now](#)

The design survey will be open until **October 16, 2021**.

During the virtual presentation, we also announced two community working groups to discuss key design priorities in Thorncliffe Park and Flemingdon Park. Interested in being involved? Please reach out to us directly at 416-202-5100 or [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com) to learn more.

Thanks,

Ontario Line Community Relations Team

To opt out of receiving invitations for Ontario Line - North Segment - Questionnaire, click [here](#).

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: September 14th community meeting  
**Date:** Thursday, October 7, 2021 5:00:00 PM  
**Attachments:** [210914 Review of Community's Proposed Changes to the Thorndiffe Alignment and MSF Design.pdf](#)

---

Hi [REDACTED]  
Sorry for the delay. See attached for the presentation.  
Sivahami

---

**From:** [REDACTED]  
**Sent:** October 4, 2021 1:13 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** September 14th community meeting

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Sivahami,

Could you send me the September 14th presentation where you refuted the alternative site SaveTPARK suggested?

Thank you

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:41:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line community notice - Survey Eglinton/Don Mills  
**Date:** Thursday, February 10, 2022 1:57:00 PM  
**Attachments:** [OLine- Surveying near Eglinton and Don Mills .pdf](#)  
[image001.png](#)

---

Hello,

Please see attached for a community notice regarding surveys that Metrolinx will be conducting near Eglinton and Don Mills for two weeks starting February 10. There will be a small crew on foot, taking photos and notes in public areas. There will be no noise or parking impacts. They will access the area using public parking lots and walking trails. The crew may need to access the side streets of Rochefort, St Dennis, and Gateway Blvd during non-peak times to collect topographic information. Paint Markings and stakes will be used to mark the location of underground utilities.

We are distributing this message by email to elected officials and community groups in the area, and the crew members will have copies of the attached notice on hand.

Please let us know if you have any questions.

Thank you,  
Ontario Line Community Relations Team

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- The Potter's Studio

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Wednesday, April 21, 2021 11:58:00 AM  
**Attachments:** [image002.png](#)  
[image004.png](#)

---

Hi [REDACTED]

Thanks for the quick reply. If you or the other members have any questions about the project as a whole, separate from negotiations, please let me know. I can be reached at this email or at 416-202-5100.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, April 21, 2021 10:17 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Done deal

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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[REDACTED].  
We have our President [REDACTED] representing us.

Our 50 member Potters had a Zoom last evening and the feeling was we're prepared to cooperate and make the best of the situation.

No point in you and I batting it around ... let the reps handle it.

Thank you for reaching out though.

Stay safe.

[REDACTED]

----- Original message -----

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Date: 21-04-2021 06:09 (GMT-05:00)  
To: [REDACTED]  
Cc:  
Subject: RE: Done deal

Hi [REDACTED]

Thank you for your email, and sorry for the delay getting back to you. We are committed to supporting each and every business and organization at 2 Thorncliffe Park to relocate and not experience financial loss. Can you tell me which business/organization you're with?

Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

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

From: [REDACTED]  
Sent: Friday, April 16, 2021 5:50 PM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Done deal

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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In spite of all the nice noises, it's clear this is a done deal.

The best we displaced tenants at 2 Thornecliffe can hope for is a few crumbs to help us find a new home ...

[REDACTED]

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## Community Stakeholder Consultation and Correspondence Record

- The Rex Hotel Jazz & Blues Bar

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Line of communication  
**Date:** Thursday, February 10, 2022 2:55:00 PM  
**Attachments:** [image003.jpg](#)  
[image001.png](#)  
[image005.jpg](#)

---

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** February 9, 2022 12:22 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Line of communication

[REDACTED]

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi there,

I would like to be in touch with regards to potential impact of Ontario Line Subway on our area and property – [REDACTED] Queen St. W. .

Please call me at your earliest convenience.

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]





Virus-free. [www.avg.com](http://www.avg.com)

## Community Stakeholder Consultation and Correspondence Record

- Toronto Downtown West Business Improvement Area (BIA)

**From:** [REDACTED]  
**Subject:** Re: Entertainment District Feature in Metrolinx Ontario Line Newsletter  
**Date:** Wednesday, November 11, 2020 2:06:14 PM  
**Attachments:** [REDACTED]

---

Sounds great, thanks!

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Wednesday, November 11, 2020 1:29:58 PM  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: Entertainment District Feature in Metrolinx Ontario Line Newsletter

Hi [REDACTED]

Thank you for your follow up message! We are still working on our content schedule, but we anticipate featuring your BIA in either next week's newsletter or two weeks afterward. Our newsletter typically goes out bi-weekly on Fridays.

Please let me know if you have any further questions.

Sincerely,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, November 11, 2020 9:48 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** Re: Entertainment District Feature in Metrolinx Ontario Line Newsletter

Wonderful , thank you.

We are excited to be featured in the newsletter. Wondering when you are hoping to send it out?

[Redacted]

--

[Redacted]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** Wednesday, November 11, 2020 at 9:13 AM

**To:** [Redacted] >

**Cc:** [Redacted]

[Redacted]

**Subject:** RE: Entertainment District Feature in Metrolinx Ontario Line Newsletter

Hi [Redacted]

Thank you for passing along this updated language! We also appreciate you allowing us to use the photo from your Facebook page. We are excited to feature your BIA and the Entertainment District.

If you have any questions, do not hesitate to reach out.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[Redacted]

---

**From:** [Redacted]

**Sent:** Friday, November 06, 2020 11:47 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [Redacted]

[Redacted]

**Subject:** Re: Entertainment District Feature in Metrolinx Ontario Line Newsletter

Hi Caitlin,

Thanks for reaching out, we would love to be featured!

I have attached our boiler plate for you to use with our wording that includes all of our attractions and their formal business names (Toronto Blue Jays etc.). I have also attached our logo in case that is of interest.

In addition, you may also use the image you provided.

Let us know your thoughts!

Thank you,

--

[Redacted signature block]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** Thursday, November 5, 2020 at 10:56 AM

**To:** [Redacted]

[Redacted]

**Subject:** Entertainment District Feature in Metrolinx Ontario Line Newsletter

Hi [Redacted] and the Toronto Entertainment District BIA team,

I hope you've been well since we last spoke!

I'm emailing today because we'd like to feature the Entertainment District in our e-newsletter in the near future as part of our ongoing series featuring different communities along the line. We would appreciate your review of the following text which describes the Toronto Entertainment District:

*One of Toronto's most lively neighbourhoods is the Entertainment District, which is one of the many areas where Metrolinx will be working in as the Ontario Line project advances.*

*With distinct architecture both old and new, the Entertainment District is a thriving commercial hub of creativity, hospitality and retail. The area attracts tourists, sports fans, art enthusiasts and sightseers alike as it is home to many iconic cultural landmarks such as the CN tower, Rogers Centre, Roy Thomson Hall, and the TIFF Bell Lightbox. The District is also home to an array of talent that is comprised of the Canadian Opera Company, the National Ballet of Canada, and favoured sports teams including the Blue Jays, Maple Leafs and Raptors.*

*The Entertainment District has a growing population of 30,000 residents and a workforce of 90,000. With 19 million visitors annually, the area will benefit from this major subway project that will connect more neighborhoods to high-order transit and ease congestion on Line 1 by*

14%.

*You can learn more about this neighborhood and the Entertainment District BIA at their website [here](#).*

Attached is an image from your Facebook page that we are hoping to use for this article. Please let us know if that is okay.

If you have any questions, do not hesitate to reach out. We look forward to hearing from you!

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Your Ontario Line Newsletter - December 1, 2020  
**Date:** Tuesday, December 1, 2020 4:02:05 PM  
**Attachments:** [image001.png](#)

---

Hi Caitlin,

This is great! Thanks for sharing and appreciate you featuring us in your newsletter. Looking forward to continuing communication. Please feel free to reach out with any updates and/or information you would like us to share.

Best,

--

---

**From:** Ontario Line <ontarioline@metrolinx.com>

**Date:** Tuesday, December 1, 2020 at 2:42 PM

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** FW: Your Ontario Line Newsletter - December 1, 2020

Hi [REDACTED]

I hope you and the Toronto Entertainment District BIA team have been well! I know you may have already received our newsletter if you're signed up, but I wanted to pass this one along just in case since it includes the profile of your BIA.

Please do not hesitate to reach out if you have any questions.

Thank you,

Caitlin



**From:** Metrolinx <no-reply@community.metrolinx.com>  
**Sent:** Tuesday, December 01, 2020 2:11 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Your Ontario Line Newsletter - December 1, 2020

[View this email in your browser](#)

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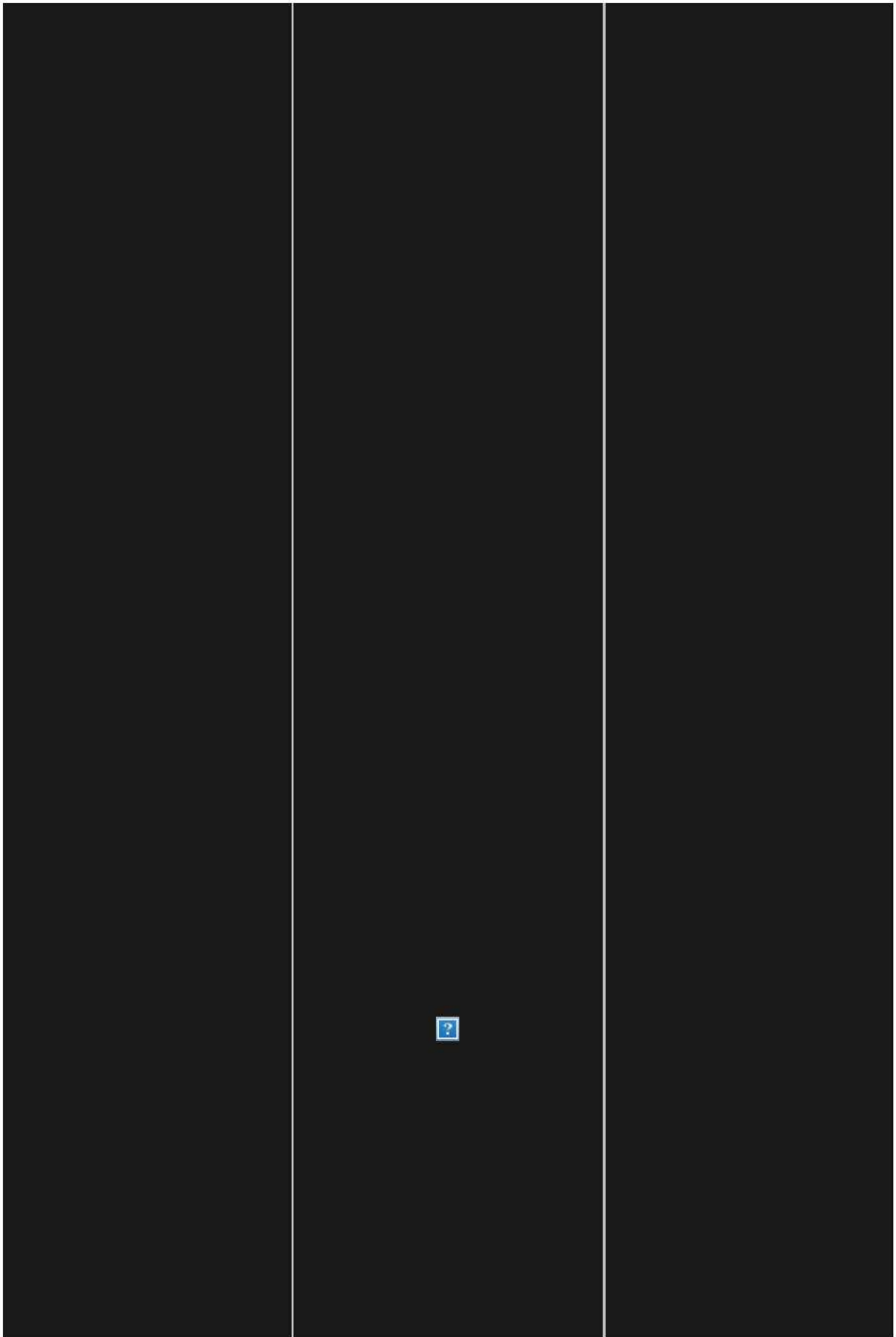
Ontario Line

December 1, 2020



## Early Works Report for Exhibition Station Released





Metrolinx released the Early Works Report for Exhibition station yesterday.

The report provides details on some of the upgrades that will be made at Exhibition Station along with the impacts and related mitigations that can be expected during construction. Since GO Expansion Plans also call for more GO train services at Exhibition Station, prioritizing this work will ensure both of these important transit expansion projects are properly coordinated and completed on time.

Find out more about Early Works at Exhibition Station and read the report at [Metrolinx Engage](#).



## Investigative Drilling and Rail Corridor Surveying

Geotechnical drilling and surveying continues at several points along the Ontario Line route to gather information on ground conditions.

Along with the ongoing [investigative drilling work on Ontario Street and Queen Street East](#) and [night drilling work on Portland Street near Adelaide Street West](#), a few recent notices informed residents of [investigative surveying work on Simcoe Street, York Street, Bay Street and Queen Street West](#), [overnight and daytime investigative hydrovac work in the west and downtown segments of Ontario Line](#).

Outdoor noise and vibration monitoring continues along the Ontario Line route to gather data necessary for environmental studies. Notices informed residents on what to expect for [noise and vibration monitoring along the whole line](#).

You can find all current community notices [on our website](#).



# Community: Entertainment District



One of Toronto's most lively neighbourhoods is the Entertainment District, which is one of the many areas where Metrolinx will be

working in as the Ontario Line project advances.

With distinct architecture both old and new, the Entertainment District is a thriving commercial hub of creativity, hospitality and retail. The area attracts tourists, sports fans, art enthusiasts and sightseers alike as it is home to many iconic cultural landmarks such as the CN Tower, Rogers Centre, Roy Thomson Hall, and the TIFF Bell Lightbox. The District is also home to an array of talent that is comprised of the Canadian Opera Company, the National Ballet of Canada, and favoured sports teams including the Toronto Blue Jays, Toronto Maple Leafs and Toronto Raptors.

The Entertainment District has a growing population of 30,000 residents and a workforce of 90,000. With 19 million visitors annually, the area will benefit from this major subway project that will connect more neighborhoods to high-order transit and ease congestion on Line 1 by 14%.

You can learn more about this neighborhood and the Entertainment District BIA at their website [here](#).



## **How Metrolinx keeps its fleet of trains and buses moving through northern cold**

We all know Mother Nature has her frigid side – especially in Canada. But luckily for GO Transit and UP Express customers, Metrolinx is well prepared to get people where they need to go, even through slush and snow. This is why, for those who keep those vehicles rolling, there is never an end to winter.

Read [more](#) about how every year Metrolinx constantly fights the cold.



---

## Recent Metrolinx News

[Detour ahead Toronto, as Bloor Street West rail bridge prepares to be demolished](#)

Nov 26, 2020

[Storm sewers to a huge bridge for Finch West LRT project – New photos show progress from every angle](#)

Nov 26, 2020

[Started at the top, now we're here – See major breakthrough beneath Milliken GO rail bridge](#)

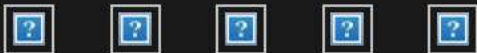
Nov 25, 2020

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## Contact Us

You can reach the Ontario Line Community Relations Team by email at [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com) or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).

---



You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

**Our mailing address is:**

Metrolinx  
97 Front Street West  
Toronto, ON M5J 1E6  
Canada

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Add to Database - Upcoming Metrolinx Ontario Line work in your area  
**Date:** Wednesday, February 24, 2021 12:45:00 PM  
**Attachments:** [image001.png](#)  
[image004.png](#)

---

Hi [REDACTED]

Thank you for your message! The best way to stay up-to-date about notices or milestones for the Ontario Line is by signing up for our [newsletter](#) (which I know you and your team have done, if I recall correctly). We also always make sure to post notices [here](#) on our website before construction work begins.

We do provide a heads up to representatives from local BIAs and community groups for broader distribution to their membership, hence the email you received about the [sewage monitoring work across the Ontario Line](#). Please note that this initial notice is not exhaustive, and we encourage any additional staff or members interested in receiving construction notices to please sign up for our newsletter.

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

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** February 23, 2021 11:17 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Add to Database - Upcoming Metrolinx Ontario Line work in your area

**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 Caitlin,

Thank you for this update!



Could you please add our BIA team below to your database?



