

HIGHWAY-27 WOODBINE STATION ENVIRONMENTAL PROJECT REPORT

VOLUME 3

APPENDIX C: PROJECT COMMUNICATIONS AND CONSULTATION MATERIALS

February 2020



Appendix **C1**

Project Mailing List

Highway 27-Woodbine Station EA - Contact List - Review Agencies

Contact Name	Contact Title	Agency / Organization Name	Mailing Address	Email Address	Phone Number	Notes
Federal Agencies						
Mr. Michael Vallins	Manager, Public Works	CN Rail	1 Administration Road Concord ON L4K 1B9	michael.vallins@cn.ca	T: 905-669-3264	
Ms. Debra Rasinger		VIA Rail		debra_rasinger@viarail.ca		Include request to be forwarded to the appropriate contact at VIA, and copy antonio.difebo@metrolinx.com
n/a	n/a	Transport Canada	n/a	EnviroOnt@tc.gc.ca	n/a	
Mr. Steven Thomas	Manager, Environmental Services	Greater Toronto Airport Authority - Lester B. Pearson International Airport	3111 Convair Drive, PO Box 6031 Mississauga ON L5P 1B2	steven.thomas@gtaa.com		
Provincial Agencies & Ministries						
Ms. Cindy Batista	Special Project Officer, Environmental Assessment Services	Ministry of the Environment, Conservation, and Parks - Environmental Assessment and Permissions Branch	1st Flr, 135 St Clair Ave W. Toronto, ON, M4V 1P5	cindy.batista@ontario.ca	T: 416-314-7225	
Ms. Solange Desautels	Supervisor, Environmental Assessment Services	Ministry of the Environment, Conservation, and Parks - Environmental Assessment and Permissions Branch	1st Flr, 135 St Clair Ave W. Toronto, ON, M4V 1P5	solange.desautels@ontario.ca	T: 416-314-7241	
Ms. Heather Malcolmson (A)	Director (Acting)	Ministry of the Environment, Conservation, and Parks - Environmental Assessment and Permissions Branch	1st Flr, 135 St Clair Ave W, Toronto, ON M4V 1P5	heather.malcolmson@ontario.ca	T: 416-314-0934	
Ms. Lisa Trevisan	Regional Director	Ministry of the Environment, Conservation, and Parks - Central Region	Place Nouveau 8th Flr, 5775 Yonge St. Toronto, ON M2M 4J1	lisa.trevisan@ontario.ca	T: 416-326-1825	
	n/a	Hydro One Networks Inc.	n/a	secondarylanduse@hydroone.com	n/a	
Yu San Ong	Environmental Planner	Hydro One Networks Inc.	483 Bay Street, Toronto ON M5G 2P5	YuSan.Ong@hydroone.com		
Mr. Steven Strong	Senior District Planner	Ministry of Natural Resources and Forestry - Aurora District	50 Bloomington Road Aurora ON L4G 0L8	steven.strong@ontario.ca	T: 905-713- 7366	
Ms. Karla Barboza	Team Lead (A), Heritage Planning Unit	Ministry of Heritage, Sport, Tourism and Culture Industries	401 Bay Street, Suite 1700 Toronto, ON, M7A 0A7	Karla.barboza@ontario.ca	T: 416-314-7120	
Ms. Rosi Zirger	Heritage Advisor (A), Heritage Planning Unit	Ministry of Heritage, Sport, Tourism and Culture Industries	401 Bay Street, Suite 1700 Toronto, ON, M7A 0A7	rosi.zirger@ontario.ca	T: 416.314-7159	
Mr. Jason White	Manager, Engineering Office	Ministry of Transportation - Central Region	159 Sir William Hearst Avenue 2nd Floor Downsview ON M3M 1G8	jason.white@ontario.ca	T: 416-235-5575	
Ms. Renée Afoom-Boateng	Senior Planner, Environmental Assessment Planning	Toronto and Region Conservation Area	Mail Address: 5 Shoreham Drive, Downsview, ON M3N 1S4 Courier & Physical Address: 101 Exchange Avenue, Concord, ON L4K 5R6	rafoom-boateng@trca.on.ca	T: 416.661.6600 Ext. 5714	
Municipal Contacts						
Ms. Shalin Yeboah	Senior Project Manager	City of Toronto - Major Capital Infrastructure Co-ordination (MCIC)	Toronto City Hall 4th fl. East Tower, 100 Queen St. W. Toronto, ON, M5H 2N2	Shalin.Yeboah@toronto.ca	T: 416-397-7358	
Ms. Andrea Roberts	Senior Project Manager	City of Toronto - MCIC, Transit Expansion Office	Toronto City Hall, 24th fl. East Tower, 100 Queen St. W. Toronto, ON, M5H2N2	Andrea.Roberts@toronto.ca	T: 416-397-9526	
Ms. Vera Gavrilova	Project Coordinator	City of Toronto - Major Capital Infrastructure Coordination Office	Toronto City Hall, 24th fl. East Tower, 100 Queen St. W. Toronto, ON, M5H2N2	Vera.Gavrilova@toronto.ca	T: 416-338-7105	
Elected Officials						
Councillor Michael Ford	Ward 1 - Etobicoke North	Toronto City Council	100 Queen Street West, Suite C55.Toronto, ON M5H 2N2	councillor_mford@toronto.ca	T: 416-397-9255	
Councillor Stephen Holyday	Ward 2 - Etobicoke Centre	Toronto City Council	100 Queen Street West, Suite B26.Toronto, ON M5H 2N2	councillor_holyday@toronto.ca	T: 416-392-4002	
The Honourable Kirsty Duncan	MP Etobicoke North	Ontario Liberal Party	815 Albion Rd (Main Office), Etobicoke, ON M9V 1A3	kirsty.duncan@parl.gc.ca	T: 416-747-6003	
Hon. Doug Ford	Premier of Ontario; MPP Etobicoke North	Province of Ontario	Legislative Building Room 281, Queen's Park, Toronto, ON M7A 1A1	doug.ford@pc.ola.org	T: 416-325-1941	

Highway 27-Woodbine Station EA - Contact List - Indigenous Communities

Contact Name	Contact Title	Indigenous Community	Mailing Address	Email Address	Phone Number	Notes
Chief Dave Mowat	Chief (elected in 2019)	Alderville First Nation	11696 2nd Line Road, P.O. Box 46 Roseneath, ON K0K 2X0	dmowat@alderville.ca	905-352-3000	
Mr. Jesse Johnson	Lands and Resource Coordinator	Alderville First Nation	11696 2nd Line Road Roseneath, ON K0K 2X0	jjohnson@alderville.ca	905-352-2011	Replaced Skye Anderson in 2018
Chief Guy Monague	Chief (elected in 2018)	Beausoleil First Nation	11 O'Gema Miikaan Christian Island, ON L9M 0A9	bfnchief@chimnissing.ca	705-247-2051	
Ms. Dana Monague	Lands Compliance Officer	Beausoleil First Nation	11 O'Gemma Miikan Christian Island, ON L9M 0A9	danamonague@chimnissing.ca	705-247-8974 ext. 242	
Chief Donna Big Canoe	Chief (re-elected in 2017)	Chippewas of Georgina Island	RR#2, Box-13 Sutton West, ON L0E 1R0	donna.bigcanoe@georginaisland.com	705-437-1337	
Ms. Natasha Charles	Project Coordinator, Community Consultation and Executive Assistant to Chief & Council	Chippewas of Georgina Island	RR#2, Box-13 Sutton West, ON L0E 1R0	natasha.charles@georginaisland.com	705-437-1337 ext. 2246	
Ms. Sharday James	Community Consultation Worker, Communications	Chippewas of Rama First Nation	5884 Rama Road, Suite 200 Rama, ON L3V 6H6	shardayj@ramafirstnation.ca	705-325-3611 ext. 1633	
Chief Rodney Noganosh	Chief (elected in 2016)	Chippewas of Mnjikaning (Rama)	5884 Rama Road, Suite 200 Rama, ON L3V 6H6	chief@ramafirstnation.ca	705-325-3611	
Ms. Annette Sharpe	Executive Assistant	Chippewas of Mnjikaning (Rama)	5884 Rama Road, Suite 200 Rama, ON L3V 6H6	annettes@ramafirstnation.ca	705-325-3611	
Ms. Cathy Edney	Communications Manager	Chippewas of Mnjikaning (Rama)	5884 Rama Road, Suite 200 Rama, ON L3V 6H6	cathye@ramafirstnation.ca	705-325-3611 ext. 1416	
Chief Emily Whetung	Chief (elected in 2019)	Curve Lake First Nation	22 Winookeedaa Road Curve Lake, ON K0L 1R0	EmilyW@curvelake.ca	705-657-8045	
Ms. Kaitlin Hill	Lands Resource Consultation Liaison	Curve Lake First Nation	22 Winookeedaa Road Curve Lake, ON K0L 1R0	KaitlinH@curvelake.ca	705-657-8045	
Ms. Julie Kapyrka	Lands and Resources Consultation Liaison	Curve Lake First Nation	22 Winookeedaa Road Curve Lake, ON K0L 1R0	JulieK@curvelake.ca	705-657-8045	Julie has a doctorate and may refer to herself as Dr. at times but accepted practice (by her) is not to use Dr.
Ms. Kaitlin Hill	Lands Resource Consultation Liaison	Curve Lake First Nation	22 Winookeedaa Road Curve Lake, ON K0L 1R0	KaitlinH@curvelake.ca	705-657-8045	duplicate
Chief Laurie Carr	Chief (elected in 2019)	Hiawatha First Nation	123 Paudash Street, RR2 Hiawatha, ON K9J 0E6	chiefcarr@hiawathafn.ca	705-295-4421	
Mr. Tom Cowie	Lands Resource Consultation Liaison	Hiawatha First Nation	197 Sopers Lane Hiawatha, ON K9J 0E6	tcowie@hiawathafn.ca	705-295-7771	
Mr. Chris Howard	Lands Resource Consultation Liaison	Hiawatha First Nation	197 Sopers Lane Hiawatha, ON K9J 0E6	choward@hiawathafn.ca	705-295-7773	
Grand Chief Konrad Sioui	Grand Chief	Huron-Wendat Nation	255 Place Chef Michel Laveau Wendake, QC G0A 4V0	melanievincent21@yahoo.ca	418-843-3767	
Ms. Mélanie Vincent	Gestion de projets / Project Management	Huron-Wendat Nation	255 Place Chef Michel Laveau Wendake, QC G0A 4V0	melanievincent21@yahoo.ca	418 580-4442	OK to cc along with Maxime
Mr. Maxime Picard	Project Coordinator - Ontario	Huron-Wendat Nation	255 Place Chef Michel Laveau Wendake, QC G0A 4V0	maxime.picard@cnhw.qc.ca	418-843-3767 ext. 2105	
Chief Kris Nahrgang	Chief	Kawartha Nishnawbe First Nation	257 Big Cedar Lake Road Big Cedar, Ontario K0L 2H0	rknahrgang@gmail.com	705-654-4661	
Mr. Christopher Reid	Lawyer			lawreid@aol.com		Copy on correspondence to Kawartha Nishnawbe First Nation
Chief Stacey LaForme	Chief	Mississaugas of the New Credit First Nation	2789 Mississauga Road, RR 6 Hagersville, ON N0A 1H0	staceystacey@live.ca	905-768-1133 ext 240	
Ms. Megan DeVries	Archaeological Coordinator	Mississaugas of the Credit First Nation	Department of Consultation and Accommodation 4065 Hwy 6 North, Hagersville, ON N0A 1H0	Megan.DeVries@mncfn.ca	o: 905-768-4260 m: 289-527-2763	Fawn is the general contact, Megan focuses on archaeology. Both are to be copied on correspondence to the

Highway 27-Woodbine Station EA - Contact List - Indigenous Communities

Contact Name	Contact Title	Indigenous Community	Mailing Address	Email Address	Phone Number	Notes
Ms. Fawn Sault	Consultation Manager	Mississaugas of the Credit First Nation	Department of Consultation and Accommodation 4065 Hwy 6 North, Hagersville, ON N0A 1H0	Fawn.Sault@mncfn.ca	o: 905-768-4260 m: 289-527-6580	Chief. If sending a standalone natural environment report also copy Caron Smith (caron.smith@mncfn.ca). Fawn has noted that it is best to give
Chief Kelly LaRocca	Chief (elected in 2017)	Mississaugas of Scugog Island First Nation	22521 Island Road, RR #5 Port Perry, ON L9L 1B6	klarocca@scugogfirstnation.com	905-985-3337	
Ms. Monica Sanford	Community Consultation Specialist	Mississaugas of Scugog Island First Nation	22521 Island Road, Port Perry, ON L9L 1B6	msanford@scugogfirstnation.com	905-985-3337 ext. 229	

Highway 27-Woodbine Station EA - Contact List - Properties within 30 m

Contact Name	Contact Title	Business/Institution Name	Mailing Address	Email Address	Phone Number	Notes
		Gatsteel Service Centre	361 Attwell Drive, Etobicoke, ON M9W 5C2		416-675-2370	
		Saand Rexdale	355 Attwell Drive, Etobicoke, ON M9W 5C2		416-674-6945	
		Gazzola Paving Ltd. Asphalt and Aggregates Plant	345 Attwell Drive, Etobicoke, ON M9W 5C2		416-675-7245	
		Saand	250 Brockport Drive, Etobicoke, ON M9W 5S1		416-798-2345	
		Naka Herbs & Vitamins	252 Brockport Drive, Etobicoke, ON M9W 5S1		416-748-3073	
		CanMar Contracting Ltd.	N/A		416-674-8791	
		Drapeau Transport	205 Bethridge Road, Etobicoke, ON M9W 1N4		416-675-7265	
		Toronto Perth Seventh-day Adventist Church	220 Bethridge Road, Etobicoke, ON M9W 1N4		416-535-1909	
		Yung's Auto Service	221 Bethridge Road, Etobicoke, ON M9W 1N4		416-743-8265	
		Woodbine Entertainment Group	555 Rexdale Blvd, Toronto, ON			
		961489 Ontario Limited	429 Attwell Dr Etobicoke, ON M9W5C4			
		New Envoy Propoerties Inc.	425 Attwell Dr, Toronto, ON M9W 5C4			
		Campana Constructions Co. Limited	419 Attwell Dr, Toronto, ON M9W 5C4			
		Weston Foods (Canada) Inc.	514 Carlingview Dr, Toronto, ON M9W 5RE			
		Metrolinx	514 Carlingview Dr, Toronto, ON M9W 5R3			
		Martan Contracting Limited	529 Carlingview Dr, Toronto, ON M9W 5H2			
		Dependable 369 Inc.	369 Attwell Dr, Toronto, ON M9W 5C2			PM#1 Notice not delivered. Moved/Unknown
		1499337 Ontario Inc.	365 Attwell Dr, Toronto, ON M9W 5C2			
		Giampaolo Investments Limited	361 Attwell Dr, Toronto, ON M9W5C2			
		Attwell Properties Inc.	355 Attwell Dr, Toronto, ON M9W 5C2			
		Martan Contracting Limited	355 Attwell Dr, Toronto, ON M9W 5C2			
		Martan Contracting Limited	n/a			
		Trimi Inc.	250 Brockport Dr, Toronto, ON M9W 5S1			
		931269 Ontario Inc.	252 Brockport Dr, Toronto, ON M9W 5S1			
		Ministry of Transportation of Ontario	n/a			
		Metrolinx	175 City View Dr, Etobicoke, M9W 5B1			
		JPE Holdings Ltd.	211 Bethridge Rd, Toronto, ON M9W 1N4			
		DAAT Properties Limited	209 Bethridge Rd, Toronto, ON M9W 1N4			PM#1 Notice not delivered. Moved/Unknown
		1338952 Ontario Inc.	211 Bethridge Rd, Etobicoke, ON M9W 1N4			
		Ontario Conference of the Seveth-Day Adver	220 Bethridge Road, Toronto, ON M9W 6S3			

Highway 27-Woodbine Station EA - Contact List - Other Interested Parties

Contact Name	Contact Title	Organization Name	Mailing Address	Email Address	Phone Number	Notes
		Humber College North Campus	205 Humber College Blvd, Etobicoke, ON M9W 5L7			
		Etobicoke General Hospital	1R8, 101 Humber College Blvd, Etobicoke, ON M9V 5B5			
Ms. Camille Casse		The Jockey Club of Canada	The Jockey Club of Canada P.O. Box 66, Str. B Toronto, ON M9W 5K9	jockeyclubcanada@gmail.com	T: 416-675-7756	
		Canadian Thoroughbred Horse Society (CTH)	CTHS (Ontario Division) P.O. Box 172 Rexdale, Ontario M9W 5L1	cthsont@idirect.com	T: 416-675-3602	
		One Toronto Gaming - Casino Woodbine	555 Rexdale Blvd, Toronto, ON M9W 5L1			
Mr. Jamie Dykstra	Director, Communications & Content, Woodbine Entertainment Group	The Horsemen's Benevolent and Protective Assosiation (HBPA) Ontario	HBPA of Ontario Woodbine Place Suite 420, 135 Queen's Plate Drive Toronto, Ontario M9W 6V1			Contact via Jamie Dykstra (WEG)
		Emery Village BIA	1885 Wilson Avenue., Suite 209 Toronto ON, M9M 1A2	info@emeryvillagebia.ca	T: 416-744-7242	
		Albion Islington Square BIA	925 Albion Rd, Suite 100 Etobicoke, ON M9V 1A6	info@albionislingtonsquare.org	T: 416-743-3267	

Appendix **C2**

Notices

- Notice of Public Meeting
- Notice of Commencement and Online Survey
- Notice of Completion

Notice of Public Meeting

Highway 27-Woodbine Station

The Project

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts from approximately 6 million today to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The Process

A Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, will be completed for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared to assess the potential environmental effects of this transit project. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP is started.