Thank you,



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Date:** Friday, February 19, 2021 at 4:47 PM  
**Subject:** Upcoming Metrolinx Ontario Line work in your area

Hello,

Metrolinx will be conducting some overnight work in the neighbourhood of your business and organization starting Wednesday, February 24<sup>th</sup>. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

**The Ontario Line Community Relations Team**



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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Touching base on the Ontario Line  
**Date:** Friday, March 12, 2021 12:57:00 PM  
**Attachments:** [image001.png](#)

---

Dear [REDACTED] and the Toronto Entertainment District BIA team,

I hope you, your team and your members have been well and staying safe! I am reaching out to let you know about some Ontario Line web updates.

Earlier this week, Metrolinx released a [blog post](#) about what's next for the Ontario Line and an [updated project timeline](#) on our website. As we discussed in our last meeting, the next step for the Ontario Line near your catchment will be the construction of the future King-Bathurst and Queen-Spadina stations and the underground line through this area.

To recap, major construction for the Ontario Line in this area will fall under the main [procurement](#) contract for the south portion of the line (from Exhibition Station to the Don River), known as the Southern Civil, Stations and Tunnel package. This package includes major construction and redesign at Exhibition, constructing the tunnel portal at Ordnance Park, and building the future King-Bathurst, Queen-Spadina, Moss Park and Corktown stations, as well as integrating two underground stations with the existing TTC Osgoode and Queen subway stations. As you will see in the timeline noted above, we anticipate major construction to begin in 2023.

While we do not have major project updates in your area yet, I welcome the opportunity to set up a call to touch-base and answer any questions.

Thank you for your time. As always, you can reach our team here via email or by phone at 416-202-5100 with any questions. We also have a new [Book a Meeting](#) feature on our website in case any of your members wish to schedule a time to connect with us via Teams or by phone.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open Houses: Downtown and West Segments  
**Date:** Wednesday, April 14, 2021 3:03:00 PM  
**Attachments:** [image001.png](#)

---

Good afternoon Toronto Entertainment District BIA team,

I hope you have been well and staying safe! I wanted to reach out and invite you to two upcoming virtual public open houses we have planned for both the Downtown and West Segments of the Ontario Line.

### **Downtown Segment:**

We are hosting a [virtual open house on April 26](#) at 6:30 p.m. to answer questions about the Ontario Line transit project in the Downtown Segment (Osgoode, Queen, Moss Park and Corktown stations). Please share the information below as you see fit:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Monday, April 26 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril26](https://MetrolinxEngage.com/en/OLliveApril26)!

**Sample tweet:** Join @Metrolinx on Monday, April 26 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril26](https://MetrolinxEngage.com/en/OLliveApril26)

### **West Segment:**

We are hosting a [virtual open house on April 29](#) at 6:30 p.m. to answer questions about the Ontario Line transit project in the West Segment (Exhibition, King-Bathurst and Queen-Spadina stations). Please share the information below as you see fit:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, April 29 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)!

**Sample tweet:** Join @Metrolinx on Thursday, April 29 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLliveApril29](https://MetrolinxEngage.com/en/OLliveApril29)

These events are part of a series we are hosting through the coming weeks for all the Ontario Line station areas. There will be many more opportunities to learn about the project and provide feedback. As always, please do not hesitate to reach out directly if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Virtual Open Houses: West and Downtown Segments  
**Date:** Wednesday, June 2, 2021 4:37:05 PM

---

Good afternoon Toronto Downtown West BIA team,

I hope you've been well and staying safe! I am writing to invite you to two upcoming virtual public open houses we have planned for both the West and Downtown Segments of the Ontario Line:

**West Segment:**

Join us at the [Ontario Line West Segment Virtual Open House](#) on June 10 at 6:30 p.m. to learn more and have your questions answered about the project for Exhibition, King-Bathurst and Queen-Spadina stations. Please share the information below with your community.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 10 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Exhibition, King-Bathurst and Queen-Spadina stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)!

**Sample tweet:** Join @Metrolinx on Thursday, June 10 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Exhibition, #KingBathurst and #QueenSpadina. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune10](https://MetrolinxEngage.com/en/OLLiveJune10)

**Downtown Segment:**

Join us at the [Ontario Line Downtown Segment Virtual Open House](#) on June 17 at 6:30 p.m. to learn more and have your questions answered about the project for Osgoode, Queen, Moss Park and Corktown stations. Please share the information below with your community.

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)!

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

These public events are part of a series we are hosting through the coming weeks for all the Ontario Line station areas. If you have any questions or feedback about the open houses or the project in general and want to hop on a quick call, please let me know and I am more than happy to connect.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**Bcc:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area  
**Date:** Tuesday, June 8, 2021 10:02:00 AM  
**Attachments:** [REDACTED]

---

Hello,

Please note that investigative drilling work on Bathurst Street near King Street West in the previous notice we shared has been delayed due to health and safety risks associated with the overhead wires at the work location. The contractor has now sourced another smaller drill rig to carry out the work, and work is anticipated to resume on June 21 and last up to five weeks. All other details remain the same in the notice.

Please let us know if you have any questions,

The Ontario Line Community Relations team

[REDACTED]

---

**From:** Ontario Line  
**Sent:** May 26, 2021 11:15 AM  
**Subject:** Upcoming Metrolinx Ontario Line work in your area

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting as early as May 31. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

**The Ontario Line Community Relations Team**

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** [REDACTED]

---

Hi Toronto Downtown West BIA team,

I hope this message finds you well! I am reaching out to let you know that we will be presenting new information about the Ontario Line at [tonight's virtual open house](#).

We are releasing the locations of the station entrance buildings at all three stations in the West Segment (Exhibition, King-Bathurst and Queen-Spadina) and the permanent property acquisitions. We have notified owners whose properties will be required and begun discussions, which is why we are releasing the station entrance locations. We are posting updated maps [here](#) on our website and have released a new [blog](#) about the station entrance locations.

Please do not hesitate to reach out if you have any questions.

Many thanks,

Caitlin

**Caitlin Docherty**  
Community Relations & Issues Specialist – Ontario Line





**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line-Province announced proposals for Exhibition, King-Bathurst and Queen-Spadina stations  
**Date:** Wednesday, June 16, 2021 4:15:00 PM  
**Attachments:** [image002.png](#)

---

Hi Toronto Downtown West BIA team,

I hope you've been well! I am writing to share that the province of Ontario has announced its proposal to build vibrant live-work-play communities along the future Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations.

This proposal is part of the government's [TOC program](#), which incorporates collaboration with municipalities and third parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. You can find more information about the province's announcement and proposed TOC plans [here](#).

The proposal would transform Exhibition Station into a connected transit hub with new housing, office and retail space that would support approximately 2,300 jobs. Transit riders will be able to connect to GO Transit, TTC services and the future Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community.

The province is also proposing a TOC at the future King-Bathurst station. The proposal looks to add more housing and office space while retaining heritage buildings and structures, recognizing this vibrant neighbourhood's character.

At the future Queen-Spadina station, the proposed TOC would provide more housing, retail space for businesses and convenient access to transit, including the TTC streetcar and future Ontario Line.

Following the City of Toronto's review, the province will host engagement with the public, stakeholders and Indigenous partners beginning this coming winter.

Please let me know if you have any questions, and I am more than happy to set up a date and time to connect over a call.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area - Patios in the area  
**Date:** Thursday, August 12, 2021 3:28:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

I hope your week is going well! I wanted to send a quick follow up. I am sure you and your team are incredibly busy right now, but I wanted to let you know this is still on my radar, and I welcome the opportunity to connect sometime soon when you are available.

Thanks very much for your time and attention,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** Ontario Line  
**Sent:** August 6, 2021 4:15 PM  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area - Patios in the area

Hi [REDACTED]

Thanks for your quick reply! Are you available in the afternoon next Thursday or Friday? Do you have any preference for via phone or video call?

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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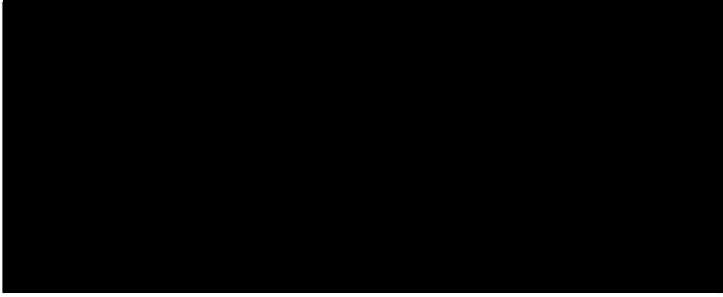
**From:** [REDACTED]  
**Sent:** August 6, 2021 3:12 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Upcoming Metrolinx Ontario Line work in your area - Patios in the area

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Hi Caitlin,

We received no further feedback from members. We're happy to meet sometime soon informally on future updates.

Thank you!



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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Date:** Friday, August 6, 2021 at 2:22 PM  
**To:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area - Patios in the area

Hi [REDACTED]

I hope this message finds you well! I wanted to check in and see if your team has received any additional concerns or questions from your members about this work? As I mentioned, I would be more than happy to connect with your team or any of your members to address any outstanding

concerns.

Additionally, I wanted to ask if you're interested in having an informal touch base in the coming week(s), as I know it's been a while since we last connected. Would you please let me know if you and your team are interested?

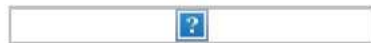
Thanks again for reaching out, and I appreciate you sharing these concerns with us.

Kind regards,

Caitlin

## **Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** Ontario Line

**Sent:** August 4, 2021 2:16 PM

**To:** [REDACTED]

**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area - Patios in the area

Hi [REDACTED]

Thank you for reaching out! We completely understand how important business is for restaurants, especially now that they can welcome guests to their patios again.

I have connected with our contractor to get more details about the work taking place. The work duration is one day and will either take place tomorrow or on Friday, August 6, and will likely end around 3:30 p.m. The contractors on site will work with any nearby businesses to ensure access is maintained, in full, to their property. No direct impact is expected from this work, but should any issues arise, the crew will find a collaborative solution. I will keep you updated as well if I receive any further updates or information about this work.

I am also available to speak to you and your team or any of your members who have concerns. I am more than happy to hop on a call today, and/or you can reach our team directly at 416-202-5100 or via email if any issues arise during the work. Please let me know if you would like to discuss this further.

Thank you very much again for reaching out!

Kind regards,

Caitlin

## Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]

**Sent:** August 4, 2021 12:31 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** FW: Upcoming Metrolinx Ontario Line work in your area - Patios in the area

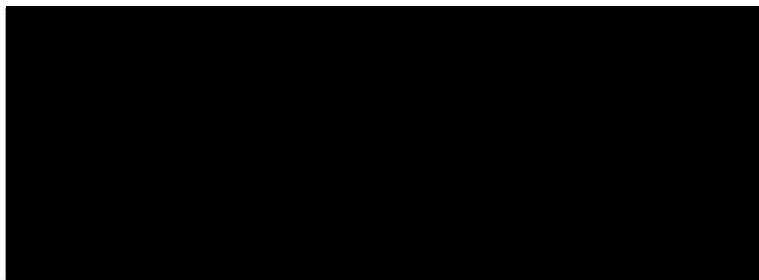
**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Caitlin,

We received the following notice. Now that patios are finally open, will Metrolinx be sending someone to speak to the businesses in this area for this investigative work? We have concerns specific to Regulars at King/Bathurst, and anyone else that with a patio nearby.

Thank you,

[REDACTED]



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** Wednesday, August 4, 2021 at 9:47 AM

**Subject:** Upcoming Metrolinx Ontario Line work in your area

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business or organization starting as early as August 5 for the duration of one day. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) , where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

The Ontario Line Community Relations team



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**From:** [REDACTED]  
**Subject:** RE: Checking in (Ontario Line) - Meeting with TDWBIA  
**Date:** Wednesday, September 29, 2021 2:20:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

Many thanks to you and Janice for taking the time to connect this morning! As discussed, I've attached and enclosed links to a few resources:

- Ontario Line West segment virtual open house (June) presentation (attached)
  - Includes an update on the locations of the station entrance buildings and the full, permanent property impacts
- Ontario Line West segment virtual open house (September) presentation (attached)
  - Includes information about station design principles and considerations
- [King/Bathurst Station overview webpage](#)
- [Queen/Spadina Station overview webpage](#)
  - Both pages include 2D and 3D maps, including property impacts (full, permanent) and some very basic future state concepts

I will also follow up internally with my colleagues on the design team to see if we can set up a touchpoint in the coming weeks, and I will be back in touch soon to discuss logistics. Please do not hesitate to reach out in the meantime.

Best regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** Ontario Line  
**Sent:** September 21, 2021 1:51 PM  
**To:** [REDACTED] >  
**Cc:** [REDACTED]  
**Subject:** RE: Checking in (Ontario Line) - Meeting with TDWBIA

Hi [REDACTED]

Thanks for getting back to me so quickly! Absolutely, we can set up a Zoom call for next week.

Are there particular preferable dates and times? Tuesday and Friday afternoon are pretty free on my end, but please let me know what works best for you.

Best regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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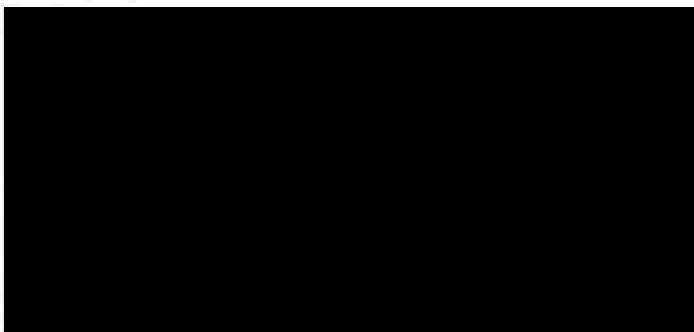
**From:** [REDACTED]  
**Sent:** September 21, 2021 1:26 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Checking in (Ontario Line) - Meeting with TDWBIA

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Hi Caitlin,

Perhaps we can meet next week on a Zoom call to get an update from your end on work happening/to happen in our area? I have Angie copied on this email to assist with finding a time/date.

Thank you,





---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** Tuesday, September 21, 2021 at 11:18 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Checking in (Ontario Line)

Hi [REDACTED]

I hope you and your team have been well and staying safe! I wanted to check in, as I know it's been a while since we last connected.

In particular, I wanted to see if you, your team or your members have raised any questions, concerns or feedback about the Ontario Line project since we last spoke, or if you have any updates on your end. I am more than happy to connect via phone or video call at a time of your convenience to answer any questions if you wish.

Thank you for your time and attention.

Best regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Upcoming Metrolinx Ontario Line work in your area (overnight): York Street / Simcoe Street - starting as early as December 21  
**Date:** Friday, December 17, 2021 4:16:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Thank you! Have a great weekend and holiday

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

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Date:** Friday, December 17, 2021 at 4:08 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area (overnight): York Street / Simcoe Street - starting as early as December 21

Hi [REDACTED],

Absolutely! I've added Justine and Dana to our distribution list.

I hope all is well with you and your team and that you all get some well-deserved rest over the holidays!

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** December 17, 2021 4:00 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Re: Upcoming Metrolinx Ontario Line work in your area (overnight): York Street / Simcoe Street - starting as early as December 21

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Caitlin,

Can you also add Dana Duncanson and Justine Smith (Copied on this email) for future updates ?

Thank you!

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Date:** Thursday, December 16, 2021 at 12:06 PM  
**Subject:** Upcoming Metrolinx Ontario Line work in your area (overnight): York Street / Simcoe Street - starting as early as December 21

Hello,

Please find attached a notice about upcoming **overnight** work:

- **Overnight investigative hydrovac work on York Street between Richmond Street West and Adelaide Street West, starting as early as December 21:** During work hours, some temporary lane reductions will be required. A paid duty police officer will be on-site to assist with traffic control. Sidewalk and pedestrian access will be maintained at all times.
- **Overnight investigative hydrovac work on Simcoe Street near Queen Street West, starting as early as December 21:** There will be temporary impacts and diversions for pedestrian access on the western sidewalk. When the work on the sidewalk takes place, there will be signs and barricades to direct pedestrian and cyclist traffic. During work hours, the parking

spot in front of the work site will be occupied by the hydrovac truck. There will be signs and barricades and a paid duty officer on-site to assist with directing traffic.

This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) and sign up for our newsletter, where we will share updated information as it becomes available. Should you have any questions, please do not hesitate to reach out.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:44:00 AM  
**Attachments:** [image001.png](#)

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Good morning [REDACTED],

I hope this message finds you well! I am writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

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## Community Stakeholder Consultation and Correspondence Record

- Toronto Eaton Centre

**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**  
**Attachments:**

[REDACTED]

[REDACTED]

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Good afternoon, [REDACTED]

As per our phone discussion earlier today, the crew would like to schedule a site visit with you on Tuesday, March 2, 2021. Does 9 a.m. to 11 a.m. work for you?

Also, is there a particular entrance you would like our team to enter through?