Come and Learn More

We invite you to join us in person to find out more. At the meeting we will share a project overview, the existing conditions identified through environmental studies, and provide an opportunity to ask questions in advance of the start of the formal TPAP period. Your participation is an important part of this process. The WEG and Metrolinx study team will be on hand to answer questions and receive your comments.

Date: Thursday, October 10, 2019
Time: 7:00 p.m. - 9:00 p.m.
Location: Humberwood Community Centre
850 Humberwood Boulevard
Etobicoke, ON M9W 7A6
**This location is accessible.*

Comments Invited

For more information, or to be added to the study's mailing list, please contact:

E-mail: transitea@woodbine.com

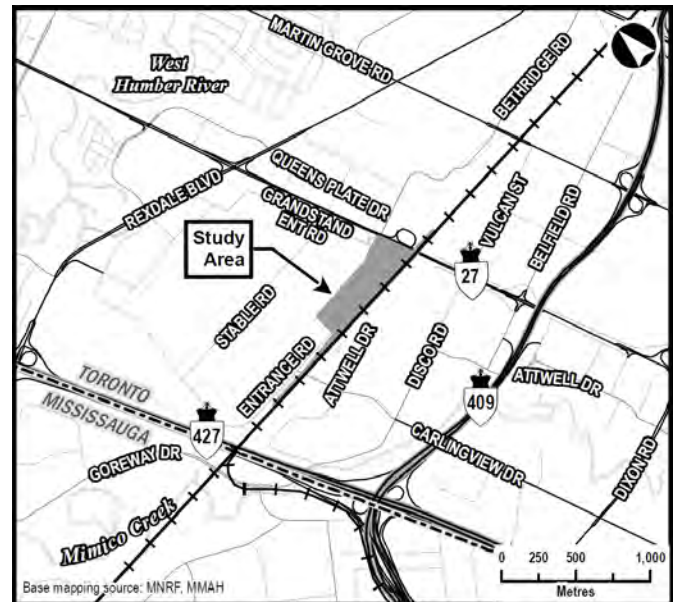
Website: woodbine.com/transitea

Metrolinx is working to provide residents and businesses in the Etobicoke community with transit options that are accessible, efficient and integrated. Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

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

This Notice first published on September 26, 2019.

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



Notice of Commencement and Online Survey

Highway 27-Woodbine Station

The Project

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in *Ontario Regulation 231/08* under the *Environmental Assessment Act*, is now commencing for the proposed Highway 27-Woodbine Station. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review. As part of the TPAP, an Environmental Project Report (EPR) is being prepared. Documents related to the project including environmental studies and consultation materials, are available at woodbine.com/transit.ea.

Consultation – Online Survey

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Your participation is an important part of this process. Please use the link below to access the online survey:

<https://www.surveymonkey.com/r/PQ3WJ7P>

Provide Feedback

For more information, or to be added to the study's mailing list, please contact:

e-mail: transitea@woodbine.com

website: woodbine.com/transit.ea

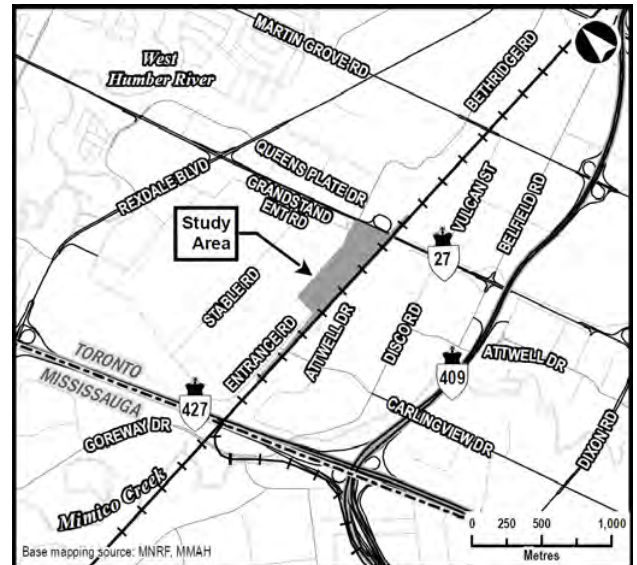
Metrolinx is committed to constantly improving transit for people living in the Greater Golden Horseshoe (GGH). Find out more about Metrolinx's Regional Transportation Plan for the GGH, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

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

transitea@woodbine.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-314-4075.

This Notice first published on November 21, 2019.

Pour plus d'information, veuillez contacter le transitea@woodbine.com.



Notice of Completion of Environmental Project Report

Highway 27-Woodbine Station
Transit Project Assessment Process

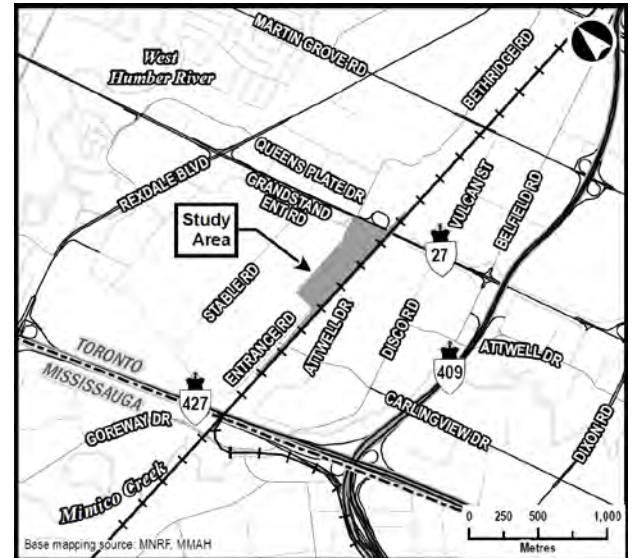
The Project

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The Process

The environmental effects of this transit project were assessed and an Environmental Project Report (EPR) has been prepared to document the findings and proposed mitigation, according to the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08 made under the Environmental Assessment Act.

The EPR is now available for review at www.woodbine.com/transit.ea and at the following locations for a **30-day public review period starting February 13, 2020 and ending March 16, 2020**.



Metrolinx
97 Front Street, 2nd Floor,
Toronto, ON M5J 1E6
Tel: 416-874-5900
Hours: Mon. to Fri.
8:30AM – 4:30PM

**Ministry of the Environment,
Conservation and Parks**
Environmental Assessment and
Permissions Branch
135 St. Clair Avenue West, 1st
Floor, Toronto, Ontario M4V 1P5
Tel: 416-314-8001 / toll-free 1-
800-461-6290
Hours: Mon. to Fri. 8:30AM –
5:00PM

**Toronto Public Library –
Humberwood Branch**
850 Humberwood
Boulevard, Toronto, ON
M9W 7A6
Tel: 416-394-5210
Hours: Tues. & Thurs.
12:30PM – 8:30PM; Wed. &
Fri. 10:00AM – 6:00PM; Sat.
9:00AM – 5:00PM

**Toronto Public Library –
Northern Elms Branch**
123B Rexdale Boulevard #5,
Toronto, ON M9W 1P1
Tel: 416-394-5230
Hours: Tues. & Wed.
12:30PM – 8:30PM; Thurs.
& Fri. 10:00AM – 6:00PM;
Sat. 9:00AM – 5:00PM

Interested persons are encouraged to review this document and provide comments by **March 16, 2020** to:

Highway 27-Woodbine Station Project

c/o Georgina Collymore
Metrolinx, Senior Advisor, Environmental Assessment Communications and Community Relations
20 Bay Street, Suite 600, Toronto, ON M5J 2W3
Tel: 416-202-4921
Email: transitea@woodbine.com

There are circumstances where the Minister of the Environment, Conservation and Parks has the authority to require further consideration of the transit project or impose conditions on it. These include if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referenced above, the Minister is required to consider any written objections to the transit project that he may receive within 30 days after the Notice of Completion and the EPR is first published.

If you have discussed your issues with Metrolinx and you object to this transit project, you can provide a written submission to the

Minister of the Environment, Conservation and Parks no later than March 16, 2020 to the address provided below. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance related to natural or cultural environment or Aboriginal treaty rights. Objections must be received within 30 days after the Notice of Completion of the EPR is first published.

Ministry of the Environment, Conservation and Parks

Environmental Assessment and Permissions Branch

Attention: Cindy Batista, Special Project Officer

135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P4

Tel: 416-314-7225

Email: cindy.batista@ontario.ca

If not already provided, a copy of the objection will be forwarded to the proponent by the Ministry.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact transitea@woodbine.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-314-4075.

This Notice first published on February 13, 2020.

Pour plus d'information, veuillez contacter le transitea@woodbine.com.

Appendix **C3**

Consultation Summary Report

Woodbine Entertainment Group

Highway 27-Woodbine Station EA Consultation Summary Report

Prepared by:

AECOM Canada Architects Ltd.
5080 Commerce Boulevard
Mississauga, ON, Canada L4W 4P2
www.aecom.com

905 238 0007 tel
905 238 0038 fax

Revision History

Revision #	Date	Revised By:	Revision Description
0	Nov 6 2019	Jarrid Radoslav	Public Meeting information
1	Jan 9 2020	Madelin Blacha	Revised Public Meeting information; added Online Survey information
2	Jan 15 2020	Madelin Blacha	Final

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

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Table of Contents

	page
1. Introduction	1
2. Public Meeting.....	3
2.1 Overview.....	3
2.2 Notice of Public Meeting	3
2.2.1 Notice to the Public	3
2.2.1.1 Notice via Newspaper.....	3
2.2.1.2 Notice via Mail-out	3
2.2.1.3 Notice via Social Media and Public Locations.....	3
2.2.2 Notice to Stakeholders	3
2.2.2.1 Federal Agencies.....	4
2.2.2.2 Provincial and Other Agencies	4
2.2.2.3 Elected Officials	4
2.2.3 Notice to Indigenous Communities	4
2.3 Public Meeting	5
2.3.1 Purpose.....	5
2.3.2 Location, Format and Participation	5
2.3.3 Information Presented	6
2.4 Summary of Comments Received.....	6
2.4.1 Feedback Forms	6
3. Online Survey.....	13
3.1 Overview.....	13
3.2 Notice of Online Survey	13
3.2.1 Notice to the Public	13
3.2.1.1 Notice via Newspaper.....	13
3.2.1.2 Notice via Email	13
3.2.1.3 Notice via Social Media and Public Locations	13
3.2.2 Notice to Stakeholders	13
3.2.2.1 Federal Agencies.....	13
3.2.2.2 Provincial and Other Agencies	14
3.2.2.3 Elected Officials	14
3.2.3 Notice to Indigenous Communities	14
3.3 Online Survey	14
3.3.1 Purpose.....	14
3.3.2 Format and Participation	15
3.3.3 Information Presented	15
3.4 Summary of Comments Received.....	15

List of Figures

Figure 1-1: Highway 27-Woodbine Station EA Study Area	2
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List of Tables

Table 2-1: Public Meeting Feedback Form Comments/Questions and Responses.....9

Appendices

- Appendix A. Notice of Public Meeting
- Appendix B. Public Meeting Display Boards
- Appendix C. Public Meeting Feedback Forms
- Appendix D. Notice of Commencement and Online Survey
- Appendix E. Online Survey Project Information Slides
- Appendix F. Online Survey Responses

1. Introduction

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto (the Project). The Project has been assessed under the Transit Project Assessment Process (TPAP). For TPAP purposes, Metrolinx is the proponent. WEG will be constructing the Project and will be responsible for the corresponding mitigation and commitments to future work.

AECOM Canada Limited (AECOM) was retained by WEG to undertake the Highway 27-Woodbine Station Environmental Assessment (EA) per the TPAP. This Environmental Project Report (EPR) has been completed as part of the TPAP, under which project impacts have been assessed as prescribed in Ontario Regulation (O. Reg.) 231/08 under the *Environmental Assessment Act*.

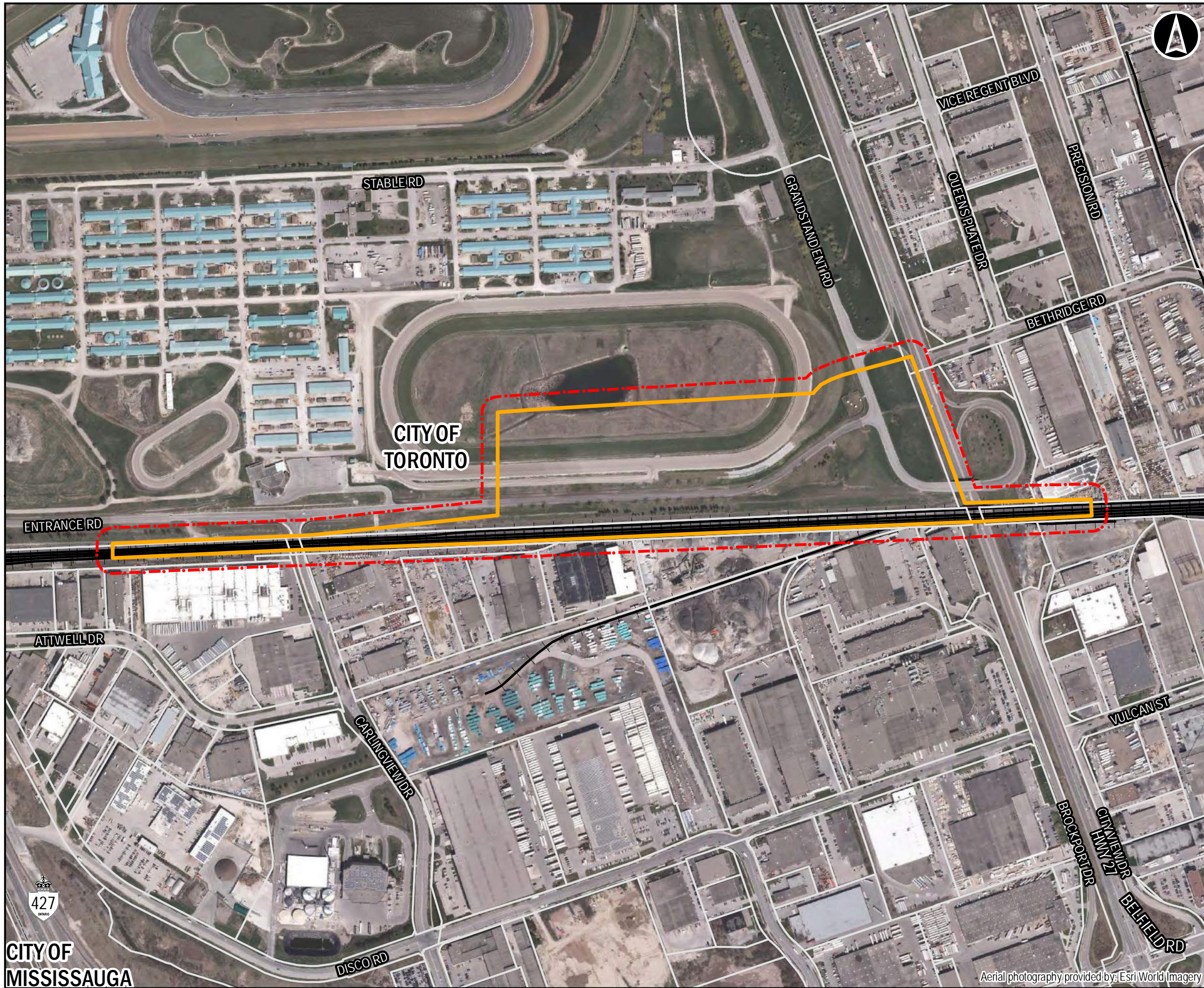
Due to future development and increased demand at the Woodbine Districts, an early stage initiative calls for the expansion of new public transit options to service the area. The station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The purpose of the Project is to provide a new transit station that offers safe, accessible, and efficient transit options to residents of the Etobicoke community and surrounding areas. As part of Ontario's broader strategy to deliver more transit solutions in the Greater Golden Horseshoe (GGH), the Highway 27-Woodbine Station will address transit needs in the area. The new transit station will ultimately better connect nearby residents to the GO network and strengthen connections to other parts of Toronto and surrounding cities in close proximity to the Project Site in Etobicoke (e.g., Mississauga, Brampton, Vaughan, etc.).

In addition to improving transit service and transit accessibility in the Etobicoke community and surrounding areas, the new transit station will also support future development at the Woodbine Districts and beyond, and new employment, housing, and entertainment opportunities. A new transit station will offer opportunities to live and work near a major employment and entertainment hub, as well as provide better access to the local community to employment opportunities in the area.

The Project Site is an approximate 17-acre parcel of land located on the southeast corner of Woodbine Districts west of Highway 27 and south of Rexdale Boulevard in the City of Toronto (the Project Site), which is represented by the yellow boundary in **Figure 1-1**. The Project Site encompasses the southeastern portion of the practice racetrack, the southern portion of the southeast stormwater pond, the eastern portion of Entrance Road, the southern portion of Grandstand Entrance Road, a portion of the rail tracks east and west of Highway 27, and the Highway 27 underpass structure.

This Consultation Summary Report describes the consultation activities completed as part of the Project, in accordance with O. Reg. 231/08. An in-person Public Meeting was held on October 10, 2019 as part of the Pre-TPAP Activities. In conjunction with the TPAP Notice of Commencement, an online survey was provided as a remote engagement opportunity for interested persons. The online survey was available from November 21, 2019 to December 20, 2019.

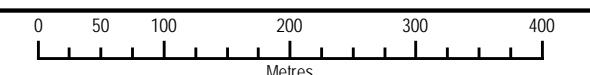


Legend

- Project Site
- Study Area
- Metrolinx-owned rail corridor
- Property Boundary

Highway 27-Woodbine Station EA

Project Study Area



DATUM: NAD 1983 UTM Zone 17N

Aug, 2019
P#: 60606819

1:6,000
Rev: 00

Data Sources:
MNRF, City of Toronto

AECOM

Figure 1-1

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CITY OF MISSISSAUGA

Aerial photography provided by: Esri World Imagery

Map location: \\CAHAM\FM\F001\Projects\06060819 - Woodbine - Tremont - Station - EA\000-CAD - GIS\20-0229 - GIS-Graphics\Design\01 - Reports\Map-P-2019-08-10-WoodbineStationStudyArea-0006819.mxd
Date saved: 01/19/2019 12:11:17 PM User Name: orans

2. Public Meeting

2.1 Overview

A Public Meeting was held on October 10, 2019 at the Humberwood Community Centre. This Public Meeting was held as part of the Pre-TPAP activities. In total, 15 individuals attended the Public Meeting and 4 public comments (Feedback Forms) were received. Refer to the following subsections for more details regarding the Public Meeting.

2.2 Notice of Public Meeting

2.2.1 *Notice to the Public*

2.2.1.1 Notice via Newspaper

The Notice of Public Meeting was published in the *Etobicoke Guardian* on September 26, 2019 and October 3, 2019. The newspaper advertisements provided community residents and stakeholders with information on how to actively participate in the study. The Notice of Public Meeting was also posted on the Project website (www.woodbine.com/transit.ea) on September 26, 2019. The Notice is provided in **Appendix A**.

2.2.1.2 Notice via Mail-out

The Notice of Public Meeting was delivered via registered mail to property owners within 30 m of the Study Area and Indigenous communities on September 26, 2019. The Notice of Public Meeting was also sent via email to relevant federal, provincial, and municipal agencies, and other interested persons on September 26, 2019.

2.2.1.3 Notice via Social Media and Public Locations

The Notice of Public Meeting was posted at three (3) City of Toronto Public Library locations on October 4, 2019 and October 7, 2019: Humberwood, Northern Elms, and Rexdale branches. To further reach interested residents and local GO transit users, the Notice of Public Meeting was also posted at Etobicoke North GO Station from September 23, 2019 to October 10, 2019.

To reach the online audience, social media posts on the GO Transit Twitter account (@GOTransitKT) was posted on September 23, 2019. The Public Meeting was also publicized through On the GO alerts, which were e-mailed or texted to Kitchener Train customers on September 26, 2019 and October 3, 2019.

2.2.2 *Notice to Stakeholders*

Federal and provincial agencies were provided with the Notice of Public Meeting via email on September 26, 2019. Letters to Indigenous communities along with the Notice of Public Meeting were provided via registered mail on September 25, 2019.

2.2.2.1 Federal Agencies

The following federal agencies received the Notice of Public Meeting:

- CN Rail
- Greater Toronto Airport Authority – Lester B. Pearson International Airport
- Transport Canada
- VIA Rail

2.2.2.2 Provincial and Other Agencies

The following Ontario government agencies and other agencies received the Notice of Public Meeting:

- Ministry of the Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation
- Toronto and Region Conservation Area
- City of Toronto
- Toronto Transit Commission
- Hydro One Networks Inc.

2.2.2.3 Elected Officials

The following elected officials were also directly notified of the study between September 25, 2019 and October 4, 2019 and were invited to attend the Public Meeting:

- Ward 1 Etobicoke North
 - Councillor Michael Ford
- Ward 2 Etobicoke Centre
 - Councillor Stephen Holyday
- Members of Provincial Parliament (MPPs) – Legislative Assembly of Ontario
 - Hon. Doug Ford (Premier of Ontario, MPP, Etobicoke North)
 - Minister Kinga Surma
- Members of the Parliament of Canada (MPs)
 - The Honourable Kristy Duncan (MP, Etobicoke North)

2.2.3 Notice to Indigenous Communities

The following Indigenous communities received the Notice of Public Meeting and personalized letters via registered mail on September 25, 2019:

- Huron-Wendat First Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation
- Williams Treaties First Nation
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation

- Mississaugas of Scugog Island First Nation

2.3 Public Meeting

2.3.1 Purpose

The purpose of the meeting was to introduce the Project, provide details regarding the existing environmental conditions identified and preliminary studies conducted to date, and receive feedback from the public before issuing the TPAP Notice of Commencement. The meeting was held in an open house format where representatives from WEG and Metrolinx were available to answer questions and discuss Project details.

2.3.2 Location, Format and Participation

The Public Meeting was held in the City of Toronto (Etobicoke) to provide an easily accessible location for interested individuals across the Study Area, as outlined below:

Date: Thursday, October 10, 2019

Time: 7:00 p.m. to 9:00 p.m.

Venue: Humberwood Community Centre

Address:..... 850 Humberwood Blvd, Etobicoke, ON, M9W 7A6

Upon arriving at the Public Meeting, attendees were greeted and encouraged to sign-in at the registration / welcome table and provide their contact information to be added to the Project mailing list. A Feedback Form was provided for attendees to submit their comments at the conclusion of the event. The attendees were also informed of the “drop-in” style/open house format with informational display boards positioned around the venue, that there would be no presentation and that WEG, Metrolinx and AECOM Project Team staff would be available to answer questions or receive feedback on the Project. The Feedback Forms, along with public comments and responses are provided in **Appendix B**.

Information about the Project was presented via informational display boards that were positioned inconsecutive order counter-clockwise around the perimeter of the room. Each display board contained information about a particular aspect of the study. WEG and Metrolinx Project Team staff encouraged attendees to provide feedback by using the Feedback Forms. The display boards are provided in **Appendix C**.

In total, 15 individuals attended Public Meeting (the sign-in sheet was signed by 14 individuals, with 1 attendee choosing not to sign). It should be noted that 3 individuals in attendance were City of Toronto staff, who joined as observers, meaning that 12 attendees should be considered as participants in this public engagement activity. Members of the WEG and Metrolinx Project Team and the Consultant Team were available to answer questions and provide any clarification to attendees.

The materials presented at the Public Meeting were also made available online on the Project website (www.woodbine.com/transit.ea). Online consultation was open from October 10, 2019 to October 24, 2019 and public comments were accepted through Feedback Forms available at the Public Meeting session, or via email and mail.

2.3.3 Information Presented

Display boards provided an overview of the Project, including the study process and information on existing environmental conditions.

The display boards are provided in **Appendix C** and the topic of the displays boards are outlined below:

- Highway 27-Woodbine Station Public Meeting
- Overview
- Along the Kitchener Corridor
- What's Involved
- Study Area
- Transit Project Assessment Process
- What We Are Assessing
- Existing Conditions – Natural Environment
- Existing Conditions –Socio-Economic / Land Use
- Existing Conditions – Noise and Vibration
- Existing Conditions – Cultural Environment / Built Heritage
- Existing Conditions – Cultural Environment / Archaeology
- Existing Conditions –Traffic & Transportation
- Public Engagement
- Next Steps – Online Survey
- Public Engagement

The display boards are also posted on the Project website (www.woodbine.com/transit.ea).

2.4 Summary of Comments Received

This section provides a summary of public comments received during the consultation period for the Public Meeting. Individuals who provided contact information were added to the Project mailing list to receive future notifications relating to the study. All public comments received via Feedback Forms are provided in **Appendix B**. Where contact information was provided, responses were provided from the Project email on January 9, 2020. These responses are provided in **Table 2-1** and **Appendix C**.

The Project Team did not receive stakeholder comments to the Project email address between October 10, 2019 and October 24, 2019.

2.4.1 Feedback Forms

The Project Team received four (4) Feedback Forms at the Public Meeting. The consultation period was open between October 10, 2019 and October 24, 2019; however, no public comments were submitted to the Project email (transitea@woodbine.com). The following comments are categorized and summarized based on the questions that were asked in the Feedback Forms.

Do you have any feedback for the Project Team regarding the proposed new GO Station and its amenities?

Access (4)

- Concerns with the lack of public road access to the station. (1)
- Concerns with entrances/exits off of Highway 27 being too congested. (2)
- Concern with no access off of Rexdale Blvd. (1)

Traffic and Transportation (1)

- Concerns with Bethridge Road needing traffic lights. (1)

Transit Network (1)

- Will the GO Station at Etobicoke North continue to operate after the new station opens? (1)

Amenities (1)

- How many vehicles will be accommodated at this location? (1)

Project Schedule (1)

- When will the new station be operational? (1)

Do you have any questions and/or feedback for the Project Team regarding the Transit Project Assessment Process (TPAP) for the project?*Traffic and Transportation (4)*

- Concerns regarding traffic increases. (2)
- In the existing conditions, there has been a poorly operating unsignalized intersection identified. What is being done to rectify this? (1)
- How do the signalized intersections have any involvement in accessing the main road to the station? (1)

Noise (2)

- Concerns regarding noise impacts (2)

Transit Integration (2)

- Consideration for UP Express integration (2)

Station Design (1)

- Concerns about seeing a visual representation of proposed station, track, exits, entrances, etc. (1)

Do you have any feedback for the Project Team regarding existing conditions of the Study Area based on the information identified from the environmental studies?*Surrounding Infrastructure Improvements (2)*

- Concern with building a GO Station in an area without providing infrastructure enhancements to the surrounding area. (2)

Transit Network (1)

- Great idea to link Woodbine to Union Station via train. (1)

Do you have any feedback for the Study Area?*Traffic and Transportation (1)*

- Not satisfied with the traffic congestion study, flow of traffic study, and concerns with congestion on existing streets without any new streets added. (1)

Additional Comments?*Traffic and Transportation (2)*

- Concerns with current rush hour traffic on Highway 27, backing up from north of Albion South to Belfield. (1)
- How will the extra traffic on Highway 27 be handled? (1)

Transit Network (1)

- Which bus lines will access the station? (1)

Walkability (1)

- How is the station walkable – how is someone to walk to the station via Highway 27? (1)

Questions for the Project Team during the meeting:*Traffic and Transportation (2)*

- Concerns with existing traffic operations and potential impacts to the area, especially on Highway 27 north of the Study Area. (2)

Table 2-1 below includes all comments/questions received via the Feedback Forms at the Public Meeting and responses, organized by subject.

Table 2-1: Public Meeting Feedback Form Comments/Questions and Responses

Theme	Comment / Question	Response
<p>1. Environmental Studies</p>	<p>1.1 In the assessment – there has been identified 2 poorly unsignalized intersections – what is being done to rectify this?</p> <p>1.2 Not completely satisfied with traffic congestion study, flow of traffic study, and congestion on existing streets without any new streets added.</p>	<p>1.1 A Traffic Impact Study (TIS) is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to the intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. The results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p> <p>1.2 The results of the traffic analysis will be documented in the Traffic Impact Study (TIS) and Environmental Project Report (EPR), which will be available online once the 30-day public review period commences, anticipated in February 2020. We encourage interested persons to review these documents and provide comments within the 30-day public review period.</p>
<p>2. Station Design</p>	<p>2.1 How many vehicles will be accommodated at this location?</p> <p>2.2 Should have a better visual of proposed station, track, exits, entrances, etc.</p>	<p>2.1 The Project assumes 1,000 parking spaces on opening day.</p> <p>2.2 The concept design will be provided in the Environmental Project Report (EPR), which will be available online once the 30-day public review period commences, anticipated in February 2020. We will insure that the scale and resolution is readable in the EPR.</p>
<p>3. Station Access</p>	<p>3.1 I'm extremely concerned with the lack of public access to the station – if you are trying to attract +16 million people to the station it will need to be accessible by car or bus which it seems is lacking. Having only one 2-lane road to access the station is short-sighted.</p> <p>3.2 Which bus lines will access the station?</p>	<p>3.1 Site access options will be provided in the Environmental Project Report (EPR), which will be available online once the 30-day public review period commences, anticipated in February 2020.</p> <p>3.2 Bus connections have yet to be confirmed. We are currently engaging with local and regional transit operators regarding the Project and future commitment opportunities. These discussions will be ongoing as the design progresses to ensure capacity needs are met and to determine servicing agreements. This is a commitment in the Environmental Project Report (EPR), which will be available online once the 30-day public review period commences, anticipated in February 2020.</p>