Our team will adhere to all COVID 19 Safety Protocols, including wearing masks, self-monitoring for symptoms and social distancing. However, should there be any additional procedures that you require from us, let us know.

Additionally, with regards to the **2 Queen West site**, currently under construction, we request any information on the location/connection points of the water, sanitary and storm lines. Ultimately, we want to know where they connect to the public network. I understand you will have to ask PCL for a drawing or indication. Please also share with them that this is an important piece of information that will help us avoid disrupting existing utilities as construction work progresses through this area.

We look forward to your response.

Thank you again.

[REDACTED]

**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** Friday, February 19, 2021 2:16 PM

**To** [REDACTED]

**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>; Vanessa Cheng <Vanessa.Cheng@metrolinx.com>; [REDACTED]

**Subject:** RE: Site Visit - Ontario Line - 220 Yonge Street and 2 Queen West

[EXTERNAL SENDER]

Hello [REDACTED]

Thank you for the prompt response.

I have CC'd here the technical team who is requesting this access and would be able to work with you to set up a date and time for the visit.

We understand 2 Queen is under construction and access to/through may not be available during the site visit.

Thank you for your assistance,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED] [?](#)

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**From:** [REDACTED]

**Sent:** February 19, 2021 12:44 PM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>; Vanessa Cheng <Vanessa.Cheng@metrolinx.com>

**Subject:** Re: Site Visit - Ontario Line - 220 Yonge Street and 2 Queen West

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Hi Bismah, there is no issue with 250 Yonge but 2 Queen is a construction site and under General Contractor control.

There is not much to see at 2 Queen, there is only the steel structure up. (nothing else)

Please provide me with the dates and time and I will arrange for it.

Thanks,

[REDACTED]



On Fri, Feb 19, 2021 at 12:13 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

[REDACTED]

[REDACTED] ons on the new role – looking forward to working with you. Thanks for connecting us [REDACTED] – moving you to BCC.

As you may have seen below, in order to advance the design of the Queen Street station for the Ontario Line, our technical team is seeking permission to access the [REDACTED] [REDACTED] sites within the next few weeks, as schedules permits.

The purpose of this site visit would be to perform the following:

- Access and review any building mechanical or municipal servicing drawings that the property/maintenance manager may have available for review. Obtain copies or photos of such drawings if permitted to do so.
- Access and review mechanical rooms within the building to determine and locate points of interior entry for domestic water service(s), fire water service(s), sanitary sewer outlet(s), storm sewer outlet(s). Take photos and site measurements of said services if permitted to do so.
- Access and review exterior of the building to determine & locate points of entry for domestic water service(s) such as valves, fire water service(s) such as valves, sanitary sewer outlet(s) such as cleanouts/MHs, storm sewer outlet(s) such as cleanouts/MHs. Take photos and site measurements of said services if permitted to do so.

The work would be conducted between 9am and 5pm, and only one access day is required. We would ask that the field crew conducting the site visit be met on site by a maintenance personnel to allow entry into these areas and to answer any additional questions that may arise during the site visit.

Are you able to advise if you are willing to allow us to conduct this site visit, or advise with whom I should coordinate this?

Thank you,

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED] 

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## Community Stakeholder Consultation and Correspondence Record

- Toronto Entertainment District Business Improvement Area (BIA)

## Community Stakeholder Consultation and Correspondence Record

- Toronto Entertainment District Residents Association

**From:** [REDACTED]  
**Subject:** Ontario Line Update  
**Date:** Friday, March 12, 2021 2:16:00 PM  
**Attachments:** [image001.png](#)

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Dear Toronto Entertainment District Residents Association,

We hope you and your members have been well and staying safe! I am writing to provide an update on the Ontario Line project.

Earlier this week, Metrolinx released a [blog post](#) about what's next for the Ontario Line and an [updated project timeline](#) on our website. The next step for the Ontario Line near your catchment will be the construction of the future Queen-Spadina station and the underground line along Queen Street. You can read more about plans for this station and the line on the [West Segment Neighbourhood Update](#) page on our website.

Major construction for the Ontario Line in this area will fall under the main [procurement](#) contract for the south portion of the line (from Exhibition Station to the Don River), known as the Southern Civil, Stations and Tunnel package. This package includes major construction and redesign at Exhibition, constructing the tunnel portal at Ordnance Park, and building the future King-Bathurst, Queen-Spadina, Moss Park and Corktown stations, as well as integrating two underground stations with the existing TTC Osgoode and Queen subway stations. As you will see in the timeline noted above, we anticipate major construction to begin in 2023.

Thank you for your time. As always, you can reach our team here via email or by phone at 416-202-5100 with any questions. We also have a new [Book a Meeting](#) feature on our website to schedule a time to connect with us via Teams or by phone.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Upcoming Metrolinx Ontario Line work in your area  
**Date:** Wednesday, April 21, 2021 1:16:00 PM  
**Attachments:** [OLine - Daytime and Overnight Off-Peak Hours Surveying at Osgoode Station.pdf](#)  
[image001.png](#)  
[image002.png](#)

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Good afternoon to the members of the Toronto Entertainment District Residents Association,

Please accept our sincere apology. We meant to send you the attached notice for Ontario Line surveying work being conducted at Osgoode station on Friday, April 16, but it was sent to an inactive email address in error. We will ensure that all future notices are directed to your correct and current email address to ensure you receive notices in a timely manner.

Please do not hesitate to contact us if you have any questions.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** Ontario Line  
**Sent:** April 16, 2021 9:47 AM  
**Subject:** Upcoming Metrolinx Ontario Line work in your area

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business continuing April 18. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

**The Ontario Line Community Relations Team**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line-Province announced proposals for Exhibition, King-Bathurst and Queen-Spadina stations  
**Date:** Thursday, June 17, 2021 11:39:00 AM  
**Attachments:** [image001.png](#)

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Dear Toronto Entertainment District Residents Association,

I hope this message finds you well! I am writing to share that the province of Ontario has announced its proposal to build vibrant live-work-play communities along the future Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations.

This proposal is part of the government's [TOC program](#), which incorporates collaboration with municipalities and third parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. You can find more information about the province's announcement and proposed TOC plans [here](#).

The proposal would transform Exhibition Station into a connected transit hub with new housing, office and retail space that would support approximately 2,300 jobs. Transit riders will be able to connect to GO Transit, TTC services and the future Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community.

The province is also proposing a TOC at the future King-Bathurst station. The proposal looks to add more housing and office space while retaining heritage buildings and structures, recognizing this vibrant neighbourhood's character.

At the future Queen-Spadina station, the proposed TOC would provide more housing, retail space for businesses and convenient access to transit, including the TTC streetcar and future Ontario Line.

Following the City of Toronto's review, the province will host engagement with the public, stakeholders and Indigenous partners beginning this coming winter.

Please let me know if you have any questions, and I am more than happy to set up a date and time to connect over a call.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Toronto Financial District

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Franca Di Giovanni](#); [Malcolm MacKay](#)  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements  
**Date:** Tuesday, September 14, 2021 3:41:00 PM  
**Attachments:** [REDACTED]

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Hi [REDACTED]

Thanks for the feedback, and happy to include an update on Osgoode Station (revised deck attached).

The reason some slides have been moved to the end is due to the timing for the presentation. As there is a fair amount of content in the deck already to cover in 10-minutes, we wanted to tighten it up. We kept any removed slides at the end as an appendix, so we can refer to them during the Q&A if needed.

Looking forward to connecting with you tomorrow, too!

Thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]



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**From:** [REDACTED]  
**Sent:** September 14, 2021 1:52 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

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Hi Caitlin,

Thank you for sharing the presentation! We have reviewed and have a few suggestions:

- Could you please include a slide or so to briefly touch on Osgoode station and adjust the title of the presentation to 'Ontario Line Queen and Osgoode Stations Update'?
- We noticed some additional slides after the "Questions" slide and wasn't sure if you intended to keep them in that location.

I also wanted to note that you will have control over the screen to share your presentation tomorrow.

Thank you very much again and looking forward to seeing you tomorrow at 12:15pm!



---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** September 14, 2021 10:46 AM  
**To:** [REDACTED]  
**Cc:** Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

Good morning [REDACTED]

Thanks very much for this additional insight. We will come prepared with responses to both

questions.

Please see attached the presentation and let us know if you have any questions.

We look forward to connecting tomorrow!

All the best,

Caitlin

## Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]  
**Sent:** September 13, 2021 11:29 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

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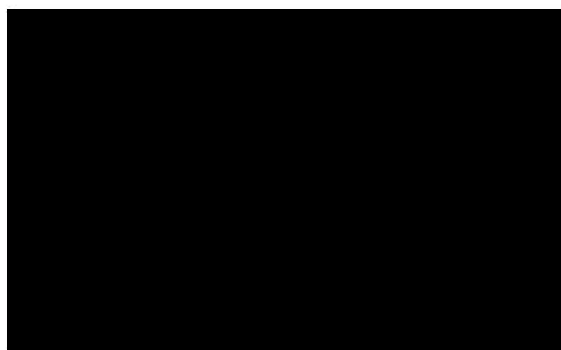
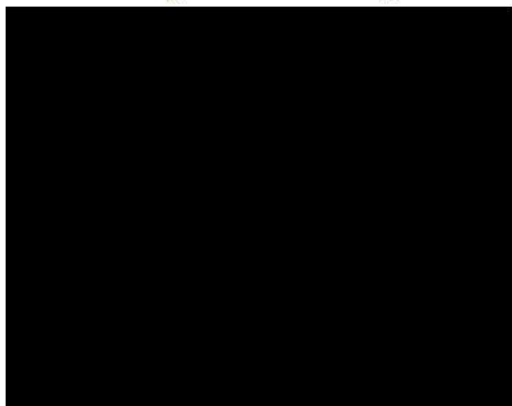
Hi Caitlin,

Hope you had a great weekend.

We've had another question come in that we think would be good to have your team address during the presentation: are there any potential impacts to TTC Line 1 operations during construction of the Downtown segment?

A response to this, and the question around why King Street was not chosen as the streetcar detour route would be appreciated by our Board.

Thanks very much and looking forward to receiving the presentation tomorrow!



[REDACTED]

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** September 10, 2021 3:46 PM  
**To:** [REDACTED]  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

Hi [REDACTED]

Thanks for following up! Malcolm MacKay, Sponsor for the Ontario Line Project will present at the Board meeting next Wednesday. I will also get the presentation deck over to you ahead of Tuesday at 11 a.m. as requested.

Please do not hesitate to reach out if you have any questions. Have a great weekend!

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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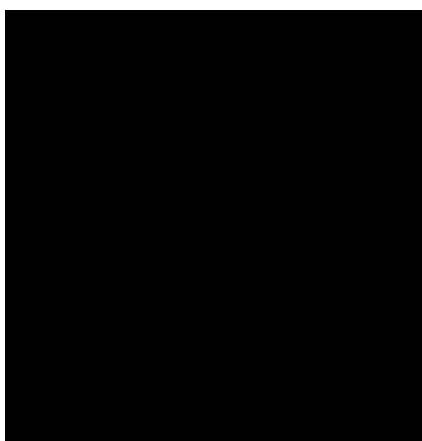
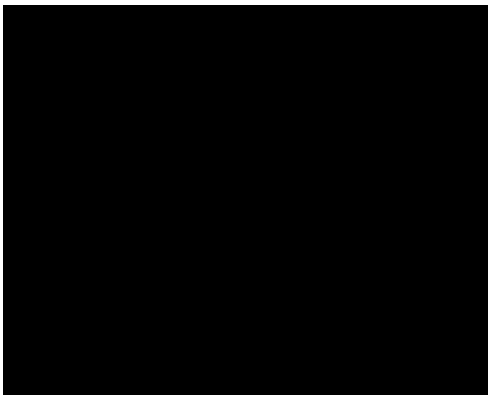
**From:** [REDACTED]  
**Sent:** September 10, 2021 9:35 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

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Good morning Caitlin and Franca,

Apologies for the multiple emails, just following up. Could you please confirm the names and titles of the presenters by end of day today?

Thanks again!



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**From:** [Redacted]

**Sent:** September 8, 2021 10:16 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>

**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

Hi Caitlin and Franca,

I hope you both had a great long weekend.

I wanted to quickly touch base on the presentation for our Sept. 15<sup>th</sup> Board meeting, and see if there is anything I can do to help determine or review the content? The presentation will only need to be 10 minutes long, and we ask that your team join the Zoom meeting at 12:15pm. I will forward the calendar invite, but have also included the Zoom link at the bottom of this email.

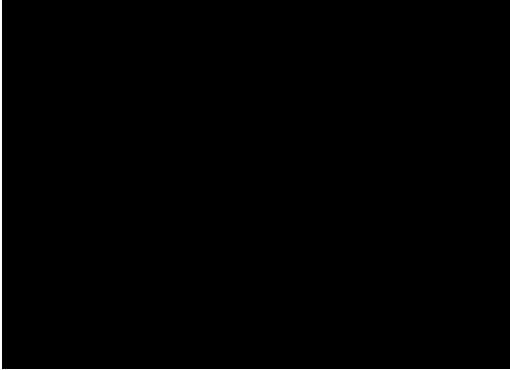
I also wanted to note that we expect our Board will have questions specifically around why King Street was not chosen as the detour route for the Queen station construction. Having a statement from your team on why King Street was not chosen would be helpful.

Finally, If you would like, we can do a run-through of the presentation on Monday, Sept. 13<sup>th</sup> from 11am-12pm, please let me know. Either way, could you please send me a final copy of your presentation deck by Tuesday, Sept. 14<sup>th</sup> at 11am?

Thank you very much!

Toronto Financial District BIA is inviting you to a scheduled Zoom meeting.





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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** September 2, 2021 10:33 AM  
**To:** [Redacted]  
**Cc:** [Redacted] Franca Di Giovanni  
<[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** RE: FDBIA Report on Streetcar Detour Operational Requirements

Hi [Redacted]

Thank you for reaching out!

I do not believe we have had the opportunity to connect before. My name is Caitlin, and I am one of Bismah's colleagues on the Ontario Line Community Relations team. I oversee community engagement for the Ontario Line stations in the west segment (Exhibition, King/Bathurst, and Queen/Spadina stations) and Osgoode Station. I look forward to working with you and your team in the future.

As Bismah is no longer with our team and Franca is away this week, I wanted to follow up and confirm receipt of your email. Next week, we will follow up as soon as possible regarding the meeting request to discuss work on Adelaide Street and the presentation for your Board's meeting on September 15. Please do not hesitate to reach out with any questions in the meantime.

Many thanks again,

Caitlin

## Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]  
**Sent:** September 1, 2021 9:24 AM  
**To:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Grant Humes [REDACTED] Bismah Haq <[Bismah.Haq@metrolinx.com](mailto:Bismah.Haq@metrolinx.com)>  
**Subject:** FDBIA Report on Streetcar Detour Operational Requirements

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Good morning Franca,

I hope you're well.

In follow up to our meeting on August 18<sup>th</sup> regarding the planned closure of Queen Street and streetcar detour routes on Richmond and Adelaide Streets, we have completed the attached report to outline key operational requirements for properties impacted by this work in the FDBIA. Please note that our comments are focused only on properties located within our BIA boundaries, and any additional work on Richmond and Adelaide Streets from Victoria Street to Parliament Street should be coordinated with the St. Lawrence Market BIA.

We have been coordinating with the City's BIA office, who has been communicating with Engineering and Construction Services on our behalf, on identifying project scope for the previously planned TTC track and watermain replacement on Adelaide Street next year. We recognize the addition of a streetcar detour route on Adelaide Street will add to the project scope, and our comments may assist in identifying any further impact associated with the additional scope of work.

**We are requesting a meeting with Metrolinx, TTC and City staff involved in this work early in September to discuss these considerations in more detail. Please let me know a few dates that work on your end.**

Finally, Bismah and I had been coordinating a 10 minute presentation for our September 15<sup>th</sup> Board meeting (from 12:00pm-1:00pm) from Metrolinx on Queen and Osgoode Station updates. It will be valuable for our board members to hear from your team directly on these latest plans. Please let me know if I can assist by reviewing this presentation in advance.

Thank you very much and looking forward to hearing from you.

[REDACTED]

[REDACTED]

[REDACTED]



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[TFD-E]

## Community Stakeholder Consultation and Correspondence Record

- Toronto Housing



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Bcc:** [REDACTED]  
**Subject:** New Metrolinx Community Notice and Ontario Line Update  
**Date:** Friday, November 27, 2020 4:30:00 PM  
**Attachments:** [Updated - Track Crossing Installations Night Work - November 30 - December 4 2020 \(003\).pdf](#)  
[image003.png](#)

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Hi [REDACTED]

My name is Simon and I am writing on behalf of Metrolinx's Ontario Line Community Relations team to tell you about some upcoming work in the area of Frances Beavis Manor and to request a meeting so we can tell you about the Ontario Line project.