Table 2-1: Public Meeting Feedback Form Comments/Questions and Responses

Theme	Comment / Question	Response
	<p>3.3 How is that station walkable? Meaning how is someone to walk to the station via Highway 27 when there are no sidewalks?</p> <p>3.4 No access off Rexdale Blvd.</p> <p>3.5 How do the signaled intersections have any involvement in accessing the main road to the station?</p>	<p>3.3 Walkways will be incorporated to ensure pedestrians can travel to and between all elements of the station and parking facilities. More details will be provided in the Environmental Project Report (EPR), which will be available online once the 30-day public review period commences, anticipated in February 2020.</p> <p>3.4 The station can be accessed from the north and west via Highway 27 to Grandstand Entrance Road and from the south via Clubhouse Road to Entrance Road.</p> <p>3.5 A Traffic Impact Study (TIS) is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to the intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. The results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p>
<p>4. Community Impacts</p>	<p>4.1 The introduction of the new station would increase traffic and noise levels, can you anticipate how busy the area will be and what measures will be put in place to handle these changes?</p>	<p>4.1 A Traffic Impact Study (TIS) and a Noise and Vibration Impact Report are being completed to understand the potential impacts and determine appropriate mitigation measures. The results of these studies will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p>
<p>5. Surrounding Transportation Network</p>	<p>5.1 Entrances and exits off Highway 27 will be too congested and bottleneck, especially when and Racetrack traffic is leaving at same time.</p> <p>5.2 Will most of the entrance and exits be onto Hwy 27? The volume of traffic in AM and PM rush hour is high without adding</p>	<p>5.1 A Traffic Impact Study (TIS) is being completed to understand the potential impacts and determine appropriate mitigation measures. The results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p> <p>5.2 A Traffic Impact Study (TIS) is being completed to understand the potential impacts and determine appropriate mitigation measures. The</p>

Table 2-1: Public Meeting Feedback Form Comments/Questions and Responses

Theme	Comment / Question	Response
	<p>more to Hwy 27.</p> <p>5.3 Bethridge Road would need lights.</p> <p>5.4 Highway 27 during rush hour already backs up from north of Albion south to Belfield. How will the extra traffic on Highway 27 be handled?</p>	<p>results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p> <p>5.3 A Traffic Impact Study (TIS) is being completed to understand the potential impacts and determine appropriate mitigation measures. The results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p> <p>5.4 A Traffic Impact Study (TIS) is being completed to understand the potential impacts and determine appropriate mitigation measures. The results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.</p>
<p>6. Surrounding Transit Network</p>	<p>6.1 Has there been an assessment in having a UP Express stop at the station?</p> <p>6.2 Why is there no consideration to having a UP Express stop?</p> <p>6.3 Great idea to link station to Union Station using transit lines.</p>	<p>6.1 There has not been confirmation of service on UP express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor.</p> <p>6.2 There has not been confirmation of service on UP express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor.</p> <p>6.3 Thank you for your comment. We are looking forward to providing this connection along the Kitchener Rail Corridor.</p>
<p>7. Surrounding Community</p>	<p>7.1 My feeling is that you plan on plopping a GO Station in the area without providing any enhancements to the surrounding area.</p> <p>7.2 What enhancements will be made to the area and surrounding area?</p>	<p>7.1 As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and continue to be incorporated. This commitment will be included in the EPR.</p> <p>7.2 Potential future development, outside the Study Area related to the EPR, is still ongoing. As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and be incorporated. This commitment will be included in the EPR.</p>

Table 2-1: Public Meeting Feedback Form Comments/Questions and Responses

Theme	Comment / Question	Response
<p>8. Station Operations</p>	<p>8.1 When will the new station become operational?</p> <p>8.2 Would GO Station Etobicoke North continue to operate after the new station opens?</p>	<p>8.1 It is expected that construction will be completed in 2023 and the station will be ready for service in 2023-2024.</p> <p>8.2 We anticipate Etobicoke North GO station will close in order to deliver more service on the Kitchener corridor. It is too early to confirm a date for the closure, but it will likely be co-ordinated with the opening of a station at Highway 27-Woodbine.</p>

3. Online Survey

3.1 Overview

In conjunction with the TPAP Notice of Commencement, an online survey was provided as a remote engagement opportunity for interested persons to provide feedback on the Project. The Online Survey was available on the Project website from November 21, 2019 until December 20, 2019.

3.2 Notice of Online Survey

3.2.1 *Notice to the Public*

3.2.1.1 Notice via Newspaper

The Notice of Commencement and Online Survey was published in the *Etobicoke Guardian* on November 21, 2019 and November 28, 2019. The newspaper advertisements provided community residents and stakeholders with information on how to participate in the survey. The Notice of Commencement and Online Survey was also posted on the Project website (www.woodbine.com/transit.ea) on November 21, 2019. The Notice is provided in **Appendix D**.

3.2.1.2 Notice via Email

The Notice of Commencement and Online Survey was provided to contacts on the Project Mailing List via email on November 21, 2019, including Public Meeting attendees and other individuals requested to be kept informed.

3.2.1.3 Notice via Social Media and Public Locations

The Notice of Commencement and Online Survey was posted at Etobicoke North GO Station on November 21, 2019.

To reach the online audience, social media posts on the GO Transit Twitter account (@GOTransitKT) were posted on November 21, 2019. The Notice of Commencement and Online Survey was also publicized through On the GO alerts, which were e-mailed or texted to Kitchener Train customers on November 21, 2019.

3.2.2 *Notice to Stakeholders*

3.2.2.1 Federal Agencies

The following federal agencies were provided the Notice of Commencement and Public Meeting via email on November 21, 2019:

- CN Rail
- Greater Toronto Airport Authority - Lester B. Pearson International Airport
- Transport Canada
- VIA Rail

3.2.2.2 Provincial and Other Agencies

The following Ontario government agencies and other agencies were provided the Notice of Commencement and Public Meeting via email on November 21, 2019:

- Ministry of the Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation
- Toronto and Region Conservation Area
- City of Toronto
- Toronto Transit Commission
- Hydro One Networks Inc.

3.2.2.3 Elected Officials

The following elected officials were provided the Notice of Commencement and Public Meeting via email on November 21, 2019:

- Ward 1 Etobicoke North
 - Councillor Michael Ford
- Ward 2 Etobicoke Centre
 - Councillor Stephen Holyday
- Members of Provincial Parliament (MPPs) – Legislative Assembly of Ontario
 - Hon. Doug Ford (Premier of Ontario, MPP, Etobicoke North)

3.2.3 Notice to Indigenous Communities

The following Indigenous communities were provided the Notice of Commencement and Online Survey via email on November 21, 2019:

- Huron-Wendat First Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation
- Williams Treaties First Nation
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation

3.3 Online Survey

3.3.1 Purpose

Building off the Public Meeting, public consultation during the TPAP was conducted through an online survey to provide a remote engagement opportunity. Access to one online survey was provided with the Notice of Commencement to gather local feedback related to the Study Area. The goal of the online survey was to obtain

feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the Project.

3.3.2 **Format and Participation**

The online survey was provided via Survey Monkey (<https://www.surveymonkey.com/r/PQ3WJ7P>). The survey asked the following six (6) questions:

- Do you plan to use the Highway 27-Woodbine Station? How will it impact your daily commuting habits?
- Are you satisfied with how the potential environmental impacts have been identified and addressed?
- Do you have additional comments about the Highway 27-Woodbine Station?
- Please provide the first 3 digits of your postal code for the Project Team to understand the geographic reach of information.
- How did you find out about this survey?
- Please provide your email address or mailing address if you would like to receive updates about the Highway 27-Woodbine Station.

In total, four (4) individuals completed the online survey. The responses are summarized in **Section 3.4** and provided in **Appendix F**.

3.3.3 **Information Presented**

Project information slides were posted to the Project website to support interested persons in their understanding of the Project and, in turn, effectively respond to the online survey questions. The project information slides included a summary of potential impacts and proposed mitigation measures based on the environmental studies completed. The project information slides are provided in **Appendix E**.

3.4 **Summary of Comments Received**

In total, four (4) individuals completed the online survey. The responses are provided in **Appendix F**. The following comments are categorized and summarized based on the questions that were asked in the online survey.

Do you plan to use the Highway 27-Woodbine Station? How will it impact your daily commuting habits?

- Yes (3)
- No (1)
- Maybe (1)

Are you satisfied with how the potential environmental impacts have been identified and addressed?

- Yes (2)
- No (1)
- Other (1): *Suggest adding more active transportation and green space*

Do you have any additional comments about the Highway 27-Woodbine Station?

- No (2)
- *Concerns for increasing travel time to and from downtown Toronto (1)*
- *Concerns with pedestrian and active transportation access during summer, and bus access during winter (1)*

Appendix **A**

Notice of Public Meeting

Notice of Public Meeting

Highway 27-Woodbine Station

The Project

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts from approximately 6 million today to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The Process

A Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, will be completed for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared to assess the potential environmental effects of this transit project. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP is started.

Come and Learn More

We invite you to join us in person to find out more. At the meeting we will share a project overview, the existing conditions identified through environmental studies, and provide an opportunity to ask questions in advance of the start of the formal TPAP period. Your participation is an important part of this process. The WEG and Metrolinx study team will be on hand to answer questions and receive your comments.

Date: Thursday, October 10, 2019
Time: 7:00 p.m. - 9:00 p.m.
Location: Humberwood Community Centre
850 Humberwood Boulevard
Etobicoke, ON M9W 7A6
**This location is accessible.*

Comments Invited

For more information, or to be added to the study's mailing list, please contact:

E-mail: transitea@woodbine.com

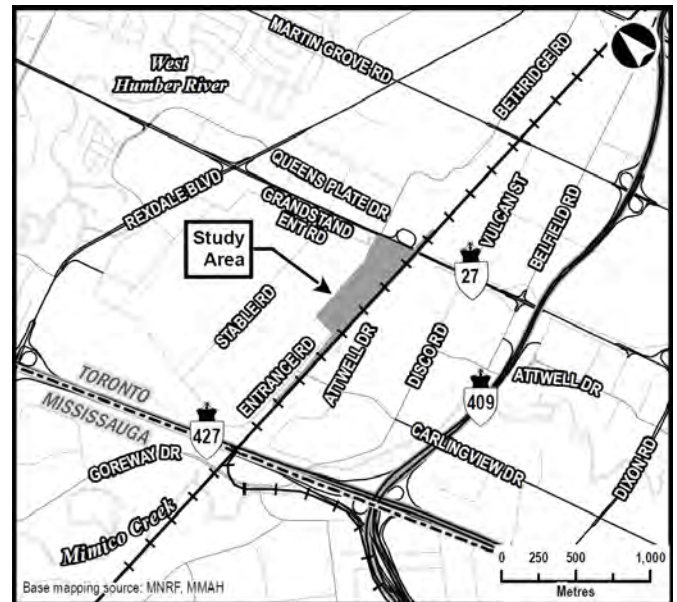
Website: woodbine.com/transit.ea

Metrolinx is working to provide residents and businesses in the Etobicoke community with transit options that are accessible, efficient and integrated. Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

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

This Notice first published on September 26, 2019.

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



From: [Transit EA](#)
To: [Blacha, Madelin](#)
Subject: Fw: Highway 27-Woodbine Station-Notice of Public Meeting
Date: Wednesday, November 06, 2019 1:29:19 PM
Attachments: [2019-09-19-Woodbine Station-Public Meeting-Notice FINAL.pdf](#)

From: Transit EA <transitea@woodbine.com>
Sent: September 26, 2019 1:39 PM
To: Transit EA <transitea@woodbine.com>
Subject: Highway 27-Woodbine Station-Notice of Public Meeting

Good afternoon,

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas. The proposed project is a Transit-Oriented Development (TOD) undertaking, promoting mixed-use development designed to encourage transit use.

The project will be assessed under the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. Currently, the project is in the pre-planning phase and all necessary environmental studies are being completed, as well as various consultation and outreach efforts as part of the TPAP.

As a part of the consultation and outreach efforts for this project under the TPAP, we will be hosting a Public Meeting at the Humberwood Community Centre on Thursday, October 10, 2019 from 7:00 pm to 9:00 pm. Please refer to the attached Notice for further details.

Listed below are key anticipated TPAP dates taken to complete the Environmental Assessment:

Notice of Commencement	November 21, 2019
Notice of Completion	January 2020
Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com

For more information, please visit www.woodbine.com/transit.ea



From: [Transit EA](#)
To: [Blacha, Madelin](#)
Subject: Fw: Highway 27-Woodbine Station-Notice of Public Meeting
Date: Wednesday, November 06, 2019 1:29:29 PM
Attachments: [2019-09-19-Woodbine Station-Public Meeting-Notice FINAL.pdf](#)

From: Transit EA <transitea@woodbine.com>
Sent: September 26, 2019 1:20 PM
To: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Cc: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Toronto West <TorontoWest@metrolinx.com>
Subject: Highway 27-Woodbine Station-Notice of Public Meeting

Good afternoon Rosi,

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas. The proposed project is a Transit-Oriented Development (TOD) undertaking, promoting mixed-use development designed to encourage transit use.

The project will be assessed under the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. Currently, the project is in the pre-planning phase and all necessary environmental studies are being completed, as well as various consultation and outreach efforts as part of the TPAP.

As a part of the consultation and outreach efforts for this project under the TPAP, we will be hosting a Public Meeting at the Humberwood Community Centre on Thursday, October 10, 2019 from 7:00 pm to 9:00 pm. Please refer to the attached Notice for further details.

Listed below are key anticipated TPAP dates taken to complete the Environmental Assessment:

Notice of Commencement	November 21, 2019
Notice of Completion	January 2020
Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com

For more information, please visit www.woodbine.com/transit.ea



From: [Transit EA](#)
To: [Blacha, Madelin](#)
Subject: Fw: Highway 27-Woodbine Station-Notice of Public Meeting
Date: Wednesday, November 06, 2019 1:29:22 PM
Attachments: [2019-09-19-Woodbine Station-Public Meeting-Notice FINAL.pdf](#)

From: Transit EA <transitea@woodbine.com>
Sent: September 26, 2019 1:15 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Toronto West <TorontoWest@metrolinx.com>
Subject: Highway 27-Woodbine Station-Notice of Public Meeting

Good afternoon Andrea,

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas. The proposed project is a Transit-Oriented Development (TOD) undertaking, promoting mixed-use development designed to encourage transit use.

The project will be assessed under the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. Currently, the project is in the pre-planning phase and all necessary environmental studies are being completed, as well as various consultation and outreach efforts as part of the TPAP.

As a part of the consultation and outreach efforts for this project under the TPAP, we will be hosting a Public Meeting at the Humberwood Community Centre on Thursday, October 10, 2019 from 7:00 pm to 9:00 pm. Please refer to the attached Notice for further details.

Listed below are key anticipated TPAP dates taken to complete the Environmental Assessment:

Notice of Commencement	November 21, 2019
Notice of Completion	January 2020
Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com

For more information, please visit www.woodbine.com/transit.ea



From: [Luiza Sadowski](mailto:Luiza.Sadowski@pc.ola.org)
To: doug.ford@pc.ola.org
Cc: michelle.telfeyan@pc.ola.org; [Azzopardi, Aryn \(OPO\)](mailto:Azzopardi.Aryn@OPO); [Sarahino, Paul](mailto:Sarahino.Paul); marni@lwlp.com; transitea@woodbine.com
Subject: Woodbine GO Station - Public Meeting Notice - October 10, 2019
Date: Wednesday, September 25, 2019 2:43:30 PM
Attachments: [Woodbine-Station-Public-Meeting-Notice.pdf](#)

Dear Premier Ford,

As you are aware, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The project will be assessed under the Transit Project Assessment Process (TPAP) and is a Transit Oriented Development undertaking. Currently, the project is in the pre-planning phase and all necessary environmental studies are being completed, as well as various consultation and outreach efforts as part of the TPAP.

As part of our continued community engagement, we will be hosting a Public Meeting at the Humberwood Community Centre on Thursday, October 10, 2019, from 7:00 pm to 9:00 pm. Please refer to the attached Notice for details. The attached Notice will be published in the Etobicoke Guardian on September 26, 2019 and October 3, 2019, and will be mailed out to all property owners located within 30 metres of the project study area.

Listed below are key anticipated TPAP dates taken to complete the Environmental Assessment:

Notice of Commencement	November 21, 2019
Notice of Completion	January 2020
Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact me to discuss the project.

For more information, please visit the project website: www.woodbine.com/transit.ea

Sincerely,

LUIZA SADOWSKI
Senior Manager, Community/Stakeholder Relations | Toronto West

Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

cc: Marnie Dicker

[Come out to our Humber College event with the Alstom LRV Sept. 25-26!](#)

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From: Maxime Picard <maxime.picard@cnhw.qc.ca>
Sent: Friday, September 27, 2019 10:07 AM
To: Katie Bright
Cc: melanievincent21@yahoo.ca; transitea@woodbine.com; Catherine Dupont
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Huron-Wendat Nation)

Good morning Katie,

This is to acknowledge reception of your letter addressed to Grand Chief Sioui on the Woodbine Station Project.