First, we wanted to share notice (attached) of some upcoming night work along the rail corridor, near the Pape pedestrian bridge. The Toronto East Team, copied on this email, are responsible for this piece of work and can answer any questions you may have about it. Please share the attached notice with the Manor residents.

I would also welcome the opportunity to set up a virtual meeting to e-meet you, share information about the Ontario Line and answer any questions you may have. As you may know, the [Ontario Line](#) project is 15.5 kilometres of much-needed rapid transit service to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The Ontario Line will stretch across Toronto from Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including one near Frances Beavis Manor, at Gerrard and Carlaw. While we don't plan to be starting major construction in the Pape/Gerrard/Carlaw area for a few years, it would be good to be connected with you so we can provide updates as the project advances.

Do you have availability for a call or video meeting in the next few weeks?

Thank you,

**SIMON GRANAT**  
Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Toronto Public Library (TPL) - Sanderson Branch

**From:** [REDACTED]  
**Subject:** Re: Metrolinx Ontario Line  
**Date:** Saturday, October 2, 2021 2:29:34 PM

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Hi [REDACTED]

Thanks for reaching out. This is something that can certainly be accommodated at the library. Were you thinking of having an info table for one or two days, or for a longer period of time?

Thanks,

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**From:** [REDACTED]  
**Sent:** Monday, September 27, 2021 3:34 PM  
**To:** Sanderson Staff <sastaff@tpl.ca>  
**Subject:** Metrolinx Ontario Line

**CAUTION:** This email has originated from outside of TPL. Do not click on any links or open attachments unless you recognize the sender and know that the content is safe.

Hello,

I hope this email finds you well! My name is [REDACTED] I am contacting the TPL Sanderson Branch on behalf of Metrolinx. Metrolinx has an exciting new transit project called the Ontario Line, a subway service that will stretch from the Exhibition to the Science Centre.

We are reaching out to inquire about the possibility of setting up an information table at your library to inform the community and answer their questions about the Ontario Line. Please contact us at this email address or [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Warm regards,

[REDACTED]

## Community Stakeholder Consultation and Correspondence Record

- Touhenboku Ramen

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: From Touhenboku Ramen Queen location  
**Date:** Wednesday, February 17, 2021 3:56:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you for reaching out.

I have forwarded your kind offer to our contractors which are completing the required work near your business.

If you have any questions about the Ontario Line or work being done close to your business, please feel free to reach out. If you have not yet, consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest project updates.

We hope your restaurant continues to have success during this difficult time and have a great day,

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



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**From:** [REDACTED]  
**Sent:** February 17, 2021 1:24 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** From Touhenboku Ramen Queen location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Dear Ontario Line Transit Project team,

We received your Hydrogeology Notice on February 16th. We are a Japanese Ramen restaurant located 261 Queen Street West, Toronto, and we launched here in 2013. We appreciate that the government gave us some financial support during the epidemic, therefore we want to contribute to the society more as much as we can.

When we received the notice mentioned above, we hope we can provide food and beverage at 30% off to the worker who work hard for improving our city facilities around us in this tough moment.

Also we want to provide free water for them when they need and we can fill their own empty water bottles when they show us working ID. Everyone who is currently working in front line for the city and all the residents is a sort of hero. We Touhenboku Ramen want to serve our heroes with our delicious food by our heart with honor!

Please say thank you for all the construction team ! We are grateful and we are proud of them all!

## Community Stakeholder Consultation and Correspondence Record

- Tremco

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line virtual open house - April 15  
**Date:** Thursday, April 8, 2021 1:43:52 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

I'm the Ontario Line community relations specialist for the stations from Pape to Science Centre, including the area around the MSF. Vanessa shared your email address with me. Thank you for calling, and our apologies for listing the incorrect date for the virtual meeting in the letter we sent.

The virtual open house for Thorncliffe Park and Flemingdon Park will take place [on Thursday, April 15 at 6:30pm](#). We have also posted a [blog piece](#) discussing the location of the maintenance and storage facility, and updated our website [here](#) (click on Maintenance & Storage Facility).

Please share the link with your staff so that they can register and submit questions. The recording will also be made available for anyone who cannot attend. This public event is the first of a series we are hosting through April and May for all the Ontario Line station areas, and there will be many more opportunities for the public to learn about the project and provide feedback.

Please let me know if you have any other questions about the project.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



## Community Stakeholder Consultation and Correspondence Record

- Unity Health Toronto (UHTO)



**From:** [REDACTED]  
**Subject:** RE: Meeting request: Ontario Line/Metrolinx and Queen Street closure  
**Date:** Friday, October 8, 2021 12:59:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

Thank you for providing us with this additional information and the attached plan. I have provided these further details to our traffic management and project delivery teams.

I have also followed up with our project delivery team to confirm whether there are plans to connect the Ontario Line Queen Station with the PATH network. I will get back to you as soon as possible once I receive further details. Please do not hesitate to reach out in the meantime.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

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**From:** [REDACTED]  
**Sent:** October 7, 2021 4:44 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** RE: Meeting request: Ontario Line/Metrolinx and Queen Street closure

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Hi Caitlin,

Thank you for sending this information over. I have shared it with our team and will let you know if we have any questions or need another meeting.

I wanted to clarify our requirements on Victoria Street for our Loading Dock and for the Fire Department. The Loading Dock is also very important as everything comes into the Hospital through that dock. It cannot be blocked and access must be maintained. Please see the attached



**Sent:** September 28, 2021 4:36 PM

**To:** [REDACTED]

**Subject:** RE: Meeting request: Ontario Line/Metrolinx and Queen Street closure

Hi [REDACTED]

Thank you for getting back to me so quickly! We look forward to connecting next Wednesday, October 6 at 4 p.m.

Best regards,

Caitlin

### **Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



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**From:** [REDACTED]

**Sent:** September 28, 2021 4:23 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Meeting request: Ontario Line/Metrolinx and Queen Street closure

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi Caitlin,

Thanks for your email. I have passed it onto others that also need to understand what Metrolinx needs to do and when. I would like to invite people from St. Michael's Hospital and well as our Construction Managers, Ellis Don so we can plan for future construction projects.

Can you hold the Wed Oct 6th and Friday Oct 8th, 2021? Wednesday is the preferred date. We are checking with others on availability. I hope to get back to you by noon tomorrow.

[REDACTED]

[REDACTED]

On Sep 28, 2021, at 11:35 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED]

I hope this message finds you well! We have not had the pleasure of connecting directly before. My name is Caitlin, and I am a member of the Ontario Line Community Relations team at Metrolinx. I attended the meeting held on September 20, where our teams discussed the permitting process and requirements for the transit corridor lands.

I am reaching out today to request a meeting with your team at St. Michael's Hospital to provide a briefing on the Queen Street closure plans during Ontario Line construction and answer any questions. Would your team be available at any of the following dates/times:

- Mon, October 4: 3-4 pm
- Weds, October 6: 4-5 pm
- Friday, October 8: 4-5 pm
- Wednesday, October 13: 1-2 pm
- Thursday, October 14: 3-4 pm

Please let me know if any of the proposed dates and times work for you and if you have any questions. Thank you very much for your time and attention, and I look forward to hearing from you.

Best regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image001.png>

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

## Community Stakeholder Consultation and Correspondence Record

- West Don Lands Committee

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: New Metrolinx Community Notice - Investigative drilling work adjacent to rail corridor near Corktown Common - work starting January 11, 2021  
**Date:** Tuesday, February 16, 2021 10:49:00 AM  
**Attachments:** [image001.png](#)  
[OLine - Rail corridor and Corktown Common - work resuming February 16.pdf](#)  
[image002.png](#)

---

Hello [REDACTED]

We would like to let you know that the work shared below was delayed due to unforeseen circumstances, as the field crew faced a delay in accessing the area. It is resuming on Tuesday, February 16th and anticipated to end by Tuesday, March 2nd, 2021. Please see attached for the updated notice which work crews will have on hand and will be posted on our website.

Please let us know if you have any questions.

### The Ontario Line Community Relations Team



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**From:** Ontario Line  
**Sent:** January 6, 2021 3:17 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Subject:**

Hello [REDACTED]

Happy New Year!

We wanted to get in touch to inform you of some upcoming work. We are undertaking investigative drilling work adjacent to the rail corridor near Corktown Common planned to start January 11, 2021. Please see the attached notice for more details. This work is to support our initial designs for bridge infrastructure related to the Ontario Line.

Notices will be carried by field crew carrying out the work, to be shared with any inquiring residents or businesses, and will also be available on our website. Digital copies of this notice were also shared with Councillor Wong-Tam, Councillor Cressy, MPP Morrison, MPP Glover, Corktown Residents and Business Association, and the Gooderham & Worts Neighbourhood Association.

As soon as we have initial designs or more information to share about early works, including environmental reporting, we will get in touch to find time for another meeting with the WDLC. In the meantime, we are excited to share a couple of recent project milestones:

- The [Preliminary Design Business Case](#) (PDBC) was released on December 17, 2020 and

confirms several key benefits of the project, including that more than 255,000 folks will be within a 10-minute walk of an Ontario Line station, up to 28,000 cars will be taken off the road each day, and 6,000 travellers will be taken off the most crowded part of Line 1 during the busiest hour.

- On the same day, the [provincial government announced](#) that two RFPs for the Ontario Line have been issued. The RFPs were issued to teams shortlisted for the Ontario Line **Rolling Stock, Systems, Operations and Maintenance** (RSSOM) package and the **Southern Civil, Stations and Tunnel** package. These RFPs will be in market for 2021.

Please share this information with your members. If you or they have any questions, you can contact us here at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com). Also, interested members can [sign up for our newsletter](#) to stay updated on the latest Ontario Line milestones.

Let us know if you have any questions at all.

### **Daryl Gonsalves**

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



**From:** Ontario Line  
**To:** [REDACTED]  
**Subject:** RE: [WDLC] Fwd: Upcoming Metrolinx Work in your Area  
**Date:** Monday, January 11, 2021 4:12:00 PM  
**Attachments:** image001.png

---

Hi [REDACTED]

Happy New Year to you as well

The distribution list for the notices is currently focused on notification to leaders in area BIAs and community groups, for distribution to their wider membership. As always, community notices will be updated before work begins on the Ontario Line website you linked below, and also highlighted in our e-newsletter.

In regards to the work happening adjacent to the rail corridor near Corktown Common, the notice is now live [on our website](#) under the Downtown Segment.

Feel free to reach out with any other questions,

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



**From:** [REDACTED]  
**Sent:** January 11, 2021 11:57 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: [WDLC] Fwd: Upcoming Metrolinx Work in your Area

Sorry, quick follow up question. Will this Notice be added to this page for the Downtown Segment?

<http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx#news>

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[REDACTED]  
[REDACTED]  
[REDACTED] a

On Mon, Jan 11, 2021 at 11:23 AM [REDACTED] wrote:

Hi Ontario Line Team,

Happy New Year and hope you're well! Could I please be added to the distribution list for these Notices?

Thank you,  
Chris Drew

-----

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

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Sat, Jan 9, 2021 at 10:26 AM  
**Subject:** [WDLC] Fwd: Upcoming Metrolinx Work in your Area  
**To:** [REDACTED]

[REDACTED]  
[REDACTED]

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----- Forwarded message -----

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Date:** Fri, Jan 8, 2021 at 3:11 PM  
**Subject:** Upcoming Metrolinx Work in your Area  
**To:**

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting Monday, January 11. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.



Thank you,

The Ontario Line Community Relations team



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You received this message because you are subscribed to the Google Groups "West Don Lands Committee" group.

To unsubscribe from this group and stop receiving emails from it, send an email to [west-don-lands-committee+unsubscribe@googlegroups.com](mailto:west-don-lands-committee+unsubscribe@googlegroups.com).

To view this discussion on the web visit <https://groups.google.com/d/msgid/west-don-lands-committee/CAPPWsegWPOd6WQa1n3iaMFjZR0q66GGpDw4CKoUhy2X-QeEQdw%40mail.gmail.com>.

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28th  
**Date:** Friday, February 19, 2021 4:59:00 PM  
**Attachments:** [REDACTED]

---

[REDACTED]

Thank you for the invitation.

Josh and I would be happy to join the meeting as resources in order to answer some questions with the information we currently have. When you have a moment, can you please forward us the meeting details, including the timing?

Have a great weekend,

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



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**From:** [REDACTED]  
**Sent:** February 17, 2021 3:14 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED] <Josh.Vandezande@metrolinx.com>  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hi Daryl and Josh,

Thanks for the update, and we would be happy to host you at our Monday evening meeting, if you would join us. I understand that you may not come with a slide deck and presentation, but I am sure that there will be questions and concerns, particularly with the First Parliament site, that it would be much clearer to have you there to answer - rather than them being relayed through us after the fact.

Please consider joining our meeting as resource(s), if not as presenters.

[REDACTED]

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On Wed, Feb 17, 2021 at 12:58 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Hope you had a great weekend. Happy to respond on behalf of Josh.

In advance of your meeting next week, we can share some updated timelines for early works and environmental assessment in the West Don Lands area. The draft Early Works report for the Lower Don Bridges and Don Yard is anticipated to be available for public consultation in Summer 2021 with no construction expected before Spring 2022. We are taking some additional time for detailed design in this area given the multiple overlapping projects.

I want to reaffirm Metrolinx' commitment to paying tribute to the legacy of the First Parliament site. As we mentioned in our previous community update to the WDLC, while the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, Metrolinx will be working with experts to minimize impacts on cultural and heritage aspects of the site. Metrolinx will ensure any archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about. We also published a [blog post](#) about our commitment to commemorate the First Parliament Site's importance to Toronto, and the country. This will be the first of many updates as we prioritize keeping the community informed.

Since we last met with the West Don Lands Committee on September 28, there are a few updates about the Ontario Line we want to make sure your members are aware of:

- As we shared via email with the WDLC on December 1, 2020, we released the [Ontario Line Final Environmental Conditions Report](#) which incorporates community feedback we heard during the engagement period. The Environmental Conditions Report will be followed by public consultation on the Ontario Line Environmental Impact Assessment Report in late 2021/early 2022 that will provide a complete understanding of impacts and mitigation strategies.
- Late last year, we released the [Preliminary Design Business Case](#) which builds on the initial business case we released in 2019. Thanks to feedback from the community, this report outlines the latest in Ontario Line benefits.

We have reached out to our colleagues who are responsible for the East Harbour development for any updates and will pass along anything we receive.

As always, we are here to answer any questions that come out of your Monday evening WDLC meeting. Feel free to reach out.

Have a great day,

**Daryl Gonsalves**

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



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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hello Josh,

The February meeting of the West Don Lands Committee is approaching on Monday evening, February 22. I am reaching out to determine if there is any update on matters on interest to our Committee.

We have noted with interest the conceptual schematics for the East Harbour station. With greater interest, we have noted the moves to begin the expropriation process at the First Parliament site. We, as well as the executive of our constituent groups, have weighed in with concern to the EBR posting on that matter.

This is to determine how and when you are prepared to engage with our communities on the updated plans for the Ontario Line between East Harbour and the downtown.

We look forward to that engagement.



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On Sun, Sep 27, 2020 at 2:30 PM Cynthia Wilkey <[wilkeycj@gmail.com](mailto:wilkeycj@gmail.com)> wrote:

Hi Josh,

I am the WDLC Co-chair along with [REDACTED]. We are looking forward to having Metrolinx

bring us up to date on the Ontario Line work.

Two points in preparation for tomorrow:

1) I wanted to give you a heads up about a question that we hope your team can address.

Over many years the WDLC has been directly involved in the TRCA's EA studies dealing with flood protection of the Don River flood plan. Below is an image from the Broadview Eastern Floodplain EA that raises the question.

The image shows flood modelling done by the TRCA for the purpose of demonstrating the impact of the EA preferred alternative. The residual spill zone after the flood protection intervention includes the triangular area between the main tracks and Bala line. This is the area where the north-side Ontario Line portal is expected to be located. We are very interested in understanding how the design for this portal will deal with the flood risk in this area and whether that will have any potential effect on the existing flood protection for the WDL.

2) John Wilson will be chairing tomorrow night's meeting. My role will be managing the logistics of a virtual meeting.