We will wait to receive the first archaeological reports and provide you with our comments.

Have a great day,

Maxime



NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Maxime Picard, B. Sc. A.
Coordonnateur de projets - Ontario
255, Place Chef Michel-Laveau
Wendake (Qc) G0A 4V0
Téléphone : 418-843-3767 # 2105
Courriel : maxime.picard@cnhw.qc.ca



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De : Katie Bright [mailto:Katie.Bright@metrolinux.com]

Envoyé : 25 septembre 2019 16:48

À : administration@cnhw.qc.ca

Cc : Maxime Picard; melanievincent21@yahoo.ca; transitea@woodbine.com

Objet : Highway 27-Woodbine Station - Project Notification and Request for Feedback (Huron-Wendat Nation)

Hello Grand Chief Sioui,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065



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: Transit EA <transitea@woodbine.com>
Sent: Wednesday, November 6, 2019 2:03 PM
To: Radoslav, Jarrid
Subject: Fw: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)
Attachments: MCFN FLR Participation Agreement [2019].docx

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: September 30, 2019 10:45 AM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Transit EA <transitea@woodbine.com>
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Good morning Katie,

Thank you for contacting our office. Please note that it is our policy at MCFN that all consultation should be carried out directly between the First Nation and the proponent, rather than through a consultant.

I understand that for some proponents this can be unfamiliar. Therefore, please allow me to provide you with some background:

We are getting in touch with you because your project is within the Territory of the MCFN. In 1805, the Crown and MCFN entered into the Toronto Purchase Treaty No. 13 regarding the lands in which your project is situated. MCFN has an Aboriginal and Treaty Right to the environmental stewardship of and the integrity of the archaeological resources in its Territory. MCFN formed the Department of Consultation and Accommodation [DOCA] in January 2015, in order to respond to rapid and consistent development within its Territory. Because MCFN's Territory is among the most urbanized in Canada and much of the development has taken place without consulting MCFN, much of our cultural and natural heritage has become irretrievably lost. It is DOCA's mandate to ensure that moving forward we are involved in the work that impacts the integrity of our Territory.

Both the authorities who approve this development and the proponents who drive it have certain consultation responsibilities to the Nation, as a result of MCFN's Aboriginal and treaty rights and our continued interests and concerns regarding the land. One of the ways we require proponents to engage with us is in providing transparency during the environmental and archaeological assessment process. MCFN has chosen to protect our cultural and natural heritage by having Field Liaison Representatives on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered. The cultural and natural resources in question are part of MCFN's treaty territory and heritage, and it is our responsibility to ensure their protection, on behalf of the Nation.

Therefore, MCFN insists that its Field Liaison Representatives ("FLRs") are on site whenever any environmental or archaeological fieldwork (Stages 2 through 4) is occurring within our treaty territory. Our preference is that the cost for

the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with the Nation.

Please also note that MCFN requires two of its Field Liaison Representatives to be on location whenever fieldwork is taking place within its treaty territory. The reason for this is so that FLRs can provide support and security for each other in the field. This has become a requirement in light of uncommon, but unfortunate, occurrences when FLRs have felt pressured or intimidated from external persons while at work locations. We ask that you would respect this request.

Therefore, please find attached the contract that covers MCFN's participation in the upcoming fieldwork. This contract covers both environmental and archaeological fieldwork. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the Field Liaison Representatives themselves, operational costs for the department, and efforts to engage the community to garner feedback on these projects. If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

For your information, the Federal Canada Treasury Board guidelines can be located at the following web addresses. Currently, they are as follows:

Mileage (\$0.55/km): <https://www.njc-cnm.gc.ca/directive/d10/v238/s658/en#s658-tc-tm>

Meal Allowance (up to \$91.25 a day): <https://www.njc-cnm.gc.ca/directive/d10/v238/s659/en#s659-tc-tm>

The participation of the FLRs in project fieldwork is only one part of the consultation process that may be required for your development. I have CC'd our Consultation Manager, Fawn Sault, for any additional follow up that may be necessary. If you can please provide us with more detailed information about your project and the contact information for the approval or permitting authority, it would be greatly appreciated.

Please let me know if you have any questions or concerns.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor
Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON NOA 1H0
P: 905-768-4260 | M: 289-527-2763
<http://www.mncfn.ca>

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From: Katie Bright [mailto:Katie.Bright@metrolinx.com]
Sent: Wednesday, September 25, 2019 5:02 PM
To: Chief, R Stacey Laforme <Stacey.Laforme@mncfn.ca>
Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Hello Chief LaForme,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community`s interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065

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**Field Liaison Representative Agreement between:
The Mississaugas of the Credit First Nation
and
[name of the proponent]**

A - Background

1. The purpose of this letter of agreement is to provide the Mississaugas of the Credit First Nation (hereinafter, "MCFN") with the capacity assistance to its Field Liaison Representatives (hereinafter, "FLRs") in connection with the 2019 environmental and/or archaeological assessments required for the [name of project] (hereinafter, "The Project") located at [address], in [town/city], Ontario, owned by [name of the proponent], (hereinafter, "The Proponent").
2. We, The Proponent, understand that MCFN wishes to send its FLRs to participate in and oversee the fieldwork associated with the Project, and that the FLRs' mandate will be to ensure that MCFN's perspectives and priorities are considered and to enable MCFN to provide timely and meaningful comment on the Project. As such, the Proponent, or designated Consultant(s), will additionally provide all draft reports related to the project assessment(s) to MCFN for review and comment.
3. We, The Proponent, understand that all archaeological assessments conducted for The Project must comply with the MCFN [formerly MNCFN] *Standards and Guidelines for Archaeology* (published April 2, 2018). This document is available upon request.
4. While The Proponent's participation in this Agreement may be part of the process of consulting and accommodating MCFN with respect to its Aboriginal and Treaty Rights, it does not necessarily discharge the duty to consult and accommodate MCFN. MCFN will consider the results of the fieldwork that is the subject of this Agreement in determining whether it has been sufficiently consulted and accommodated.

B – Fees and Cost Structure

5. The Parties agree that The Proponent, will provide capacity funding for each FLR in the amount of \$75.00 per hour for all activities relating to the Project (including but not limited to actual travel time at the beginning and end of the day, time spent on site, time spent on standby at the request of the Proponent or Consultant, training, etc.).

6. The Parties agree that the Proponent will pay a supervisory fee of 2.5%, based on the number of hours charged to the Proponent, to provide MCFN with the capacity to facilitate in-field technical support for the FLRs.
7. The Parties agree that the Proponent will reimburse the FLRs for reasonable mileage and meals in accordance with current Federal Canada Treasury Board guidelines, over and above the hourly rate of \$75.00 per hour [see Appendix A]. Mileage rates are determined using the MCFN Department of Consultation and Accommodation as the place of departure.
8. The Parties agree that Proponent will provide capacity funding for each FLR in the amount of \$100.00 per hour for any work exceeding eight hours per day and/or forty hours per week. The above noted mileage and meal allowance remains in effect.
9. The Parties agree that Proponent will provide capacity funding for each FLR in the amount of \$100.00 per hour for any work occurring on the following holidays: New Year's Day, Family Day, Good Friday, Victoria Day, Indigenous Solidarity Day (June 21), Canada Day, Civic Holiday, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, and Boxing Day. The above noted mileage and meal allowance rates remain in effect.
10. The Parties agree that the Proponent will provide capacity funding for each FLR, or designated MCFN representative in the event that no FLRs are available, in the amount of \$100.00 per hour for any work occurring during the off-season winter months (January, February, and March inclusive). The above noted mileage and meal allowance rates remains in effect.
11. The Parties agree that FLRs will be paid for a minimum of four hours, plus actual travel time, mileage, and meal allowance rates as noted above, on any day when fieldwork is cancelled while FLRs are en route to the work site or after the FLRs have already arrived.

C – Additional Conditions

12. We, The Proponent, understand that MCFN requires two of its Field Liaison Representatives to be on location whenever fieldwork is taking place within its treaty territory (as set out in Schedule A). The parties acknowledge that The Project takes place within MCFN's treaty territory and agree that the Proponent shall provide capacity funding for FLR work on The Project for the duration of fieldwork for The Project.

13. Furthermore, additional FLRs are required if the number of field personnel utilized by the consultant exceeds fourteen (14) individuals and we, The Proponent, agree to provide capacity funding for additional FLRs as required. MCFN requires one additional FLR per five additional field crew, as outlined in the chart below:

Number of Field Personnel	Number of FLRs Required
1 to 14	2
15 to 19	3
20 to 24	4
25 to 29	5
30 to 34	6
35 to 39	7
40+	8+

14. The Parties acknowledge that the FLRs time and travel will be recorded and verified using the ClockShark Time Tracking Software System and that invoicing will be prepared using these records, not those of a third party.
15. If its use is deemed necessary by both Parties, the Proponent agrees to reimburse the FLRs for their use of the 407ETR upon receipt of a copy of the bill. This agreement will be provided in writing to MCFN’s Archaeological Operations Supervisor.
16. If deemed reasonable by both Parties, the Proponent agrees to cover the cost of overnight accommodation for FLRs participating in environmental and/or archaeological fieldwork at locations which would otherwise require more than 90 minutes of travel time at both the beginning and end of the work day, as determined using the MCFN Department of Consultation and Accommodation as the place of departure. An additional Incidental Allowance fee is required for any work which requires overnight accommodations [see Schedule B]. This agreement will be provided in writing to MCFN’s Archaeological Operations Supervisor.
17. If archaeological resources are encountered at any time during construction or other Project-related activity, all excavation or other activity that could disturb the site shall immediately cease, and The Proponent shall immediately notify MCFN. The Parties shall work collaboratively to minimize impacts and ensure respectful treatment of any archaeological resources in accordance with the practices and values of MCFN as identified by MCFN.
18. If at any time during construction or archaeological assessment ancestral remains are encountered, the following steps shall be taken:

- a. The person in charge of the work shall immediately contact the Ministry of Tourism Culture and Sport, the Cemeteries Regulation Unit of the Ontario Ministry of Government and Consumer Relations, MCFN's duly appointed Archaeological Operations Supervisor, the appropriate municipal police, the local coroner, and The Proponent's archaeologist, if applicable;
- b. All excavation or other activity that could disturb the site shall immediately cease, and the area shall be secured in a manner which protects the site location and prevents public access and trespass; and
- c. In addition to any requirements of the Ontario Heritage Act and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, ("Funeral, Burial and Cremation Services Act") MCFN reserves the exclusive right to determine the requirements for treatment of ancestral remains found at the site, including the procedures and ceremonies involved in their recovery, handling, protection or possible reburial. MCFN may require protections for Aboriginal burial sites which exceed the requirements of the Ontario Heritage Act and the Funeral, Burial and Cremation Services Act, 2002. The Parties shall work together to come to an agreement on the requirements for the treatment and protection of any discovered burial site.

D - Coordination of the FLRs

19. The Parties agree that the FLRs will follow the reasonable instructions of The Proponent and their consultant firm(s) conducting the environmental and/or archaeological work, concerning safety practices, and that the FLRs will attend "tailgate" safety meetings if requested.
20. The contact person for the environmental assessment portion of the fieldwork is [name of contact person #1] from [name of consultant]. Contact information for this person is as follows:
[insert contact information here]
21. The contact person for the archaeological assessment portion of the fieldwork is [name of contact person #2] from [name of consultant]. Contact information for this person is as follows:
[insert contact information here]
22. The Parties agree that the contact person for the consultant firm(s) will coordinate site meeting locations and times through MCFN's duly appointed Archaeological Operations

Supervisor or, when necessary, directly with the FLRs themselves. Contact information for the Archaeological Operations Supervisor is as follows:

Megan DeVries

Telephone: 905-768-4260

Cell: 289-527-2763

Email: megan.devries@mncfn.ca

E - Status of the FLRs

23. The FLRs selected by MCFN have appropriate qualifications for the work required, for example, training in environmental and/or archaeological monitoring, and experience in bridging Indigenous perspectives with Western approaches, as reasonably determined by MCFN.
24. The Parties agree that the FLRs are not employees, contractors, or sub-contractors of The Proponent or their consultant(s) and that the FLRs will be responsible for their own personal protective equipment, such as hard hats, safety boots, and safety vests, unless specific or otherwise unique personal protective equipment is required, which will therefore be provided or reimbursed by The Proponent.
25. FLRs take direction from MCFN. MCFN maintains its own liability insurance and pays WSIB contributions in respect of the FLRs. However, MCFN expects that the Proponent will comply with the *Occupational Health and Safety Act* and the Human Rights Code, and maintain a safe, harassment-free work environment. To the extent that the Proponent is responsible for negligence or other failure to maintain a safe and harassment-free work environment, the Proponent is liable and shall indemnify MCFN for injury, accident, discrimination, or harassment by the Proponent's employees, agents, consultants, etc.

F - Method of Payment

26. The Parties agree that The Proponent will pay the capacity funding as agreed to above by cheque or bank transfer and upon receipt of an invoice from MCFN. All invoices will be addressed directly to The Proponent, the Project will be noted in the text of each invoice, and all invoices will be prepared as per MCFN-DOCA's standard invoicing format. Invoices should be submitted electronically to the following address:

Email address: [insert email address here]

Attention: [insert name here]

[name of the proponent]

[phone number of proponent]

[full address of proponent]

27. All payment should be made to the MCFN Department of Consultation and Accommodation to the following address. For additional information, please call the office at 905-768-4260.

Email address: nicole.laforme-hess@mncfn.ca

Attention: MCFN-DOCA

4065 Highway 6

Hagersville, Ontario

N0A 1H0

28. After thirty [30] days, a 3% interest rate will be charged on outstanding invoices.

G – Disclaimer

29. The Parties agree that the capacity funding payments for the FLRs will be used only for the purposes described in this letter of agreement and will not be paid for the improper personal gain of any individual or for any other purpose that might violate any Canadian anti-corruption law.

30. If this letter of agreement accurately reflects your understanding of the terms of our agreement and you agree to be legally bound thereby, as we do, please execute this letter of agreement (in counterparts, if necessary) where indicated below and return a copy thereof to the undersigned.

31. The foregoing accurately reflects the terms of arrangement which we hereby agree to enter into and the undersigned agrees to be legally bound hereby.

32. The terms of this agreement are effective from April 1, 2019, to March 31, 2020. In the event that Project-related activities requiring FLR participation continue past this termination date, a new agreement will be executed between Parties.

[The remainder of this page is intentionally left blank.]