- The platform we are using is Zoom. The link was in the meeting notice, but here it is again for the benefit of your team:

<https://us02web.zoom.us/j/86459665562?pwd=ZHJwN2xyRVlINIRCZlkrSFV1Y3dkQT09>

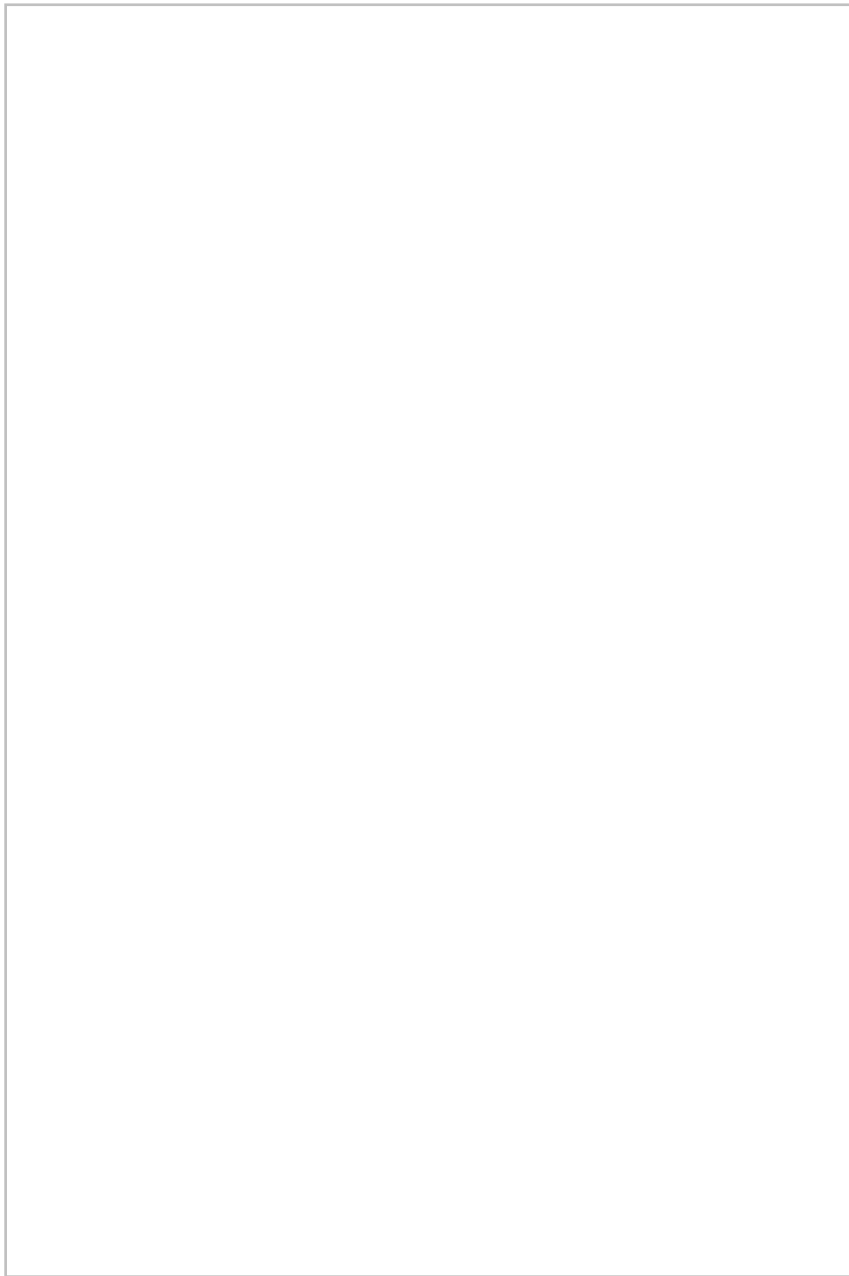
Passcode: 704668

- screen sharing will be enabled so your team members can present materials
- I will manage the speakers during the Q&A.
  - We will likely ask people to wait until the end of the Metrolinx presentation to ask questions - at which point I may ask your team to stop screen sharing so I can see who has a hand up. (Participants are still getting used to the virtual environment and actual hands up, versus virtual signals, seems to be working best so far)

Please let me know if you or any members of your team have any questions. I am available tomorrow, if there is any need for a dry run.

Thanks very much and looking forward to meeting your team.





On Sep 17, 2020, at 5:08 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks [REDACTED]

[REDACTED] I've heard great things about your group and we would be happy to attend

your meeting. I'll get a few people from Metrolinx lined up to walk through materials and answer questions. Due to the timelines for some of this information being released to the public, we may not be able to share all the materials in advance but we can present them during the meeting.

How long of a timeslot are you thinking?

We look forward to providing an update on the Ontario Line. Let me know if you have any questions in the meantime.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image002.png>

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**From:** [REDACTED]  
**Sent:** Thursday, September 17, 2020 4:15 PM  
**To:** [REDACTED] Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28?

[REDACTED]

Thanks for your note. Since we last met, we've been lucky enough to add Josh Vandezande to our team as Senior Manager, Community and Stakeholder Relations for the Ontario Line. I've copied Josh here because he is your best contact for all things Ontario Line.

I have changed positions and now look after community relations for outside of Toronto so, as you can see, you are in better hands with Josh.

Thanks again,

[REDACTED]

[REDACTED]

<image003.png>

**Everyone Home Safe, Every Day.**

**From:** John Wilson [REDACTED]  
**Sent:** September-17-20 4:05 PM  
**To:** Susan Walsh  
**Cc:** [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28?

Hello Susan,

It has been 10 months since you first joined us as guests at a West Don Lands Committee meeting. I'd like to invite you to update our committee on Ontario Line plans on Monday, September 28, 7 pm. The meeting will be virtual on Zoom. Tyler Mayhew and Duncan Law or other Metrolinx representatives would also be welcome and encouraged to join us.

We have seen some new information released about the South section, which is our main interest, and we understand from Councillor Cressy that you have a degree of more detailed information on the CNE to Don section. We would very much appreciate a presentation that would focus on any more detailed information you can share on the South Section (also including whatever plans can be shared east to Gerrard). With the South section directly impacting and serving our community from East Harbour to King/Parliament and Moss Park we remain very interested in construction and service plans.

Looking forward to hearing from you.

[REDACTED]

On Sun, Nov 24, 2019 at 4:16 PM Susan Walsh <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],  
The Power Point is just being finalized. Presenting for Metrolinx will be:

Duncan Law, Head Sponsor, Subways Program;

Tyler Mayhew, Director, Subways Communications and Public Affairs; and,

Susan Walsh, Director, Community and Stakeholder Relations

I look forward to meeting you tomorrow evening.



**SUSAN WALSH**

Director, Community-Stakeholder Relations (A)  
Communications | Metrolinx  
T: 416.202.7063 C: 647.927.9534

<image003.png>

**From:** [REDACTED]  
**Sent:** November-21-19 9:44 PM  
**To:** Susan Walsh  
**Subject:** Re: Metrolinx update to WDLC

Great. A PowerPoint presentation will be easy to run. You may either bring a data stick or your own laptop.

I mentioned the time slot - 7:45-8:30 (more or less, including Q&A). If you could provide the name(s) of who will be speaking, I would include that in the agenda I circulate.

I will be chairing the meeting, which runs from 7-9. A presentation from the developer of an indigenous hub in the precinct will precede you. You may come for as much, or little, of the balance of the meeting as you wish.

[REDACTED]  
On Thu, Nov 21, 2019, 8:56 PM Susan Walsh, <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED]  
Thanks for getting back to me so quickly. We'd be happy to come to your meeting Monday evening. We will share with you the information we have to date and hopefully start an ongoing two way discussion going forward where we can share more information as it is developed.

Thanks for the invitation. We'll have a PowerPoint presentation if that works for your set up. Please let me know.

Thanks,

**Susan Walsh**  
Director, Community Relations (A)  
METROLINX  
T: 416-202-7063 C 647-927-9534

On Nov 21, 2019, at 2:52 PM, [REDACTED] wrote:

Hello Susan,

I letting [REDACTED] off this thread until we work out our details.

I would like to invite Metrolinx to come to the West Don Lands Committee meeting on Monday evening to update us on the current state of work on the Ontario Line, the appropriate avenues for addressing future community questions and input, and any more detailed information on the proposed routing of the Ontario Line through the West Don Lands area. Our meeting is held at the YMCA at Cherry and Front Streets. The timing would be 7:45-8:30. Usually the attendance is around 20, including representatives of our member groups.

The West Don Lands Committee is a coalition of residents', business and civil society organizations in, or nearby, the West Don Lands -- an area defined in the Central Waterfront Plan, but generally between Parliament Street, Eastern Ave., the Don River and the Lakeshore GO tracks. As such, we are very interested in how the Ontario Line is proposed to bridge the Don River, how it will be routed through our community (both above and below ground), and any ideas as to timelines.

If you can manage to have representative(s) of Metrolinx attend our meeting to update us on these matters, we would be very appreciative. Our meetings are once a month, but we break in December, so would not otherwise be able to welcome you until the new year.

Thank you for considering this request.

[REDACTED]

~~~ ><(((+> ><(((=> ><(((^> ~~~

On Thu, Nov 21, 2019 at 2:37 PM Tom Davidson

[REDACTED] e:

Hi [REDACTED], Acting Director of Community Relations for Metrolinx, She has kindly arranged for an update to the West Don Lands Committee on the Ontario Line. I am putting this process in your hands to arrange the details, and look forward to seeing you there.

Best,

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line Update  
**Date:** Thursday, March 11, 2021 2:09:00 PM  
**Attachments:** [image001.png](#)

---

Hello [REDACTED]

I hope you are doing well and enjoying the warmer weather.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress made and what communities can expect this year. In the near future, we expect to provide an update with concept renderings and proposed station entrance locations of Moss Park and Corktown and what this all means for the First Parliament site.

In our latest web update, you will also see that we now expect to release the draft Early Works Report for the Lower Don Bridges this summer. I'll reach out later this spring with a more specific timeline so we can set a date for me to bring the Ontario Line Environment team to a virtual meeting with the WDLC to review the draft report.

While health and safety restrictions continue to be in place, we will be hosting a round of virtual open houses this spring so residents can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

Here are some helpful links:

- Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.
- Click [here](#) for different ways to contact us either by phone, email or set up a meeting.
- The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

**Daryl Gonsalves**

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]; [Josh Vandezande](#)  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line April 13 - 11 am  
**Date:** Thursday, April 15, 2021 12:31:00 PM

---

Hi [REDACTED],

Thanks for your note. We will do our best to keep this in mind going forward. We are excited to get out to the community to share information and be available for answering questions at the earliest opportunity, and arranging these sessions requires accommodating the schedules of the project and delivery team members who have limited availability.

Appreciate you bringing this to our awareness.

Best,

Bismah

---

**From:** [REDACTED]  
**Sent:** April 14, 2021 12:41 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]; Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line April 13 - 11 am

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Thanks for this info. I notice that the downtown virtual open house has been scheduled for the same time as the regularly scheduled West Don Lands Committee meeting.

Our meetings are held on the fourth Monday of every month (this May being an exception because it coincides with Victoria Day).

In future, it would be appreciated if you could keep the WDLC meeting schedule in mind when choosing dates for downtown related Metrolinx meetings.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Apr 14, 2021, at 12:18 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for taking the time to connect about Corktown station and the First Parliament site yesterday, and nice to virtually meet you.

As Malcolm explained, Metrolinx is currently developing plans for archaeological investigations in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological advisors. Metrolinx representatives will be participating in Thursday's town hall hosted by Councillor Wong-Tam and we will be working with her office on a plan for more formal engagement with the community regarding plans for use of the site for the Ontario Line project.

As Josh shared, we are launching a round of virtual open houses and the registration for them each of them is [now live](#). We are starting with the north segment one which will be taking place this Thursday, and moving along the alignment. The open house for the downtown segment will take place on April 22<sup>nd</sup> at 6:30pm and will focus on the stations at Osgoode, Queen, Moss Park and Corktown. We will be promoting these in our newsletter later today (which you can [sign up for on our website](#) if you have not yet done so), as well as social media and hopefully with the support of groups like yourselves. If you are open to sharing it on social media, we have included some sample posts in case they're helpful:

**Sample message for email/Facebook:** Join Metrolinx on Monday, April 26 2021 at 6:30pm for an Ontario Line presentation and Q&A about the stations at Osgoode, Queen, Moss Park and Corktown. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

**Sample tweet:** Join @Metrolinx on Monday, April 26, 2021 at 6:30pm for an @OntarioLine presentation and Q&A about the downtown stations. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

Please don't hesitate to reach out if you have any questions.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

<image001.png>

---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Sent:** April 12, 2021 11:54 AM

**To:** [REDACTED]

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]

**Subject:** RE: Metrolinx update to WDLC - Ontario Line April 13 - 11 am

Thanks for the reminder, [REDACTED]

Here you go.

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

+1 437-703-4197,4702589# Canada, Toronto

Phone Conference ID: 470 258 9#

[Find a local number](#) | [Reset PIN](#)

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**From:** [REDACTED]

**Sent:** Monday, April 12, 2021 11:43 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]

**Subject:** Re: Metrolinx update to WDLC - Ontario Line April 13 - 11 am

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Hi Josh,

Will you send an invite for tomorrow's meeting?

On Thu, Apr 1, 2021, 12:21 PM Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks for mentioning that, John. Great reminder and certainly we want to spend most of the time on discussion. We just thought it would be best to have the discussion with you after we've completed a couple more meetings with city staff about this location.

Appreciate you accommodating the rescheduling. Speak to you all on April 13<sup>th</sup> at 11am.

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[+1 437-703-4197,,4702589#](#) Canada, Toronto

Phone Conference ID: 470 258 9#

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**From:** [REDACTED]

**Sent:** Thursday, April 01, 2021 10:23 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]

**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hi Josh,

Our thoughts on the conversation were not limited to you providing new information to us, but also on us discussing our issues and concerns to you. That said, if there is new information imminent, we would be interested in hearing it as soon as possible. For me, both times you propose would be OK.

[REDACTED]  
[REDACTED]  
[REDACTED]

On Thu, Apr 1, 2021 at 9:55 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Regrettably, I need to ask if we can postpone this meeting for a week. I've spoke to the team here and there's no new information we can provide at this time. As such, I wonder if you are available at 11am on April 13 or 1pm on April 16.

Thanks for your flexibility.

Josh

---

**From:** Josh Vandezande

**Sent:** Tuesday, March 30, 2021 12:11 PM

**To:** [REDACTED]

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]

**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28th

Thanks for accommodating.  
Here's the MS Teams meeting link. Talk to you all next week.

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

+1 437-703-4197,,4702589# Canada, Toronto

Phone Conference ID: 470 258 9#

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---

**From:** [REDACTED]

**Sent:** Tuesday, March 30, 2021 11:50 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]

**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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3 pm would work for all 3 of us. Thanks Josh, if you can, please proceed.

[REDACTED]

[REDACTED]

~~~ ><(((+> ><(((=> ><(((°> ~~~

On Tue, Mar 30, 2021 at 11:11 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Any chance you could accommodate a meeting at 10am or 3pm? I want to make sure that Malcolm MacKay, our lead sponsor is available, as he's be working mostly closely on this with the city.

Let me know

Josh

---

**From:** [REDACTED]



**Sent:** Monday, March 29, 2021 6:36 PM

**To:** [REDACTED]

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]

**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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April 5th works for me.

Noon - 3

5-6pm

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Mar 29, 2021, at 3:51 PM, [REDACTED] wrote:

I think in principle either day or evening would be ok; more important would be finding a time that doesn't conflict with other activities.

April 5 would be OK for me in the daytime, but not the evening. It is a holiday for some, but not for me. The others on this thread can weigh in...

Your MS Teams is fine.

[REDACTED]

[REDACTED]

~~~ ><(((+> ><(((=> ><(((°> ~~~

On Mon, Mar 29, 2021 at 3:03 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out. I'd be happy to setup this meeting with a number of people from Metrolinx. It will likely need to be next week.

Does April 5 work? Were you thinking daytime or evening? I can setup the

meeting from our end, via Microsoft Teams, once we land a date and time.

Josh

---

**From:** [REDACTED]  
**Sent:** Monday, March 29, 2021 10:09 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hi Josh,

I would like to have a chance to meet with you virtually, along with Cynthia, whom you remember, and Suzanne Kavanagh (copied), from St Lawrence Neighbourhood Association. (All 3 of us have met you at the WDLC Zoom meeting.) We'd like to discuss the First Parliament Site, in conjunction with the Corktown station plans - any updates from the Metrolinx side, and our views on a process to achieve a positive outcome for this valuable heritage asset.

Please let us know your availability over the next week. We could set up a Zoom or you might prefer to make the virtual link.

[REDACTED]

~~~ ><(((+> ><(((=> ><(((°> ~~~

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]; [Josh Vandezande](#)  
**Subject:** RE: Ontario Line - Another Question - East Harbour  
**Date:** Wednesday, April 28, 2021 9:51:00 AM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

Thanks for the follow-up questions. Nothing has been finalized yet but I'm looking in to it.

Looking forward to our meeting Friday,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Wilson John [REDACTED]  
**Subject:** Re: Ontario Line - Another Question - East Harbour

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Hi Bismah,

Are you able to give us any more information about the timing, extent and duration of the construction lay-down? And also wondering whether locations in the Wilson Yard might also be under consideration.

[REDACTED]

[REDACTED]



On Apr 27, 2021, at 11:21 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Hope you're well!

We've looked in to the question you asked about WLD Block 9. Metrolinx is aware of the Toronto District School Board's plans for the site and the community's keen interest in a new school for the area. There is a need for construction laydown near the GO corridor and we will continue working closely with the Board to accommodate their plans.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

<image002.png>

---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Sent:** April 23, 2021 8:22 AM

**To:** [REDACTED]

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]

**Subject:** RE: Ontario Line - Another Question - East Harbour

Hi [REDACTED]

Unfortunately I don't have more information beyond what was shared in the [government's recent announcement](#):

A preliminary set of concepts proposes a transformation of the 38-acre East Harbour development site into a transit-oriented community that would include the creation of a major employment centre expected to bring more than 50,000 jobs to the area. The proposal also includes a diverse range of residential space and community amenities surrounding a multi-modal hub or a Union Station of the East that would bring GO rail and SmartTrack station services, Ontario Line subway service and a future TTC streetcar extension.

I understand community engagement on the site is expected to begin this summer so we will keep an eye out for more information from Infrastructure Ontario.

I'm working with the team to get an answer to the other question you sent.

Take care,  
Josh

---

**From:** [REDACTED]  
**Sent:** Thursday, April 22, 2021 8:26 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Wilson John [REDACTED]  
**Subject:** Re: Ontario Line - Another Question - East Harbour

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I just heard at the South Riverdale Metrolinx Live session tonight that East Harbour is now intended to be a mixed community with a residential component. Not really a surprise all things considered.

Are you able to tell us a bit more about that? Has it become a defined TOC site with a zoning change anticipated? And, if so, do you have any information about the residential plans, including plans for affordable rental housing?

[REDACTED]  
[REDACTED]  
[REDACTED]

<image003.png>

On Apr 22, 2021, at 2:56 PM, Cynthia Wilkey [REDACTED] wrote:

Hi Josh,

We are getting questions from WDLC members about the potential use of WDL Block 9, the designated school site, for Ontario Line staging.

Can you give us any information about this?

The community is very anxious to have an elementary school on that site. There are growing numbers of families with young children who have to be bused out of the neighbourhood. Pressure is growing for a provincial decision to approve funding for the school in the near future. Hence the questions about OL staging and whether that might have a negative effect on a school decision.

I have also posed this question for the OL Open House on Monday, but in case it does not get answered, it would be helpful to have some info from you for the WDLC meeting on Tuesday.

Thanks very much,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Josh Vandezande](#)  
**Cc:** [REDACTED]  
**Subject:** Re: next steps on Ontario Line engagement  
**Date:** Tuesday, April 27, 2021 5:53:28 PM  
**Attachments:** [REDACTED]

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Hi Josh,

Why don't we set up a call later this week. I haven't checked with John, but my best day to meet would be tomorrow, if you have any availability or Friday between 10:30 and 2:00.

It would be great to have these meeting opportunities you have suggested. BTW, the May WDLC meeting will be on May 25th, as the 24th is the Victoria Day holiday. We would be happy to have you present at that meeting.

What we are looking for is the establishment of a stakeholder group with delegates from neighbourhood groups + the local Councillors that would have regular meetings with Metrolinx staff (including technical staff) and City staff who are working on the OL from the River to the Corktown Station. What is important for useful engagement is the opportunity for those delegates, who can then report back to their constituencies, to develop a deep understanding of the proposed work plan and technical issues through an iterative and ongoing process.

I can elaborate more when we speak.

Thanks very much for following up.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]



On Apr 27, 2021, at 2:54 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

[REDACTED] me to follow up with you regarding last night's question about engagement next steps.

We're eager to get into a more regular dialogue with the WDLC and other area community groups regarding plans for Corktown station as well as the rest of the Ontario Line

infrastructure. While we hope to be setting up a structured engagement with local elected officials and other groups, we'd like to propose the following near-term initial meetings to facilitate a good flow of information:

- Week of May 10: Metrolinx to setup a meeting with Corktown-area community groups to provide an overview of the draft Corktown station Early Works Report and archeology plans for the site, invites to WDLC, SLNA, Gooderham & Worts, BIAs, etc.
- May 24: regular WDLC committee meeting – Metrolinx to provide OL update, agenda/focus to be confirmed based on topics of interest to WDLC and new project information available from Metrolinx
- Early to mid-June: next round of virtual community open houses, including one specifically for the draft Don Yard/Lower Don Bridge Early Works Report which we expect will be released around this time
- June 28: regular WDLC committee meeting – Metrolinx to provide OL update, agenda/focus to be confirmed based on topics of interest to WDLC and new project information available from Metrolinx
- July 12: Metrolinx to setup meeting with Corktown-area community groups – agenda TBD

I have followed up with Infrastructure Ontario regarding their consultation plans for the transit-oriented community at Corktown station but they did not have any further information beyond what was provided at the recent virtual town hall hosted by Councillor Wong-Tam.

I hope this is helpful. Happy to setup a call with the three of us and Bismah to discuss later this week.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** RE: Metrolinx - FPS/OL stakeholder meetings  
**Date:** Friday, May 7, 2021 5:41:00 PM

---

Thanks [REDACTED] We just sent out the invite.

Hope you have a wonderful weekend,

Bismah

---

**From:** [REDACTED]  
**Sent:** May 7, 2021 1:24 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Subject:** Fwd: Metrolinx - FPS/OL stakeholder meetings

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Bismah and Josh,

Here is the list of representatives that have been canvassed for the FPS/OL meeting. Cllr Wong-Tam is working with the same list, but may have some additions for the group that she is putting together.

I have also just added [REDACTED] from the Distillery Historic District. I just realized that he should have been included, but I have not yet spoken to him about participating.

- [REDACTED]
  - [REDACTED]
  - [REDACTED]
- [REDACTED]
  - [REDACTED]
- [REDACTED]
  - [REDACTED]
  - [REDACTED]



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Josh Vandezande](#)  
**Subject:** RE: FPS/OL Stakeholder meeting May 12th  
**Date:** Tuesday, May 11, 2021 1:13:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hi [REDACTED],

Regarding the hoarding, we understand plans for this are still in development but will be available to be shared in advance of environmental works beginning on the site. We are open to taking back any perspectives shared by you or the other group attendees on the call.

As for the city-led stakeholder process, we are waiting to receive more details from the city and likely won't be able to comment on any implications at tomorrow's meeting.

Thank you,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
[REDACTED]  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** FPS/OL Stakeholder meeting May 12th

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Josh and Bismah,

One issue that the group will be asking about at the stakeholder meeting is the timing and location of hoarding around the FPS. Is that something that your team will be able to address?

Also, we obviously will need to discuss the implications of the stakeholder process that City Council has directed and which is no scheduled to start on May 17th.

Thanks very much.

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Ontario Line Virtual Open House: Downtown Segment - June 17th 2021  
Friday, June 4, 2021 10:25:00 AM  
**Attachments:** [image001.png](#)

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Hi [REDACTED],

I hope you're well and staying safe!

I am writing to let you know about our next [virtual open house for the Downtown Segment](#) of the Ontario Line. This public event is part of a series we are hosting through the coming weeks for all the Ontario Line station areas. During these virtual open houses, Metrolinx experts will also talk about transit corridor lands and what they mean for people who live or work near the route.

We hope you will join us and please feel free to share the messaging or details below with your network:

**Sample message for email/newsletter/Facebook:** Join Metrolinx on Thursday, June 17 at 6:30 p.m. for an Ontario Line presentation and Q&A focused on Osgoode, Queen, Moss Park and Corktown stations. Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

**Sample tweet:** Join @Metrolinx on Thursday, June 17 at 6:30 p.m. for an @OntarioLine presentation and Q&A focused on #Osgoode, #Queen, #MossPark and #Corktown . Learn more, register, and submit questions at [MetrolinxEngage.com/en/OLLiveJune17](https://MetrolinxEngage.com/en/OLLiveJune17)

As always, if you have any questions or feedback about the open houses or the project in general and want to connect, please let me know and I am more than happy to hop on a call.

Thank you!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

**From:** [REDACTED]  
**To:** [West Don Lands Committee](#)  
**Subject:** WDLC Mtg reminder - Mon Jun 28 - 7-9pm + draft May Minutes  
**Date:** Wednesday, June 23, 2021 11:45:26 PM  
**Attachments:** [REDACTED]

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Meeting reminder - Please circulate to your members. This is an opportunity to learn more from Metrolinx and Waterfront Toronto on these important projects.

**WEST DON LANDS COMMITTEE**  
**Virtual Meeting**  
**Monday June 28, 2021, 7-9 pm**  
**([Zoom link](#))\***

**Guest Presentations:**

- **7:00 pm [Waterfront East LRT Extension: Union Station Loop/Ferry Docks station/ Distillery Loop](#)- Alex Mereu (WT) and Vincent Teng (TTC)**
  - [Community Consultation Questionnaire](#) - open until July 6th
- **8:00 pm Metrolinx Ontario Line Update:**
  - [Draft Corktown Station Early Works Report](#)
  - [Draft Lower Don Bridge and Don Yard Early Works Report](#) (public feedback open until July 22nd)

**Full Agenda to follow: Please email John or Cindy with agenda items**

**Minute Taker: GWNA**

**April 27th Draft Minutes**

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Corktown Station Construction issues working group  
**Date:** Tuesday, July 6, 2021 2:53:00 PM

---

Hi [REDACTED]

Good to hear from you, and apologies for the delay as I was away yesterday.

Following up on our last chat, would you have time for a Teams call with Franca, Jackie and I later this week so we can better work out the mandate, membership and governance of this sub-committee or series of meetings? We are available this Thursday or Friday at 9:30am. Would either work on your end?

We also got the request through the Councillor's Office to further present on this at Monday's meeting so we should discuss how that fits in to the more focused discussions.

Thank you!

Bismah

---

**From:** [REDACTED]  
**Sent:** July 2, 2021 7:22 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Bismah Haq <Bismah.Haq@metrolinx.com>  
**Subject:** Corktown Station Construction issues working group

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Hi Bismah,

Sorry to be intruding in your weekend (and I don't expect you to pay attention until Monday), but I was wondering if you have any feedback about our request to have a short term subcommittee or series of meetings that can allow interested members of the FP Working Group to do a deep dive into construction issues and try to anticipate issues that will need to be addressed/managed.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Bcc:** [REDACTED]  
**Subject:** RE: Meeting - South Civils Construction at Corktown  
**Date:** Wednesday, August 4, 2021 11:08:00 AM  
**Attachments:** [REDACTED]

---

Good morning all,

I hope this message finds you well! According to the doodle poll, the most preferred date/time is **Friday, August 13, from 2-3 p.m.** I am sharing a link below to join the meeting via Teams:

## Microsoft Teams meeting

Join on your computer or mobile app



Please do not hesitate to reach out if you have any questions.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

---

**From:** Ontario Line  
**Sent:** July 29, 2021 5:21 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]

**Subject:** RE: Meeting - South Civils Construction at Corktown

Hi all,

Sincere apologies for the delay in sharing the poll as I gathered availabilities on my end, which took longer than I intended as a result of folks being on vacation.

You can find the doodle poll here which I would ask that you fill out by EOD next Tuesday, August 3rd: [REDACTED]

For your information, I will be away next week but I will ask my colleague Caitlin to assist in scheduling this meeting in my absence.

Thank you and hope you have a great long weekend,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



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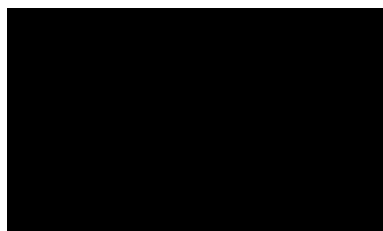
**From:** [REDACTED]  
**Sent:** July 21, 2021 5:50 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]

**Subject:** Re: Meeting - South Civils Construction at Corktown

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Hi Bismah,

I have copied the following representatives of organizations that have expressed an interest in the construction meeting:

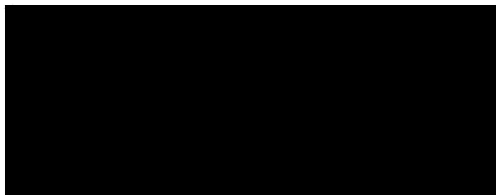


It may be that some of these individuals will need to nominate a different representative for the construction meeting, but this will give you a list to start with.

I have also advised Tom Davidson from Cllr Cressy's office and Megan Poole from Cllr Wong-Tam's office in case they might be interested in attending. Tom in particular has taken on trying to keep

tabs on major infrastructure projects that will need to be coordinated over the next few years.

Thanks very much for moving this forward.



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Upcoming Metrolinx Ontario Line work in your area  
**Date:** Thursday, August 12, 2021 12:25:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thanks for bringing that to our attention! We use MapQuest to grab the map image seeing as it tends to be the cleanest option.

I will see if we can find a better image or workaround for future notices for this area, as this does seem to be incorrect.

Thanks!!

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** August 12, 2021 12:20 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Upcoming Metrolinx Ontario Line work in your area

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Hi there, Ontario Line folks.

I notice that the map showing the location of upcoming work is showing park land at the south-east corner of Front and Parliament. This must be a mistake. That site is privately owned and is slated for construction of a data centre. (Wish it were available for park land....)

Best,


[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]





On Aug 12, 2021, at 12:06 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting as early as August 16. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent Provincial orders related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

**The Ontario Line Community Relations Team**

<image001.png>

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments. <OLine - Front Street East near Berkeley - starting as early as August 16.pdf>

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Mark Clancy](#)  
**Subject:** RE: New Ontario Line Community Notice: Weekend archaeological work at the First Parliament Site - starting as early as October 23  
**Date:** Thursday, November 18, 2021 9:37:00 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Hi [REDACTED]

It was great chatting with you!

I am copying our new Senior Manager of Community Engagement, Mark, who has offered to join the WDLG meeting this Monday to introduce himself to your group and ensure we are connected going into 2022. When you get the chance, can you circulate an invite and more meeting details with us?

Thank you,

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



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---

**From:** [REDACTED]  
**Sent:** November 17, 2021 12:36 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: New Ontario Line Community Notice: Weekend archaeological work at the First Parliament Site - starting as early as October 23

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Hi Caitlin and Daryl,

Could one of you give me a call today? I am trying to restart the discussions between the West Don Lands Committee and Metrolinx. Since the departure of Bismah, we seem to have lost direct contact with you folks.

Thanks very much.

[REDACTED]

[REDACTED]



On Oct 22, 2021, at 9:49 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning,

Please see attached a community notice regarding weekend (Saturdays only) archeological work on the First Parliament Site, starting as early as October 23. Please note that this work is in addition to the weekday work on the First Parliament Site. Only archaeological work will be completed on Saturdays. Residents and businesses near the work site can expect to hear some occasional noise due to the use of an excavator.

Please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image004.png>

---

**From:** Ontario Line

**Sent:** September 30, 2021 6:25 PM

**Subject:** Archaeological and Geotechnical work at the First Parliament Site - starting as early as October 1

Hello there,

Please see attached for a community notice regarding archeological work taking place on the First Parliament Site, starting as early as October 1. The area will be inaccessible and protected by construction fencing to ensure the safety of the public.

There will be indigenous monitors on site as this important work gets completed.

An important note is that vehicles parked in the Green P (44 Parliament) must move their vehicles before 7 a.m. tomorrow.

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

**Daryl Gonsalves**

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

<image001.png>

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

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments. <OLine - Weekend archaeological work at the First Parliament Site - starting as early as October 23.pdf>

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses  
**Date:** Tuesday, February 8, 2022 11:46:00 AM  
**Attachments:** [image001.png](#)

---

Good morning [REDACTED],

We hope this message finds you well! We are writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions regarding the content of the report, please do not hesitate to reach out or submit questions through the website.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Response to Ontario Line EIC - West Don Lands Committee  
**Date:** Wednesday, March 9, 2022 7:55:24 PM  
**Attachments:** [image001.png](#)

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Thank you, Caitlin,

I hope that the issues and questions raised will be responded to substantively, above and beyond the simple recording that we submitted them.