Signed this _____ day of _____, 2019,

Authorized Signatory on behalf of
The Proponent

[printed name of signatory]
[job title]
[department]
[name of the proponent]

Authorized Signatory on behalf of
Mississaugas of the Credit First Nation

Mark LaForme
Director
Dept. of Consultation and Accommodation
Mississaugas of the Credit First Nation

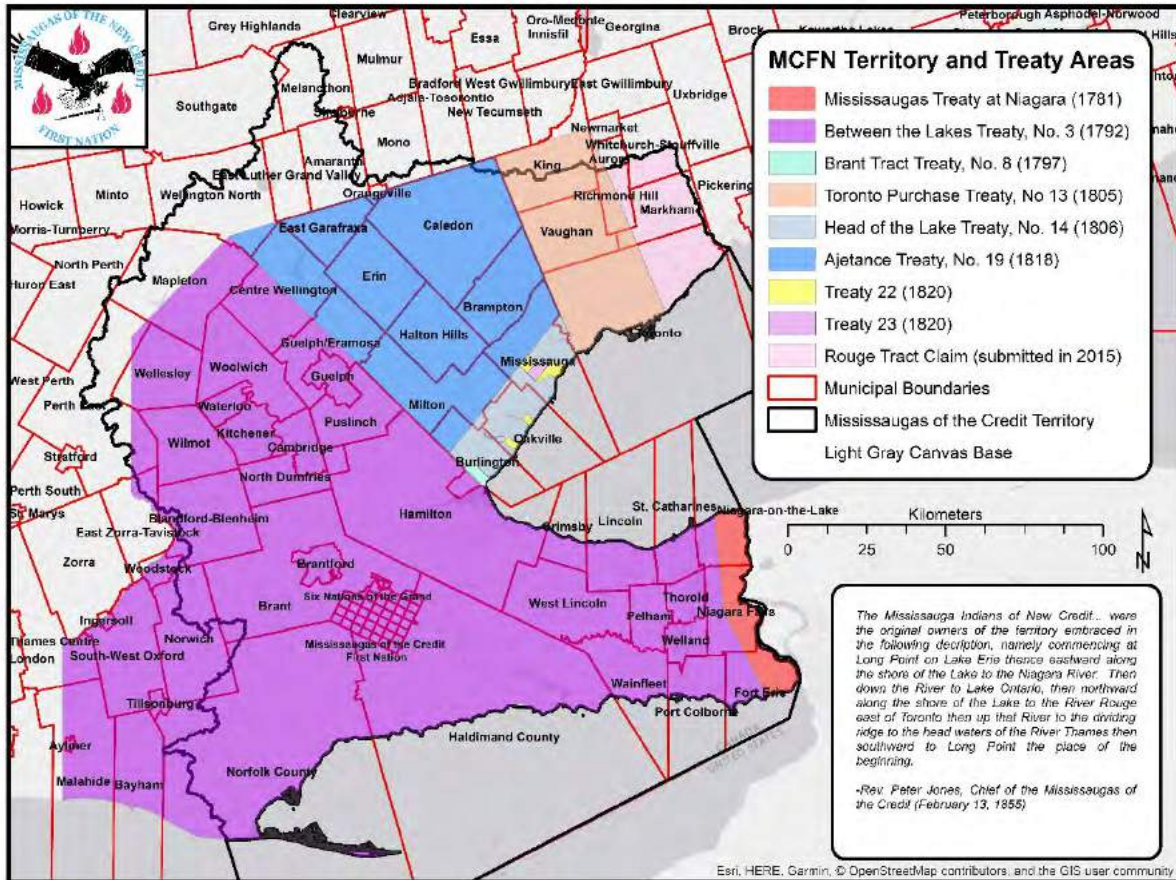
Witness

[printed name of witness]
[job title]
[department]
[name of the proponent]

Witness

Megan DeVries
Archaeological Operations Supervisor
Dept. of Consultation and Accommodation
Mississaugas of the Credit First Nation

Schedule A



Municipalities within Mississaugas of the Credit Treaty Lands and Territory

Schedule B

MISSISSAUGAS OF THE CREDIT FIRST NATION MILEAGE & ALLOWANCE CHART

EFFECTIVE APRIL 1, 2019 to MARCH 31, 2020

MILEAGE

\$ 0.55 per KM

<https://www.njc-cnm.gc.ca/directive/d10/v238/s658/en#s658-tc-tm>

MEAL ALLOWANCE

not eligible if:

BREAKFAST	\$	20.50	leave after 8am; get home before 7:30am
LUNCH	\$	20.10	leave after 1:15pm; get home before 12:15pm
DINNER	\$	50.65	leave after 7pm; get home before 6:30pm
INCIDENTALS	\$	17.30	not staying overnight

<https://www.njc-cnm.gc.ca/directive/d10/v238/s659/en#s659-tc-tm>

NIGHTTIME*	\$	50.65	*Applies only to nighttime surveys that would not otherwise trigger dinner or breakfast.
------------	----	-------	--

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:23 PM
To: bfnchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Beausoleil First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Beausoleil First Nation.pdf

Hello Chief Monague,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:37 PM
To: EmilyW@curvelake.ca
Cc: Julie Kapyrka; Kaitlin Hill; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Curve Lake First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Curve Lake First Nation.pdf

Hello Chief Whetung,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:26 PM
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Georgina Island First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Chippewas of Georgina Island First Nation.pdf

Hello Chief Big Canoe,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:39 PM
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; choward@hiawathafn.ca; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Hiawatha First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Hiawatha First Nation.pdf

Hello Chief Carr,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:50 PM
To: rknahrgang@gmail.com
Cc: lawreid@aol.com; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Kawartha Nishnawbe First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Kawartha Nishnawbe First Nation.pdf

Hello Chief Nahrgang,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:28 PM
To: chief@ramafirstnation.ca
Cc: shardayj@ramafirstnation.ca; annettes@ramafirstnation.ca; Cathy Edney; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Rama First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Chippewas of Rama First Nation.pdf

Hello Chief Noganosh,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:52 PM
To: klarocca@scugogfirstnation.com
Cc: Monica Sanford; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Scugog Island First Nation)
Attachments: 2019-09-25 Hwy 27-Woodbine GO Station-Notice for Mississaugas of Scugog Island First Nation.pdf

Hello Chief LaRocca,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 4:17 PM
To: transitea@woodbine.com
Cc: Toronto West
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Alderville First Nation)

Note: Email is being resent to correct email addressed. Please update the contact list.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Katie Bright
Sent: September-25-19 4:07 PM
To: 'dmowat@aldervillefirstnation.ca'
Cc: Jesse Johnson; 'transitea@woodbine.com'
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Alderville First Nation)

Hello Chief Mowat,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



From: [Luiza Sadowski](#)
To: [Surma, Kinga](#)
Cc: marni@lwlp.com; transitea@woodbine.com; [Hara, Eva](#)
Subject: FW: Woodbine GO Station - Public Meeting Notice - October 10, 2019
Date: Wednesday, October 02, 2019 2:59:26 PM
Attachments: [Woodbine-Station-Public-Meeting-Notice.pdf](#)

Good afternoon Minister Surma,

It was great seeing you this morning at the Toronto Caucus briefing. As I mentioned, we're going to have our Woodbine public meeting next Thursday evening (October 10th). More details are below and attached.

Let me know if you'd like to join,

LUIZA SADOWSKI

Senior Manager, Community/Stakeholder Relations | Toronto West
Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

From: Luiza Sadowski
Sent: September-25-19 2:43 PM
To: 'doug.ford@pc.ola.org'
Cc: 'michelle.telfeyan@pc.ola.org'; 'Azzopardi, Aryn (OPO)'; 'Saracino, Paul'; 'marni@lwlp.com'; 'transitea@woodbine.com'
Subject: Woodbine GO Station - Public Meeting Notice - October 10, 2019

Dear Premier Ford,

As you are aware, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The project will be assessed under the Transit Project Assessment Process (TPAP) and is a Transit Oriented Development undertaking. Currently, the project is in the pre-planning phase and all necessary environmental studies are being completed, as well as various consultation and outreach efforts as part of the TPAP.

As part of our continued community engagement, we will be hosting a Public Meeting at the

Humberwood Community Centre on Thursday, October 10, 2019, from 7:00 pm to 9:00 pm. Please refer to the attached Notice for details. The attached Notice will be published in the Etobicoke Guardian on September 26, 2019 and October 3, 2019, and will be mailed out to all property owners located within 30 metres of the project study area.

Listed below are key anticipated TPAP dates taken to complete the Environmental Assessment:

Notice of Commencement	November 21, 2019
Notice of Completion	January 2020
Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact me to discuss the project.

For more information, please visit the project website: www.woodbine.com/transit.ea

Sincerely,

LUIZA SADOWSKI
Senior Manager, Community/Stakeholder Relations I Toronto West
Communications I Metrolinx
2540 Finch Ave. W. I Toronto I Ontario I M9M 2G3
T: 416.202.4692 I C: 416.989.5051

cc: Marnie Dicker

[Come out to our Humber College event with the Alstom LRV Sept. 25-26!](#)

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: [Emily Mallin](#)
To: kirsty.duncan@parl.gc.ca
Cc: [Marni Dicker](#); [Transit EA](#)
Subject: Woodbine GO Station - Notice of Public Meeting
Date: Friday, October 04, 2019 2:11:32 PM
Attachments: [Outlook-1510760924.png](#)
[Woodbine Station-Public Meeting-Notice.pdf](#)

Honourable Kirsty Duncan,

As you are aware, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

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Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact transitea@woodbine.com to discuss the project.

For more information, please visit the project website: www.woodbine.com/transit.ea

Sincerely,

Emily Mallin
Woodbine Entertainment,
Manager, Corporate Social Responsibility &
Community Relations
O: 416-675-3993 x 3238
C: 647-236-4737

From: [Emily Mallin](#)
To: [Councillor MFord](#)
Cc: [Transit EA](#); [Marni Dicker](#)
Subject: Woodbine GO Station - Notice of Public Meeting
Date: Friday, October 04, 2019 2:04:16 PM
Attachments: [Outlook-1510760924.png](#)
[2019-09-19-Woodbine Station-Public Meeting-Notice.pdf](#)

Dear Councillor Ford,

As you are aware, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

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Notice of Completion	January 2020
Statement of Completion	March 2020

If you have any questions or concerns, please do not hesitate to contact transitea@woodbine.com to discuss the project.

For more information, please visit the project website: www.woodbine.com/transit.ea

Sincerely,

Emily Mallin
Woodbine Entertainment,
Manager, Corporate Social Responsibility &
Community Relations
O: 416-675-3993 x 3238
C: 647-236-4737

From: [Emily Mallin](#)
To: councillor_holyday@toronto.ca
Cc: [Transit EA](#); [Marni Dicker](#)
Subject: Woodbine GO Station - Notice of Public Meeting
Date: Friday, October 04, 2019 2:08:08 PM
Attachments: [Outlook-1510760924.png](#)
[Woodbine Station-Public Meeting-Notice.pdf](#)

Dear Councillor Stephen Holyday,

As you are aware, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

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If you have any questions or concerns, please do not hesitate to contact transitea@woodbine.com to discuss the project.

For more information, please visit the project website: www.woodbine.com/transit.ea

Sincerely,

Emily Mallin
Woodbine Entertainment,
Manager, Corporate Social Responsibility &
Community Relations
O: 416-675-3993 x 3238
C: 647-236-4737

Appendix **B**

Feedback Forms

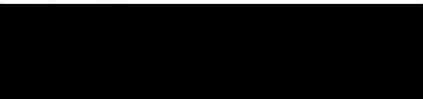
Additional comments?


- Which bus lines will access the station?

- how is the station walkable? meaning how is someone to walk to the station via highway 27 when there are no sidewalks?

- Hwy 27 during rush hour already backs up from north of Albion south to Belfield -> how will the extra traffic on Hwy 27 be handled?

If you would like to receive a written response to your comments, please provide us with the following information:

Name: 

Email Address / Mailing Address: 

Yes, I would like to be added to the e-mail distribution list.

PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM AT THE REGISTRATION TABLE ON THE WAY OUT.

Thank you.

Please forward all feedback by October 24, 2019.



WELCOME

Highway 27-Woodbine Station
Public Meeting – Thursday, October 10, 2019

Background:

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station will provide a new station stop along the Kitchener Rail Corridor. The station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. A Transit Project Assessment Process (TPAP) will be completed for the proposed Highway 27-Woodbine Station. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP begins.

Purpose of the Public Meeting:

- To provide an overview of the project;
- To present key information regarding the existing conditions of the Study Area identified through environmental studies; and
- To gather public feedback and address questions relating to the Project prior to the start of the formal TPAP.

How does the Public Meeting work?

Display boards that describe the Highway 27-Woodbine Station Project are located throughout the room. Please review the boards, ask questions, and share your thoughts with the Project Team. Please answer the questions on the inside of this booklet and leave your responses at the registration table. The Project Team will be reviewing all the feedback as we move forward with the project. The information boards are also available on the project website (www.woodbine.com/transit.ea).

Thank you for participating in the process. We appreciate your feedback.

c/o Highway 27-Woodbine Station Project
45 Goderich Road, Suite 201, Hamilton, ON L8E 4W8
www.woodbine.com/transit.ea
transitea@woodbine.com

FEEDBACK FORM

1. Do you have any feedback for the Project Team regarding the proposed new GO Station and its amenities?

I'm extremely concerned with ~~the~~ ^{the} lack of public road access to the station - if you are trying to attract TBM people to the station it will need to be accessible by car or bus which it seems is lacking. Having ^{only one} a 2 lane road ~~to~~ access the station is short sighted.

2. Do you have any questions and/or feedback for the Project Team regarding the Transit Project Assessment Process (TPAP) for the project?

has there been an assessment in having an UD Express stop at the station?
In the assessment - there has been ~~a~~ identified a poorly unsignaled intersections - what is being done to rectify this? How ^{do} are the signaled intersections have any involvement in accessing the main road to the station?

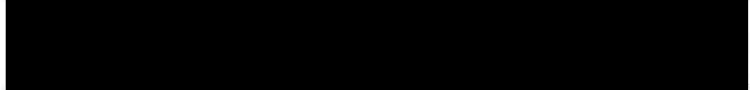
3. Do you have any feedback for the Project Team regarding existing conditions of the Study Area based on the information identified from the environmental studies?

My feelings is that you plan on plopping a GO station in the area without providing any enhancements to the surrounding area.

4. Do you have any feedback regarding the Study Area?

Additional comments?

If you would like to receive a written response to your comments, please provide us with the following information:

Name: 

Email Address / Mailing Address: 

Yes, I would like to be added to the e-mail distribution list.

PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM AT THE REGISTRATION TABLE ON THE WAY OUT.

Thank you.

Please forward all feedback by October 24, 2019.



WELCOME

Highway 27-Woodbine Station
Public Meeting – Thursday, October 10, 2019

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Purpose of the Public Meeting:

- To provide an overview of the project;
- To present key information regarding the existing conditions of the Study Area identified through environmental studies; and
- To gather public feedback and address questions relating to the Project prior to the start of the formal TPAP.

How does the Public Meeting work?

Display boards that describe the Highway 27-Woodbine Station Project are located throughout the room. Please review the boards, ask questions, and share your thoughts with the Project Team. Please answer the questions on the inside of this booklet and leave your responses at the registration table. The Project Team will be reviewing all the feedback as we move forward with the project. The information boards are also available on the project website (www.woodbine.com/transit.ea).

Thank you for participating in the process. We appreciate your feedback.

c/o Highway 27-Woodbine Station Project
45 Goderich Road, Suite 201, Hamilton, ON L8E 4W8
www.woodbine.com/transit.ea
transitea@woodbine.com

FEEDBACK FORM

1. Do you have any feedback for the Project Team regarding the proposed new GO Station and its amenities?

← entrances & exits off.
Hwy 27 will be too
congested & bottleneck,
especially when & Race track
traffic is leaving at
same time.

- no access off Rexdale Blvd.

2. Do you have any questions and/or feedback for the Project Team regarding the Transit Project Assessment Process (TPAP) for the project?

- should have a better
visuals of proposed
station, track, exits,
entrances, etc.

- why is there no consideration
to having an UP express
stop?

3. Do you have any feedback for the Project Team regarding existing conditions of the Study Area based on the information identified from the environmental studies?

- what enhancements will
be made to the area &
surrounding area?

4. Do you have any feedback regarding the Study Area?

not completely satisfied with:

- traffic congestion study

- flow of traffic study.


- congestion on existing
streets without any

new streets added.

Additional comments?

If you would like to receive a written response to your comments, please provide us with the following information:

Name: 

Email Address / Mailing Address: 

Yes, I would like to be added to the e-mail distribution list.

PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM AT THE REGISTRATION TABLE ON THE WAY OUT.

Thank you.

Please forward all feedback by October 24, 2019.



WELCOME

Highway 27-Woodbine Station
Public Meeting – Thursday, October 10, 2019

Background:

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station will provide a new station stop along the Kitchener Rail Corridor. The station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. A Transit Project Assessment Process (TPAP) will be completed for the proposed Highway 27-Woodbine Station. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP begins.

Purpose of the Public Meeting:

- To provide an overview of the project;
- To present key information regarding the existing conditions of the Study Area identified through environmental studies; and
- To gather public feedback and address questions relating to the Project prior to the start of the formal TPAP.

How does the Public Meeting work?

Display boards that describe the Highway 27-Woodbine Station Project are located throughout the room. Please review the boards, ask questions, and share your thoughts with the Project Team. Please answer the questions on the inside of this booklet and leave your responses at the registration table. The Project Team will be reviewing all the feedback as we move forward with the project. The information boards are also available on the project website (www.woodbine.com/transit.ea).