[REDACTED]

On Wed, Mar 9, 2022, 5:24 PM Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good afternoon [REDACTED],

Thank you for sharing the attached letter from the West Don Lands Committee regarding the Ontario Line. I am confirming receipt, and noting that this will be included in the records of the final Environmental Impact Assessment Report, as feedback received during the consultation period.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

[Sign up for our newsletter](#)

[REDACTED]

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**From:** [REDACTED]  
**Sent:** March 9, 2022 3:30 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [Minister.MacLeod@ontario.ca](mailto:Minister.MacLeod@ontario.ca); [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca); Councillor Kristyn Wong-Tam <[councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)>; Councillor Cressy <[councillor\\_cressy@toronto.ca](mailto:councillor_cressy@toronto.ca)>; [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca); [Minister.MOI@ontario.ca](mailto:Minister.MOI@ontario.ca); [REDACTED] >  
**Subject:** Response to Ontario Line EIC - West Don Lands Committee

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Please find attached a letter responding to the Draft Environmental Impact Assessment report on the Ontario Line.

[REDACTED]

[REDACTED]

[REDACTED]

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Citizens for the Old Town  
Corktown Residents & Business  
Association  
Distillery Historic District  
Dixon Hall  
Enoch Turner Schoolhouse  
Foundation  
Friends of Corktown Common  
Gooderham & Worts  
Neighbourhood Association  
Little Trinity Anglican Church  
St. Lawrence Market  
Neighbourhood BIA  
St. Lawrence Neighbourhood  
Association

March 9, 2022

By Email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

## Metrolinx Ontario Line Draft Environmental Impact Report

### Comments of the West Don Lands Committee

The West Don Lands Committee members have been actively involved with Metrolinx from the beginning of the Ontario Line engagement process and have provided a wide variety of input and commentary over that time.

These written comments are directed to the parts of the Draft EIA (Draft EIA) relating to the Downtown East Sub Area (Downtown East).

While the Draft EIA provides a very comprehensive inventory of discrete impacts, in some areas it fails to account for the more global effects of this complex, multi-year infrastructure project. In other areas, such as construction impacts, we see the need for much more specific information about potential mitigation.

We have selected the following three areas to illustrate our concerns:

#### Impact of the Ancillary Transit Oriented Community at the Corktown Station

*The Draft EIA fails to consider the added socio-economic impacts of the Transit Oriented Community (TOC) development associated with the Ontario Line. As a program that is expressly authorized by the transit program, the TOC impacts should also have been considered in the EIA.*

The expropriation of the First Parliament site and its absorption into the proposed Corktown TOC has overturned City and community plans for a civic and commemorative resource. As a result, the community stands to lose zoned parkland, open space, and the opportunity to protect the footprint of the first Parliament buildings to create a heritage tourism hub. ***The loss of parkland to a community that already has access to only 10% of the city average, is significant, especially as the TOC expects to add another 1500 residential units to the immediate area.*** This impact is not acknowledged in the Draft EIA and as a result there is no consideration of appropriate mitigation. ***The loss of the community-building and economic potential of a cultural heritage hub is similarly an impact that should be considered as part of the socio-economic impacts of the Ontario Line.***

As the Draft EIA points out, Old Town still has one of the largest concentrations of 19th century buildings in Ontario. While the Draft EIA notes the planning protections aimed at conserving this unique heritage landscape, it does not consider the province's stated intention to alter the King-Parliament planning framework by driving "peak" development heights for the Corktown TOC to 46+-storeys.



## Construction Impacts

The Draft EIA makes only passing reference to construction coordination with concurrent municipal and private developments, but the question of how residents and businesses around the Corktown Station will survive the eight or more years of construction is not trivial.

As of last March, there were 15,000 units of residential condominium construction in the development pipeline around the station site. It is likely that number has already increased substantially. Ontario line construction at the Corktown, Moss Park and Queen Stations is estimated to generate more than 100 heavy truck trips in and out of the Old Town area every day. That is in addition to construction traffic generated by the private sector developments. In our relatively intimate environment, heavy equipment poses a real threat to quality of life and to life itself. We lost two members of the community in the past year to pedestrian/cement truck collisions. The general approach to mitigation suggested in the Draft EIA does not go nearly far in identifying mitigating measures that will keep our neighbourhoods safe, livable and vibrant.

- Where are the specific proposals as to how the massive activity associated with the Ontario Line (OL) will be coordinated with the private sector construction?
- Will Metrolinx lead and resource, for instance, the coordinating body that will surely be needed to manage safe and civilized use of the streets?
- Is there a commitment to include the residential and business community in planning and monitoring the construction process?
- Will Metrolinx ensure that its contractual arrangements with the South Civil constructor allow Metrolinx to require adjustments in work methods to address safety and quality of life concerns?
- Is Metrolinx prepared to develop and live up to standards such as the [Corporate Social Responsibility Code](#) developed by the Canadian Construction Association?

The Draft EIA confirms for the first time that tunnelling work, and presumably removal of tunnelling debris (spoils) will take place around the clock. How will Metrolinx ensure that the residential population around the Corktown Station is not driven away because of unbearable overnight work? What is outlined in the Draft EIA is not at all reassuring.

- What is the plan to support downtown businesses during a construction period that could easily keep customers and visitors away from the East Downtown area?
- What is the mitigation strategy to ensure that the Old Town's heritage resources can still be a successful tourist draw during the long construction period?

On the heels of the COVID impacts, this is also a very serious concern. These are the kind of broader impacts that are missing from the Socio-Economic analysis.

## Impacts on Community Facilities

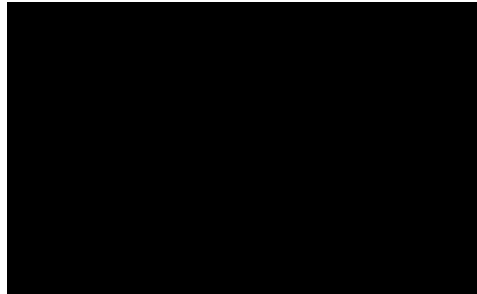
The Draft EIA looks very comprehensively at potential impacts on existing community assets such as parks and schools and libraries, but it fails to consider negative impacts on *planned facilities*.

Within the Downtown East, Ontario line staging requirements have delayed the development of a much-needed *Toronto Public Library branch* planned for the First Parliament site and, as already noted, the

expropriate of the site for development has resulted in the loss of parkland and civic open space. In the West Don Lands, staging requirements for the OL Don River bridge, will result in at least a half decade delay in the construction of a long-awaited *elementary school*. These delays deprive the community of important resources and have negative impacts on the lives of families with young children. ***The Draft EIA should acknowledge these impacts and identify appropriate mitigation of the harm to the community.***

We hope that these concerns can be more fully addressed in the final version of the Environmental Impact Assessment.

Yours truly,



cc. Mayor Tory  
Councillor Wong-Tam  
Councillor Cressy



**Review Comments Spreadsheet**

| Project Name: Environmental Impact Assessment Report (EIAR) - Ontario Line |               |                                                                            | Revised By: West Don Lands Committee (WDLC)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------|---------------|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Item No.                                                                   | Reviewer Name | Description                                                                | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Response (Authors OLT/Metrolinx)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                          | WDLC          |                                                                            | While the Draft EIA provides a very comprehensive inventory of discrete impacts, in some areas it fails to account for the more global effects of this complex, multi-year infrastructure project. In other areas, such as construction impacts, we see the need for much more specific information about potential mitigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Thank you for your comment. Globally, public transportation infrastructure is key to sustainable urban planning and design, socioeconomic development and reduces greenhouse gas emissions by providing a low emissions alternative to driving. The EIAR is meant to provide a high level impact assessment and provide mitigation recommendations based on the study area. As the design advances, specific mitigation related to construction will be further refined. Site specific mitigation plans and monitoring information will be provided to the community at the regular construction liaison committee (CLC) meetings.                                                                                                                                                                                                                                                                                                             |
| 2                                                                          | WDLC          | Impact of the Ancillary Transit Oriented Community at the Corktown Station | The Draft EIA fails to consider the added socio-economic impacts of the Transit Oriented Community (TOC) development associated with the Ontario Line. As a program that is expressly authorized by the transit program, the TOC impacts should also have been considered in the EIA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Infrastructure Ontario is leading the transit-oriented communities program for the Ontario Line, which includes any developments above and beyond constructing the transit line itself. There is a separate consultation process related to the TOC program which is not covered within the extent of the EIAR. Additional details can be found at their website at engageio.ca                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3                                                                          | WDLC          | Impact of the Ancillary Transit Oriented Community at the Corktown Station | The expropriation of the First Parliament site and its absorption into the proposed Corktown TOC has overturned City and community plans for a civic and commemorative resource. As a result, the community stands to lose zoned parkland, open space, and the opportunity to protect the footprint of the first Parliament buildings to create a heritage tourism hub. The loss of parkland to a community that already has access to only 10% of the city average, is significant, especially as the TOC expects to add another 1500 residential units to the immediate area. This impact is not acknowledged in the Draft EIA and as a result there is no consideration of appropriate mitigation. The loss of the community-building and economic potential of a cultural heritage hub is similarly an impact that should be considered as part of the socio-economic impacts of the Ontario Line. | See response to comment 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4                                                                          | WDLC          | Impact of the Ancillary Transit Oriented Community at the Corktown Station | As the Draft EIA points out, Old Town still has one of the largest concentrations of 19th century buildings in Ontario. While the Draft EIA notes the planning protections aimed at conserving this unique heritage landscape, it does not consider the province's stated intention to alter the King-Parliament planning framework by driving "peak" development heights for the Corktown TOC to 46+-storeys.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | See response to comment 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5                                                                          | WDLC          | Construction Impacts                                                       | The Draft EIA makes only passing reference to construction coordination with concurrent municipal and private developments, but the question of how residents and businesses around the Corktown Station will survive the eight or more years of construction is not trivial.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | An important part of the planning and design work for a major project like this involves hearing from communities about the plans. Metrolinx has held numerous in-person and online open houses across the alignment over the past year to gather feedback. Drawing from this, Metrolinx has made refinements to plans and changes to construction methods to reduce community impacts and create a better fit for the neighbourhood.<br><br>Metrolinx will continue to work with communities to ensure a comprehensive array of measures are in place to address any construction impacts, such as noise, vibration or traffic impacts, and to ensure designs are sensitive and respectful of communities. Site specific mitigation plans and monitoring information will be provided to the community at the regular construction liaison committee (CLC) meetings.                                                                          |
| 6                                                                          | WDLC          | Construction Impacts                                                       | As of last March, there were 15,000 units of residential condominium construction in the development pipeline around the station site. It is likely that number has already increased substantially. Ontario line construction at the Corktown, Moss Park and Queen Stations is estimated to generate more than 100 heavy truck trips in and out of the Old Town area every day. That is in addition to construction traffic generated by the private sector developments. In our relatively intimate environment, heavy equipment poses a real threat to quality of life and to life itself. We lost two members of the community in the past year to pedestrian/cement truck collisions. The general approach to mitigation suggested in the Draft EIA does not go nearly far in identifying mitigating measures that will keep our neighbourhoods safe, livable and vibrant.                        | The potential for environmental impacts has been determined based on an understanding of the Project components, and how construction and operation of the Project will interact with existing environmental conditions. The impact assessment is based on conservative assumptions regarding potential impacts that could occur as a result of the Project. They are also based on existing environmental conditions, and information available at the time of the EIAR.<br><br>The Project design has considered methods to avoid potential negative environmental impacts and where potential negative impacts cannot be avoided, mitigation measures have been recommended. Monitoring activities have also been identified wherever required. This is based on condition at the time of the EIAR. During construction, contractors are to ensure that the health and safety of the public are protected in related to the work performed. |
| 7                                                                          | WDLC          | Construction Impacts                                                       | Where are the specific proposals as to how the massive activity associated with the Ontario Line (OL) will be coordinated with the private sector construction?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The City of Toronto ensures overall coordination of construction activities in Toronto that are taking place at the same time. Metrolinx is not the only developer working in this area; however, Metrolinx will undertake efforts to participate in coordination of construction activities with other developers through the City.<br><br>The EIAR assesses the environmental impact of the Ontario Line project, and does not consider other private sector construction projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 8                                                                          | WDLC          | Construction Impacts                                                       | Will Metrolinx lead and resource, for instance, the coordinating body that will surely be needed to manage safe and civilized use of the streets?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Metrolinx is responsible for traffic management as part of the Ontario Line implementation and we work closely with the City of Toronto to ensure it is integrated with the overall City of Toronto traffic management.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

|    |      |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----|------|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9  | WDLC | Construction Impacts            | <ul style="list-style-type: none"> <li>• Is there a commitment to include the residential and business community in planning and monitoring the construction process?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>When Metrolinx plans to build transit in an area, we establish a Community Liaison Committee (CLC). CLCs are comprised of local residents who have an interest in the project's construction and provide a forum for Metrolinx and the Project Constructor to share details about the work being done to maintain transparency with the community. CLCs also provide an opportunity for the community to share feedback on the project.</p> <p>Closer to the beginning of construction, Metrolinx will also set up 24-hour hotline to get in touch in the event of an emergency or other occurrences outside regular work or business hours.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 10 | WDLC | Construction Impacts            | <ul style="list-style-type: none"> <li>• Will Metrolinx ensure that its contractual arrangements with the South Civil constructor allow Metrolinx to require adjustments in work methods to address safety and quality of life concerns?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Public safety is a top priority in all Ontario Line design work and during construction. The Constructors are contractually obligated to ensure the safety of the public. Metrolinx, may require the implementation of improved safety and quality measures through on-going monitoring.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11 | WDLC | Construction Impacts            | <ul style="list-style-type: none"> <li>• Is Metrolinx prepared to develop and live up to standards such as the Corporate Social Responsibility Code developed by the Canadian Construction Association?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Metrolinx is committed to reducing GHGs and carbon emissions as we are implementing climate lens assessments on all subways project. The EIAR identifies potential environmental impacts and provides mitigation and monitoring measures. These measures will be considered and included within all project contracts.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12 | WDLC | Construction Impacts            | <p>The Draft EIA confirms for the first time that tunnelling work, and presumably removal of tunnelling debris (spoils) will take place around the clock. How will Metrolinx ensure that the residential population around the Corktown Station is not driven away because of unbearable overnight work? What is outlined in the Draft EIA is not at all reassuring.</p>                                                                                                                                                                                                                                                                                                                                                                            | <p>The tunnelling work at the surface of the Corktown laydown area will require nighttime work, as the TBM construction is expected to continue overnight. Metrolinx appreciates this impact, and is committed to ensuring that the overnight nighttime noise required for the project is minimized for the residential population around the Corktown location.</p> <p>No truck traffic is expected overnight as soil will be stored temporarily on-site. Mitigations expected at the Corktown construction area include enclosing conveyors/drives, silencers/enclosures for fans and generators, and using quieter equipment. Table 4-9 of Appendix A6 - Noise and Vibration Report shows the predicted construction noise with these mitigations, and for receptors around Corktown most to be within the nighttime limit. For those showing predicted construction noise levels still above the nighttime limit (e.g. █ Front St E), additional site-specific mitigations (as provided in Appendix K) can be applied to meet these limits.</p>                          |
| 13 | WDLC | Construction Impacts            | <ul style="list-style-type: none"> <li>• What is the plan to support downtown businesses during a construction period that could easily keep customers and visitors away from the East Downtown area?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>We are committed to ensuring local businesses remain accessible and successful throughout this important project.</p> <p>Metrolinx will work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.</p> <p>We are also opening community offices along the route, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues.</p> <p>This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.</p> |
| 14 | WDLC | Construction Impacts            | <p>What is the mitigation strategy to ensure that the Old Town's heritage resources can still be a successful tourist draw during the long construction period?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Previously identified and potential built heritage resources and cultural heritage landscapes situated within the Old Town area have been considered within the Heritage Detailed Design Report. Potential direct and indirect impacts were considered for each resource and strategies developed to mitigate those impacts.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 15 | WDLC | Impacts on Community Facilities | <p>The Draft EIA looks very comprehensively at potential impacts on existing community assets such as parks and schools and libraries, but it fails to consider negative impacts on planned facilities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The EIAR works with the information available from the City of Toronto and other stakeholders at this time. Metrolinx continues to work with stakeholders to coordinate nearby planned projects to the Ontario Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 16 | WDLC | Impacts on Community Facilities | <p>Within the Downtown East, Ontario line staging requirements have delayed the development of a much-needed Toronto Public Library branch planned for the First Parliament site and, as already noted, the expropriate of the site for development has resulted in the loss of parkland and civic open space. In the West Don Lands, staging requirements for the OL Don River bridge, will result in at least a half decade delay in the construction of a long-awaited elementary school. These delays deprive the community of important resources and have negative impacts on the lives of families with young children. The Draft EIA should acknowledge these impacts and identify appropriate mitigation of the harm to the community.</p> | <p>Metrolinx and Infrastructure Ontario are working closely with the City of Toronto to coordinate their plans for the library at the First Parliament site. Metrolinx continues to work with stakeholders to avoid impacts to future planned facilities as a result of the Ontario Line Project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

## Community Stakeholder Consultation and Correspondence Record

- Woodgreen Community Services

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line--Meeting Request  
**Date:** Monday, January 11, 2021 4:17:00 PM  
**Attachments:** [image002.png](#)  
[image006.png](#)

---

Dear [REDACTED]

I hope this email finds you well.

My name is Simon and I am writing on behalf of Metrolinx's Community Relations Team about the Ontario Line. The [Ontario Line](#) is an exciting project that will expand much needed rapid transit in Toronto. The project will be in proximity to some Woodgreen locations, and we would welcome the opportunity to meet with you to share more information and help answer any questions you may have.

Thank you in advance for your time and if you have any questions, please do not hesitate to contact us.

-Simon

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[REDACTED]

---

**From:** Ontario Line  
**Sent:** Tuesday, December 08, 2020 3:31 PM  
**To:** ababcock@woodgreen.org  
**Subject:** Ontario Line--Meeting Request

Dear [REDACTED]

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. Priority subway projects, like the Ontario Line, will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services. The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six

interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

We have a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, following advice from Public Health Ontario on COVID-19 and large gatherings, **we would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Simon and I am part of the Ontario Line Community Relations Team. I'm the lead for the Leslieville and Gerrard station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Thank You: Metrolinx Ontario Line Team  
**Date:** Tuesday, January 26, 2021 5:02:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

Hope this finds you well on a snowy day. I wanted to send a note to thank you for your time yesterday.

We appreciated the opportunity to share some more information about the Ontario Line and to learn more about Woodgreen. I've attached the deck from yesterday's meeting.

We will be in touch with further details on 444 Logan Avenue, but I wanted to send a quick note to say thank you and if there are any questions in the meantime, please don't hesitate to contact us.

**SIMON GRANAT**

Community Relations and Issues Specialist – Ontario Line  
Metrolinx

[REDACTED]



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Mark Clancy](#); [REDACTED]  
**Subject:** RE: [REDACTED] x Metrolinx  
**Date:** Friday, December 3, 2021 12:06:03 PM  
**Attachments:** image002.png

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Good afternoon Daryl,

Thank you for reaching out! This sounds like a great resource for the tenants at [REDACTED]. The building manager is actually [REDACTED] who I've copied in this email. Laura is off until Monday, but I'm sure will connect with you after she returns to the office next week.

Take care and have a nice weekend!



---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** December 3, 2021 11:47 AM  
**To:** [REDACTED]  
**Cc:** Mark Clancy <Mark.Clancy@metrolinx.com>  
**Subject:** [REDACTED] x Metrolinx

You don't often get email from [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). [Learn why this is important](#)

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Hi Laura,

I got your contact from [REDACTED]

Mark and I have heard residents want more information about the planned work in the rail corridor (Ontario Line & GO Expansion). We were hoping to connect with you to determine a way to get this information to them in a format that makes sense given the language barriers and other accessibility needs.

Please let us know if you have some time to chat when you get back into the office on December 6.

Have a great day,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

C: (416) 843-3265



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## Community Stakeholder Consultation and Correspondence Record

- XYZ Storage

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line update and upcoming virtual open house  
**Date:** Thursday, April 8, 2021 11:46:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

We have confirmed that our virtual open house for Thorncliffe Park and Flemingdon Park will take place [on Thursday, April 15 at 6:30pm](#). We have also posted a [blog piece](#) discussing the location of the maintenance and storage facility, and updated our website [here](#) (click on Maintenance & Storage Facility).

We look forward to hearing your thoughts at our April 20 meeting. The April 15 public event is also the first of a series we are hosting through April and May for all the Ontario Line station areas. There will be many more opportunities for the public to learn about the project and provide feedback.

Thanks very much,  
Sivahami

---

**From:** Ontario Line  
**Sent:** Wednesday, April 07, 2021 3:11 PM  
**To:** [REDACTED], [REDACTED]  
**Subject:** Ontario Line update and upcoming virtual open house

Hi [REDACTED],

Hope you've both been keeping safe and well. I'm emailing to share with you that Metrolinx will be releasing an update about the Ontario Line Maintenance and Storage Facility location on our website tomorrow. I'll email you tomorrow once the new information is posted. We're also planning a virtual community open house next week with more details and a live Q&A and we'll get you those details tomorrow as well.

We're also looking forward to connecting again at our scheduled meeting on April 20.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**  
Ontario Line Community Relations Team

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:**  
**Subject:** RE: Contact Ontario Line Submission  
**Date:** Wednesday, May 19, 2021 5:20:00 PM  
**Attachments:** [image001.png](#)

---

H [REDACTED]

Thanks so much for reaching out. I am cc-ing Quang Pham, the Manager of Property Acquisitions for this area, to follow up with you and learn more about your plans.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>  
**Sent:** Wednesday, May 19, 2021 3:20 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Contact Ontario Line Submission

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Submitted on Wednesday, May 19, 2021 - 15:19

Submitted by anonymous user: 66.207.196.106

Submitted values are:

Your name: [REDACTED]

Your e-mail: [REDACTED]

Nearest On: [REDACTED]

Subject: Possible Solution for The 2 Thorncliffe Tenant Displacement Issue

Message:

Hello there !

I work with the company that owns [REDACTED] and we are in the process of purchasing the half-complete retail centre that is [REDACTED]. We would be open to

the idea of working with Metrolinx and the displaced tenants at 2 Thorncliffe to help them find a new home in our to-be-completed building in the future.



The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23743>



Facebook



Twitter



Instagram

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Investigative drilling work along Village Station Road  
**Date:** Thursday, August 12, 2021 4:15:00 PM  
**Attachments:** [REDACTED]

---

Good afternoon [REDACTED],

I hope this message finds you well. We are following up to let you know that this work had to be rescheduled due to utility conflict issues. These issues have since been resolved, and the work will now begin on August 16. Please see attached for an updated notice. This will also be posted on our website and shared through our e-newsletter.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** Ontario Line  
**Sent:** August 3, 2021 4:46 PM  
**To:** [REDACTED]  
**Subject:** RE: Investigative drilling work along Village Station Road

Hi [REDACTED]

We received an update that this work is now scheduled to start on August 9. Please see attached for an updated notice. This will also be posted on our website and shared through our e-newsletter.

Thank you,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

[REDACTED]

---

**From:** Ontario Line

**Sent:** Wednesday, July 28, 2021 12:49 PM

**To:** [REDACTED]

**Subject:** RE: Investigative drilling work along Village Station Road

Hi again [REDACTED]

This work is now delayed again, and will not start tomorrow.

We will let you know when we hear about a revised start date.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



---

**From:** Ontario Line

**Sent:** Tuesday, July 27, 2021 1:46 PM

**To:** [REDACTED]

**Subject:** RE: Investigative drilling work along Village Station Road

Hi [REDACTED]

This work was delayed and will now begin on Thursday, July 29 and continue for five weekdays, not including the holiday Monday.

See attached for the updated notice.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** Ontario Line

**Sent:** Tuesday, July 20, 2021 12:04 PM

**To:** [REDACTED]

**Subject:** Investigative drilling work along Village Station Road



Good afternoon



Please find attached a notice informing the community that Metrolinx will be using small drill rigs and trucks along Village Station Road for five days next week in order to gather information and evaluate underground conditions. Using this information, Metrolinx can begin to determine the construction approach for the Ontario Line project. This notice will be posted online and we will distribute paper copies to businesses within earshot of the work.

Please let us know if you have any questions.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



## Community Stakeholder Consultation and Correspondence Record

- YMCA

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Date:** Friday, March 12, 2021 2:12:00 PM  
**Attachments:** [image001.png](#)

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Dear [REDACTED]

We hope you and your team have been well and staying safe! I am writing to provide an update on the Ontario Line project.

Earlier this week, Metrolinx released a [blog post](#) about what's next for the Ontario Line and an [updated project timeline](#) on our website. The next step for the Ontario Line near your catchment will be the construction of the future Queen-Spadina station and the underground line along Queen Street. You can read more about plans for this station and the line on the [West Segment Neighbourhood Update](#) page on our website.

Major construction for the Ontario Line in this area will fall under the main [procurement](#) contract for the south portion of the line (from Exhibition Station to the Don River), known as the Southern Civil, Stations and Tunnel package. This package includes major construction and redesign at Exhibition, constructing the tunnel portal at Ordnance Park, and building the future King-Bathurst, Queen-Spadina, Moss Park and Corktown stations, as well as integrating two underground stations with the existing TTC Osgoode and Queen subway stations. As you will see in the timeline noted above, we anticipate major construction to begin in 2023.

Thank you for your time. As always, you can reach our team here via email or by phone at 416-202-5100 with any questions. We also have a new [Book a Meeting](#) feature on our website to schedule a time to connect with us via Teams or by phone.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



**From:** Ontario Line  
**To:** [REDACTED]  
**Subject:** RE: Question: Profiling Vanauley Street YMCA in Metrolinx Ontario Line Newsletter  
**Date:** Wednesday, May 12, 2021 3:29:00 PM  
**Attachments:** [REDACTED]

---

Hi [REDACTED]

Thanks so much for your quick reply and your team's review! We will diarize to include the profile in a mid-June newsletter edition.

Thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** May 12, 2021 1:40 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** RE: Question: Profiling Vanauley Street YMCA in Metrolinx Ontario Line Newsletter

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I think the recommendation from our media team, was to be featured in mid June. It could be earlier, but was a recommendation.

I have attached the edited version from our media team.

This is the image that has been approved for you to use.: <https://www.instagram.com/p/CN1zkCqlog/>

Thanks,

[REDACTED]

[Redacted]

[Redacted]



[Redacted]



**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Wednesday, May 12, 2021 12:55 PM  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Question: Profiling Vanauley Street YMCA in Metrolinx Ontario Line Newsletter

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Hi [Redacted]

I hope you're well! I'm checking in to see if you might be interested in including the profile in this Friday's edition of our e-newsletter and if your team has had a chance to review it?

Thanks very much,

Caitlin

**Caitlin Docherty**  
Community Relations & Issues Specialist – Ontario Line



---

**From:** Ontario Line  
**Sent:** May 6, 2021 4:25 PM  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Question: Profiling Vanauley Street YMCA in Metrolinx Ontario Line Newsletter

Hi [REDACTED]

Absolutely, I appreciate you following up so quickly! Of course, we would still love to profile the Vanauley YMCA in a future newsletter. May I connect with you again next week, or would you prefer I reach out again a bit further in the future?

Many thanks again,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]  
**Sent:** May 6, 2021 4:16 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Question: Profiling Vanauley Street YMCA in Metrolinx Ontario Line Newsletter

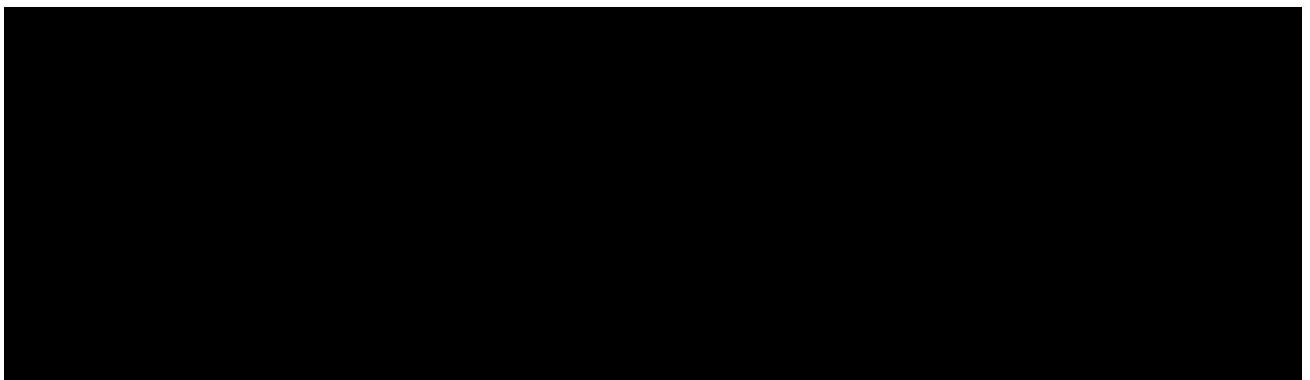
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Hi there,

We will need more time to review and approve the post.

Could we postpone this to a future newsletter?

Thanks,



On May 6, 2021, at 11:05 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

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Hi [REDACTED]

My apologies for the second email, but I wanted to follow up and ask if you have any interest in us moving forward with a community profile of the Vanauley Street YMCA in our weekly newsletter? If so, have you had a chance to review the proposed draft (attached)?

We are aiming to include the profile in our weekly newsletter, which I should have mentioned goes out Friday afternoons. I completely understand how busy you must be with the critical work you do to support the community and that it might not be possible to review the profile in time for tomorrow's edition. We could include the profile in a future newsletter if that's preferable.

Please do not hesitate to reach out if you have any questions or need any further information. Looking forward to hearing from you.

Many thanks,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image003.png>

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**From:** Ontario Line

**Sent:** May 5, 2021 10:28 AM

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Question: Profiling Vanauley Street YMCA in Metrolinx Ontario Line Newsletter

Good morning [REDACTED]

I hope this message finds you well! My name is Caitlin, and I am reaching out on behalf of our Ontario Line community relations team at Metrolinx.

We know your team and organization does vital work to support youth and provide them with essential social services and housing support. We are also excited to bring rapid transit to the area with a future Ontario Line station at Queen Street West and Spadina Avenue near your 7 Vanauley Street location, which serves youth experiencing homelessness. Given your proximity to this future station location, we wanted to ask your permission to feature the Vanauley Street YMCA in the Ontario Line e-newsletter. If your organization wishes to move forward with a newsletter feature, please let us know about any edits that you want to make to the attached draft we included in this email. Additionally, if you have a photo or any visual to include in the profile, we would greatly appreciate it if you could please provide one.

You can find more information about the Ontario Line on [Metrolinx Engage](#). The station you are close to, Queen-Spadina, can be found in the [West Segment Neighbourhood Update](#) section of our website under its respective dropdown. Happy to answer any questions you have.

Thank you very much for your time,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

<image004.png>

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

<Mx YMCA community profile - May 2021.docx>

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



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Ontario Line-Province announced proposals for Exhibition, King-Bathurst and Queen-Spadina stations  
**Date:** Thursday, June 17, 2021 11:41:00 AM  
**Attachments:** [image001.png](#)

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Hi [REDACTED]

I hope you're having a great day! I am writing to share that the province of Ontario has announced its proposal to build vibrant live-work-play communities along the future Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations.

This proposal is part of the government's [TOC program](#), which incorporates collaboration with municipalities and third parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. You can find more information about the province's announcement and proposed TOC plans [here](#).

The proposal would transform Exhibition Station into a connected transit hub with new housing, office and retail space that would support approximately 2,300 jobs. Transit riders will be able to connect to GO Transit, TTC services and the future Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community.

The province is also proposing a TOC at the future King-Bathurst station. The proposal looks to add more housing and office space while retaining heritage buildings and structures, recognizing this vibrant neighbourhood's character.

At the future Queen-Spadina station, the proposed TOC would provide more housing, retail space for businesses and convenient access to transit, including the TTC streetcar and future Ontario Line.

Following the City of Toronto's review, the province will host engagement with the public, stakeholders and Indigenous partners beginning this coming winter.

Please let me know if you have any questions, and I am more than happy to set up a date and time to connect over a call.

Thank you!

Caitlin

**Caitlin Docherty**

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

## Appendix B7. Technical Stakeholder Correspondence

## Technical Stakeholder Consultation and Correspondence Record

### Federal Agencies

- Fisheries and Oceans Canada; and
- Transport Canada

### Provincial Agencies

- Chief Justice of the Superior Court of Justice
- Ministry of Economic Development, Job Creation, and Trade (MEDJCT)
- Ministry of Education (MOE)
- Ministry of the Environment, Conservation and Parks (MECP)
- Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)
- Ministry of Municipal Affairs and Housing (MMAH)
- Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF)
- Minister of the Solicitor General
- Ministry of Transportation (MTO)
- Ontario Heritage Trust
- Ontario Provincial Police

## Municipal Agencies

- City of Toronto (CoT)
- Toronto Catholic District School Board
- Toronto District School Board (TDSB)

## Conservation Authorities

- Toronto and Region Conservation Authority (TRCA)

## Other Technical Stakeholders

- CN Rail
- Exhibition Place
- George Brown College
- Hydro One Networks Inc.
- La Cite
- Law Society of Ontario
- Ontario College of Art and Design University (OCAD)

## Technical Stakeholder Consultation and Correspondence Record

- Summary of Email Correspondence with Technical Stakeholders
- Summary of Meetings with Technical Stakeholders