Thank you for participating in the process. We appreciate your feedback.

c/o Highway 27-Woodbine Station Project
45 Goderich Road, Suite 201, Hamilton, ON L8E 4W8
www.woodbine.com/transit.ea
transitea@woodbine.com

FEEDBACK FORM

1. Do you have any feedback for the Project Team regarding the proposed new GO Station and its amenities?

- When will the new station become operational?

- How many vehicles will be accommodated at this location?

- Would Co-Station Etobicoke North continue to operate after the new station opens.

2. Do you have any questions and/or feedback for the Project Team regarding the Transit Project Assessment Process (TPAP) for the project?

- The introduction of the new station would increase traffic and noise levels, can you anticipate how busy the area will be and what measures will be put in place to handle these changes.

3. Do you have any feedback for the Project Team regarding existing conditions of the Study Area based on the information identified from the environmental studies?

- none

4. Do you have any feedback regarding the Study Area?

- none

Additional comments?

If you would like to receive a written response to your comments, please provide us with the following information:

Name:

Email Address / Mailing Address:

- Yes, I would like to be added to the e-mail distribution list.

PLEASE LEAVE YOUR COMPLETED FEEDBACK FORM AT THE REGISTRATION TABLE ON THE WAY OUT.

Thank you.

Please forward all feedback by October 24, 2019.



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Display boards that describe the Highway 27-Woodbine Station Project are located throughout the room. Please review the boards, ask questions, and share your thoughts with the Project Team. Please answer the questions on the inside of this booklet and leave your responses at the registration table. The Project Team will be reviewing all the feedback as we move forward with the project. The information boards are also available on the project website (www.woodbine.com/transit.ea).

Thank you for participating in the process. We appreciate your feedback.

**c/o Highway 27-Woodbine Station Project
45 Goderich Road, Suite 201, Hamilton, ON L8E 4W8
www.woodbine.com/transit.ea
transitea@woodbine.com**

FEEDBACK FORM

1. Do you have any feedback for the Project Team regarding the proposed new GO Station and its amenities?

- Will most of the entrances / exits be onto Hwy 27?
The volume of traffic in AM & PM rush hour is high without adding more to Hwy 27
- Bethridge Road would need lights

2. Do you have any questions and/or feedback for the Project Team regarding the Transit Project Assessment Process (TPAP) for the project?

3. Do you have any feedback for the Project Team regarding existing conditions of the Study Area based on the information identified from the environmental studies?

4. Do you have any feedback regarding the Study Area?

Great idea to link Xitchum to Union Station using train lines

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:27 PM
To: [REDACTED]
Cc: Toronto West
Subject: Re: Mailing list

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

According to the current design, the station can be accessed from Highway 27 via Grandstand Entrance Road to Entrance Road, and from Carlingview Drive to Entrance Road. Walkways will be incorporated to ensure pedestrians can travel to and between all elements of the station and parking facilities. There has not been confirmation of service on UP Express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor. We have also been meeting with local and regional transit operators to confirm how buses will be routed into the station to provide connectivity.

As part of the Project, a Traffic Impact Study is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. These results of this analysis will be documented in the EPR and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.

The Highway 27-Woodbine Station EPR will document the assessment of the Study Area identified specifically for the Highway 27-Woodbine GO Station, as defined on the project website. Information related to potential impacts and mitigation measures is currently available on the project website. Potential future development, outside the Study Area related to the EPR, is still ongoing. As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and continue to be incorporated. This commitment will be included in the EPR.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: [REDACTED]
Sent: September 28, 2019 11:05 AM
To: Transit EA <transitea@woodbine.com>
Subject: Mailing list

Good day - could you kindly add me to the mailing list regarding the new Go transit station at Woodbine please.

Best regards,
[REDACTED]

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:25 PM
To: [REDACTED]
Cc: Toronto West
Subject: Highway 27-Woodbine Station - Response to Public Meeting Feedback

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

Regarding the station design and operations, the Project assumes 1,000 parking spaces on opening day. It is expected that construction will be completed in 2023 and the station will be ready for service in 2023-2024. We anticipate Etobicoke North GO Station will close in order to deliver more service on the Kitchener corridor. It is too early to confirm a date for the closure, but it will likely be coordinated with the opening of a station at Highway 27-Woodbine.

As part of the Project, a Traffic Impact Study and a Noise and Vibration Impact Report are being conducted to understand the potential impacts and determine appropriate mitigation measures. The results of these studies will be documented in the Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020. Information related to potential impacts and mitigation measures is currently available on the project website.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:25 PM
To: [REDACTED]
Cc: Toronto West
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Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

According to the current design, the station can be accessed from Highway 27 via Grandstand Entrance Road to Entrance Road, and from Carlingview Drive to Entrance Road. There has not been confirmation of service on UP Express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor. We have also been meeting with local and regional transit operators to confirm how buses will be routed into the station to provide connectivity.

As part of the Project, a Traffic Impact Study is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to the intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. These results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.

The Highway 27-Woodbine Station EPR will document the assessment of the Study Area identified specifically for the Highway 27-Woodbine GO Station, as defined on the project website. Information related to potential impacts and mitigation measures is currently available on the project website. Potential future development, outside the Study Area related to the EPR, is still ongoing. As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and be incorporated. This commitment is included in the EPR.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

Appendix **C**

Display Boards

Highway 27-Woodbine Station

Public Meeting

Thursday, October 10, 2019

7:00 PM to 9:00 PM

Highway 27-Woodbine Station – Overview

- Woodbine Entertainment Group (WEG) has proposed a new GO station to be developed in partnership with Metrolinx
- GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener.
- An Environmental Assessment (EA) will be completed following the Transit Project Assessment Process (TPAP), as prescribed in O. Reg. 231/08 under the *Environmental Assessment Act*.
- The station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts from approximately 6 million today to potentially over 16 million.

Highway 27-Woodbine Station - Along the Kitchener Corridor



Highway 27-Woodbine Station – What's Involved

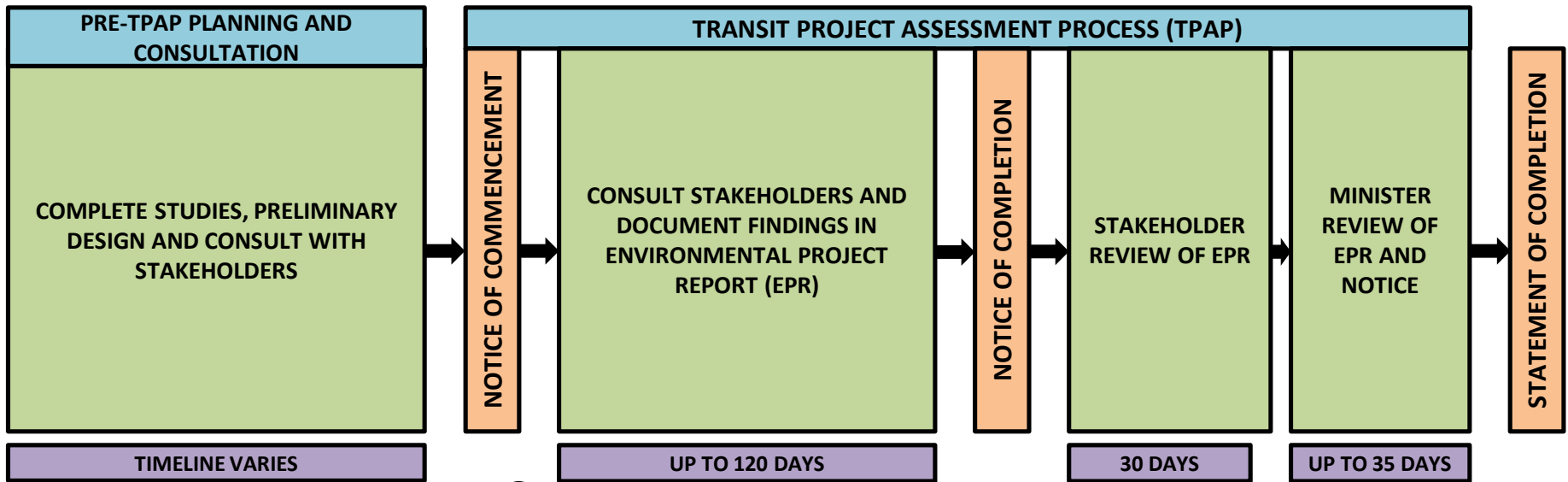
The proposed station will include:

- Two island platforms (north and south);
- Passenger pick up and drop off;
- Bus loop;
- Passenger plaza;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

Highway 27-Woodbine Station – Study Area



Transit Project Assessment Process



WE ARE HERE

What We Are Assessing

Natural Environment

- Terrestrial habitat and species
- Aquatic habitat and species
- Species of conservation concern
- Sensitive areas and features

Socio-Economic Environment

- Land use
- Socio-economic features
- Air quality
- Noise and vibration
- Traffic and transportation
- Utilities

Cultural Environment

- Archaeological resources
- Built heritage resources
- Cultural heritage landscapes

Existing Conditions – Natural Environment

Sources of data:

- Surveys and information collected from Conservation Authorities and Ministry of Environment, Conservation and Parks.
- Field surveys of terrestrial and aquatic habitat/wildlife.



Barn Swallow

We have identified:

- Plant species commonly found in urban settings.
- No fish or fish habitat present in the Study Area.
- Records of Species at Risk, Study Area was considered to contain potentially suitable habitat for the following: Monarch (SOCC) and Barn Swallow (SAR).
- No Provincially Significant Wetlands, Areas of Natural and Scientific Interest or Environmentally Significant Areas.



Monarch

Existing Conditions – Socio-Economic / Land Use

Sources of data:

- City of Toronto Official Plan land use designations.
- Applications for future development.
- Confirmation of existing land uses through field reconnaissance in June 2019.



Project Site in Winter 2019

We have identified:

- Socio-economic features and land uses within 300 m of the Project Site.
- Land use is generally consistent with the designation of surrounding lands: heavy industrial and employment areas.
- Woodbine Districts is a prominent private entertainment and recreational use with a horse racetrack, casino, and restaurants with plans for future development.
- 3 institutional uses located east of Highway 27 (places of worship).
- No residences are located within the Study Area.

Existing Conditions – Noise and Vibration

Sources of data:

- Ambient noise data was collected through temporary installment of on-site noise monitoring equipment.



Noise Level Monitor

We have identified:

- 1 Noise Sensitive Area (NSA) was identified on the northeast corner of Highway 27 and Vice Regent Boulevard (Woodbine Hotel & Suites).
- The point of noise reception is a window façade of a 2-storey hotel.



Woodbine Hotel & Suites

Existing Conditions – Cultural Environment / Built Heritage

Sources of data:

- Research was carried out using primary and secondary sources to establish a historical context.
- Assessments of buildings undertaken by heritage experts.



555 Rexdale Boulevard

We have identified:

- The two properties below were identified as potential cultural heritage resources.
- No Conditional Heritage Properties, Potential Provincial Heritage Properties or Protected Properties within or adjacent to the Study Area.
- No further evaluation is required.



Highway 27 Bridge

Existing Conditions – Cultural Environment / Archaeology

Sources of data:

- Stage 1 Archaeological Assessment (AA) including review of historical data and a property inspection.
- A Stage 2 AA completed on a small parcel of manicured lawn which included a more detailed investigation (test pitting and ploughing).

We have identified:

- Majority of Study Area is extensively disturbed.
- The study area is cleared of archaeological potential and no further work is required.



Existing Conditions – Traffic & Transportation

Sources of data:

- Traffic data collected at nearby intersections, including turning movement count data and review of signal timing plans at signalized study intersections.

We have identified:

- All intersections near the study area are operating at acceptable levels, except 2 signalized intersections operating at near-capacity and 2 unsignalized intersections operating poorly.
- The Study Area is serviced by surface bus routes operated by Toronto Transit Commission (TTC), Mississauga Transit (MiWay), and York Region Transit (YRT/Viva).
- There are existing pedestrian connections via sidewalks along Carlingview Drive from the southwest and from the northern side through sidewalks along Rexdale Boulevard and Queens Plate Drive West.
- The closest cycling facility to the Study Area is the West Humber Trail (3 km north)

Public Engagement

- **Stay in Touch**

Your feedback is important to informing this project. Share your comments by completing a feedback form and sign up for e-mail updates to stay informed:

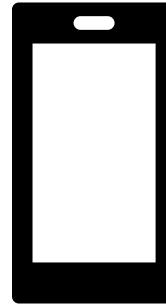
- transitea@woodbine.com

- **Recap of Public Meeting**

- A summary will be posted at www.woodbine.com/transit.ea following the meeting.
- If you submit your **feedback by October 24, 2019**, it will be included in the published meeting recap.

Next Steps – Online Survey

- **TPAP Notice of Commencement & Online Survey – November 21, 2019**
- Along with the TPAP Notice of Commencement, there will a second public engagement opportunity administered through an **Online Survey**.
- The online survey will focus on gathering feedback regarding the potential impacts, proposed mitigation measures, and monitoring requirements associated with the Project as a result of the impact assessments.



Next Steps



Appendix **D**

Notice of Commencement and Online Survey

Notice of Commencement and Online Survey

Highway 27-Woodbine Station

The Project

Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The new proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in *Ontario Regulation 231/08* under the *Environmental Assessment Act*, is now commencing for the proposed Highway 27-Woodbine Station. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review. As part of the TPAP, an Environmental Project Report (EPR) is being prepared. Documents related to the project including environmental studies and consultation materials, are available at woodbine.com/transit.ea.

Consultation – Online Survey

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Your participation is an important part of this process. Please use the link below to access the online survey:

<https://www.surveymonkey.com/r/PQ3WJ7P>

Provide Feedback

For more information, or to be added to the study's mailing list, please contact:

e-mail: transitea@woodbine.com

website: woodbine.com/transit.ea

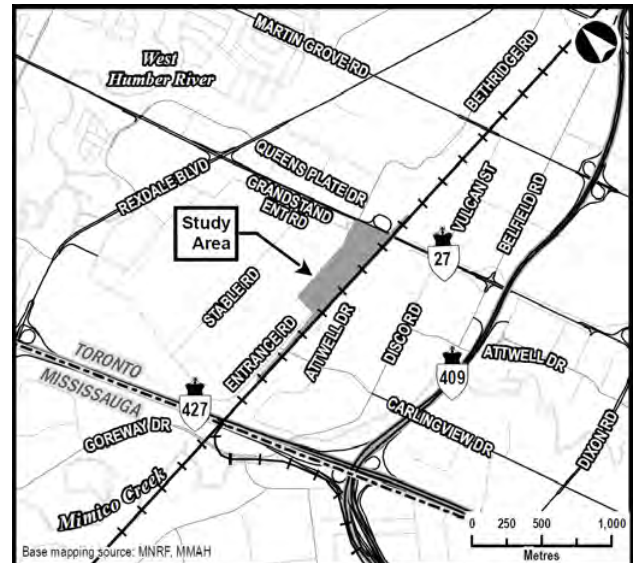
Metrolinx is committed to constantly improving transit for people living in the Greater Golden Horseshoe (GGH). Find out more about Metrolinx's Regional Transportation Plan for the GGH, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

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

transitea@woodbine.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-314-4075.

This Notice first published on November 21, 2019.

Pour plus d'information, veuillez contacter le transitea@woodbine.com.



From: Transit EA <transitea@woodbine.com>
Sent: Thursday, November 21, 2019 11:59 AM
To: Batista, Cindy (MECP)
Cc: lisa.trevisan@ontario.ca; heather.malcolmson@ontario.ca; Desautels, Solange (MECP)
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.pdf

Good afternoon Cindy,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, is now commencing for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared.

Please find attached the Notice of Commencement and Online Survey which includes further information on the Highway-27 Woodbine Station, the TPAP, and associated project documentation and consultation opportunities.

As a part of our continued consultation and outreach efforts for this project under the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the project. Please refer to the attached Notice for further details and use the following link to access the online survey:

<https://www.surveymonkey.com/r/PQ3WJ7P>

To complete the environmental assessment, the Statement of Completion date is targeted for March 2020. If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com.

For more information, please visit www.woodbine.com/transit.ea.

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, November 21, 2019 12:01 PM
To: Zirger, Rosi (MTCS)
Cc: Barboza, Karla (MTCS)
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.pdf

Good afternoon Rosi,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

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For more information, please visit www.woodbine.com/transit.ea.

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, November 21, 2019 12:05 PM
To: Andrea Roberts; Vera Gavrilova
Cc: Shalin Yeboah
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.pdf

Good afternoon Andrea and Vera,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

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For more information, please visit www.woodbine.com/transit.ea.

Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project

Transit EA <transitea@woodbine.com>

Thu 2019-11-21 11:53 AM

To: Transit EA <transitea@woodbine.com>

Bcc: stefan.linder@cn.ca <stefan.linder@cn.ca>; michael.vallins@cn.ca <michael.vallins@cn.ca>; EnviroOnt <EnviroOnt@tc.gc.ca>; steven.thomas@gtaa.com <steven.thomas@gtaa.com>; stephane_imberty@viarail.ca <stephane_imberty@viarail.ca>; SecondaryLandUse@HydroOne.com <SecondaryLandUse@HydroOne.com>; YuSan.Ong@hydroone.com <YuSan.Ong@hydroone.com>; steven.strong@ontario.ca <steven.strong@ontario.ca>; jason.white@ontario.ca <jason.white@ontario.ca>; rafoom-boateng@trca.on.ca <rafoom-boateng@trca.on.ca>;

📎 1 attachments (382 KB)

2019-11-21-WoodbineStation-60606819-NOC-FINAL.pdf;

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To complete the environmental assessment, the Statement of Completion date is targeted for March 2020. If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com.

For more information, please visit www.woodbine.com/transit.ea.

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 2:08 PM
To: Radoslav, Jarrid
Subject: Fw: Woodbine EA - Notice of Commencement
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.PDF; ATT00001.htm

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Sent: November 21, 2019 8:36 AM
To: Transit EA <transitea@woodbine.com>
Subject: Fwd: Woodbine EA - Notice of Commencement

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.

FYI

Sent from my iPhone

Begin forwarded message:

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Date: November 21, 2019 at 7:05:34 AM EST
To: Councillor Michael Ford <councillor_mford@toronto.ca>
Cc: "transitea@metrolinx.com" <transitea@metrolinx.com>
Subject: Woodbine EA - Notice of Commencement

Dear Councillor Ford:

Please find attached the Notice of Commencement for the new Woodbine GO Station, proposed by Woodbine Entertainment Group in partnership with Metrolinx. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

As a part of our continued consultation and outreach efforts for this project under the Transit Project Assessment Process, we are also introducing an [online survey](#) to build on the Public Meeting held on October 10, 2019. We invite you to share this survey with your constituents to receive their feedback.

Should you have any questions or comments, please feel free to contact me.

Kind Regards,

LUIZA SADOWSKI

Senior Manager, Community/Stakeholder Relations | Toronto West
Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

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: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 2:08 PM
To: Radoslav, Jarrid
Subject: Fw: Woodbine EA - Notice of Commencement
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.PDF; ATT00001.htm

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Sent: November 21, 2019 8:36 AM
To: Transit EA <transitea@woodbine.com>
Subject: Fwd: Woodbine EA - Notice of Commencement

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.

FYI

Sent from my iPhone

Begin forwarded message:

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Date: November 21, 2019 at 7:00:09 AM EST
To: "kirsty.duncan.c1c@parl.gc.ca" <kirsty.duncan.c1c@parl.gc.ca>
Cc: "transitea@metrolinx.com" <transitea@metrolinx.com>
Subject: Woodbine EA - Notice of Commencement

Dear MP Duncan:

Please find attached the Notice of Commencement for the new Woodbine GO Station, proposed by Woodbine Entertainment Group in partnership with Metrolinx. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

As a part of our continued consultation and outreach efforts for this project under the Transit Project Assessment Process, we are also introducing an [online survey](#) to build on the Public Meeting held on October 10, 2019. We invite you to share this survey with your constituents to receive their feedback.

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From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Sent: Thursday, November 21, 2019 8:36 AM
To: transitea@woodbine.com
Subject: Fwd: Woodbine EA - Notice of Commencement
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.PDF; ATT00001.htm

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.

FYI

Sent from my iPhone

Begin forwarded message:

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Date: November 21, 2019 at 7:10:34 AM EST
To: "doug.fordco@pc.ola.org" <doug.fordco@pc.ola.org>
Cc: "transitea@metrolinx.com" <transitea@metrolinx.com>
Subject: Woodbine EA - Notice of Commencement

Dear Premier Ford:

Please find attached the Notice of Commencement for the new Woodbine GO Station, proposed by Woodbine Entertainment Group in partnership with Metrolinx. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

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Should you have any questions or comments, please feel free to contact me.

Kind Regards,

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Senior Manager, Community/Stakeholder Relations | Toronto West
Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

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.

Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:13 AM
To: 'chief@ramafirstnation.ca'
Cc: 'shardayj@ramafirstnation.ca'; 'annettes@ramafirstnation.ca'; 'cathye@ramafirstnation.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Noganosh,

Further to our email and letter correspondence titled “Highway 27- Woodbine Station Project Notification and Request for Feedback”, dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:17 AM
To: 'emilyw@curvelake.ca'
Cc: 'juliek@curvelake.ca'; 'kaitlinh@curvelake.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Whetung,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:21 AM
To: 'chiefcarr@hiawathafn.ca'
Cc: 'tcowie@hiawathafn.ca'; 'choward@hiawathafn.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Carr,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:45 AM
To: 'administration@cnhw.qc.ca'
Cc: 'maxime.picard@cnhw.qc.ca'; 'melanievincent21@yahoo.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Grand Chief Sioui,

Further to our email and letter correspondence titled “Highway 27- Woodbine Station Project Notification and Request for Feedback”, dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project)
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Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:32 AM
To: 'rknahrgang@gmail.com'
Cc: 'lawreid@aol.com'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Nahrgang,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:41 AM
To: 'klarocca@scugogfirstnation.com'
Cc: 'msanford@scugogfirstnation.com'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief LaRocca,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:07 AM
To: 'donna.bigcanoe@georginaisland.com'
Cc: 'natasha.charles@georginaisland.com'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Big Canoe,

Further to our email and letter correspondence titled “Highway 27- Woodbine Station Project Notification and Request for Feedback”, dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:50 AM
To: 'dmowat@alderville.ca'
Cc: 'jjohnson@alderville.ca'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Mowat,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:01 AM
To: 'bfnchief@chimnissing.ca'
Cc: 'danamonague@chimnissing.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Monague,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:36 AM
To: 'Stacey.Laforme@mncfn.ca'
Cc: 'Fawn.Sault@mncfn.ca'; 'Megan.DeVries@mncfn.ca'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief LaForme,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Notice of Commencement and Online Survey - Hwy 27-Woodbine Station Project

Transit EA <transitea@woodbine.com>

Thu 2019-11-21 2:49 PM

To: Transit EA <transitea@woodbine.com>

Bcc:

[REDACTED]; tdyole@gcgaming.com <tdyole@gcgaming.com>; Gavin Dew <gdew@gcgaming.com>; cdemarta@shorelinescasinos.com <cdemarta@shorelinescasinos.com>; Tyler Charlebois <Tyler.Charlebois@humber.ca>; info@emeryvillagebia.ca <info@emeryvillagebia.ca>; info@albionisingtonsquare.org <info@albionisingtonsquare.org>; Jamie Dykstra <jdykstra@woodbine.com>; gerkarmck@gmail.com <gerkarmck@gmail.com>

📎 1 attachments (313 KB)

2019-11-21-Woodbine Station-NOC-Newspaper_FINAL.pdf;

Good afternoon,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, is now commencing for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared.

Please find attached the Notice of Commencement and Online Survey which includes further information on the Highway-27 Woodbine Station, the TPAP, and associated project documentation and consultation opportunities.

As a part of our continued consultation and outreach efforts for this project under the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the project. Please refer to the attached Notice for further details and use the following link to access the online survey: <https://www.surveymonkey.com/r/PQ3WJ7P>

To complete the environmental assessment, the Statement of Completion date is targeted for March 2020. If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com.

For more information, please visit www.woodbine.com/transit.ea.

Appendix **E**

Online Survey Project Information Slides

Highway 27-Woodbine Station

Transit Project Assessment Process (TPAP) Online Survey Project Information Slides

**Notice of Commencement
November 21, 2019**

Highway 27-Woodbine Station – Overview

- Woodbine Entertainment Group (WEG) has proposed a new GO station to be developed in partnership with Metrolinx
- GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener.
- An Environmental Assessment (EA) will be completed following the Transit Project Assessment Process (TPAP), as prescribed in O. Reg. 231/08 under the *Environmental Assessment Act*.
- The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will increase annual visits to the Woodbine Districts to potentially over 16 million.

Highway 27-Woodbine Station – Along the Kitchener Corridor



Highway 27-Woodbine Station – What's Involved

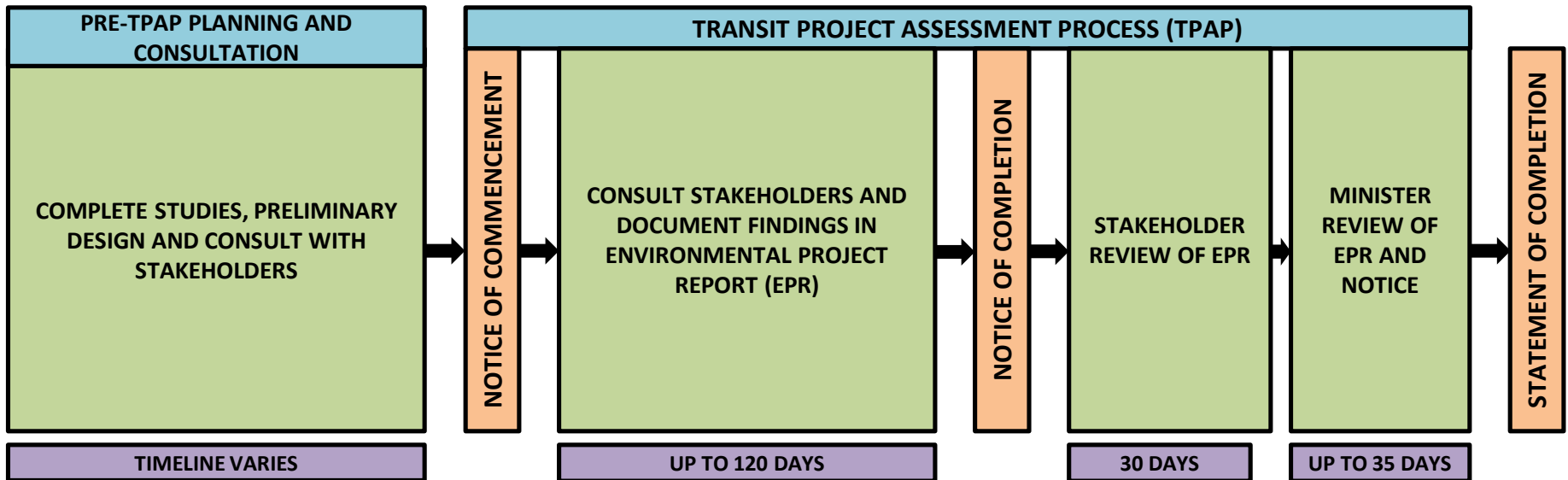
The proposed station will include:

- Two island platforms (north and south);
- Passenger pick up and drop off;
- Bus loop;
- Passenger plaza;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station; and
- New tracks and/or realignment of the existing tracks.

Highway 27-Woodbine Station – Study Area



Transit Project Assessment Process



WE ARE HERE

What We Have Assessed

Natural Environment

- Terrestrial habitat and species
- Aquatic habitat and species
- Species of conservation concern
- Sensitive areas and features

Socio-Economic Environment

- Land use
- Socio-economic features
- Air quality
- Noise and vibration
- Traffic and transportation
- Utilities

Cultural Environment

- Archaeological resources
- Built heritage resources
- Cultural heritage landscapes

Summary of Potential Impacts

Natural Environment

- **Vegetation:** Potential effects considered negligible.
- **Migratory Breeding Birds:** Potential displacement and/or destruction of active nests as a result of vegetation removal during construction. Mitigation and monitoring will be implemented in accordance with MBCA and OBBA requirements.
- **SAR & SOCC:** Potentially suitable habitat and medium probability for occurrence was identified for Barn Swallow (SAR) and Monarch (SOCC). Potential loss/degradation of habitat, displacement from noise disturbance, and possible mortality. Mitigation measures and prescribed avoidance timing windows will be followed per the MBCA. ESA applies because medium potential for Barn Swallow. Further consultation with MECP to identify additional targeted surveys and permitting requirements.
- **Fish & Fish Habitat:** No impacts.

MBCA – Migratory Birds Convention Act

OBBA – Ontario Breeding Birds Atlas

SAR – Species at Risk

SOCC – Species of Conservation Concern

ESA – Endangered Species Act

MECP – Ministry of the Environment, Conservation and Parks



Barn Swallow

Summary of Potential Impacts

Socio-Economic Environment

- **Land Use:** Generally consistent with the surrounding land uses (mostly heavy industrial).
- **Construction Impacts:** Woodbine Districts staff and visitors may experience temporary nuisance effects as a result from construction (noise, air quality, traffic, etc.).
- **Benefit:** Supporting future development by providing new transit option and increasing opportunities for existing and future residents and commuters in Rexdale and North Etobicoke.



Project Site in Winter 2019

Summary of Potential Impacts

Noise and Vibration

Sensitive Receptors: 1 Noise Sensitive Area (NSA) identified (Woodbine Hotel & Suites) window façade of a 2-storey hotel.

Construction Impacts

Noise: Not expected to exceed ambient noise levels at the assessed receptor; construction noise levels may be perceived at the NSA. Mitigation measures have been recommended to reduce noise impacts at the NSA.

Vibration: Not expected to result in perceptible vibration or building damage. Mitigation measures have been recommended to reduce vibration impacts at the NSA.

Station Operations

Noise: Levels expected to comply with MECP NPC-300 at NSA. No noise mitigation is expected to be required for this station.

Vibration: Negligible source of vibration.



Woodbine Hotel & Suites

Summary of Potential Impacts

Traffic & Transportation

- **Road Network:** To reduce potential vehicle delays, traffic within the Study Area will be mitigated through modifications to signal timing, lane configurations, and storage lane improvements in consultation with the City of Toronto.
- **Transit Network:** The proposed Station is anticipated to trigger modifications to the existing transit services provided by other regional transit operators serving the Study Area, such as TTC, Mississauga Transit (MiWay), Brampton Transit, and York Region Transit (YRT/Viva). Connection opportunities are being discussed with these transit operators.
- **Pedestrian and Cycling Network:** It is anticipated that the new station will result in an increased demand for modal share (e.g., transit, walking, cycling) at the Project Site.



Traffic Study Area

Summary of Potential Impacts

Cultural Heritage

- 9 properties with potential CHVI; 2 of these properties identified as potential cultural heritage resources:
 - 555 Rexdale Boulevard (race track)
 - Highway 27 bridge.
- Potential indirect impacts will be mitigated and are not anticipated to result in impacts to the potential CHVI or potential heritage attributes of either property.
- No further cultural heritage investigations are recommended.



Highway 27 Bridge

Archaeology

- Stage 1 AA found that a small area of undisturbed land may have archaeological potential and required a Stage 2.
- Stage 2 AA fieldwork completed and reporting is underway. The study area is cleared of archaeological potential and no further work is required.

CHVI – Cultural Heritage Value or Interest

AA – Archaeological Assessment

Upcoming Schedule

Completion of Environmental Impact Studies
September 2019



Town Hall
October 10, 2019



Prepare Draft Environmental Project Report (EPR)
Early October 2019



TPAP Notice of Commencement / Online Survey
November 21, 2019



TPAP Statement of Completion
End of March 2020



Construction Completion (estimated)
2022

List of Acronyms

Acronym	Definition
AA	Archaeological Assessment
CAC	Criteria Air Contaminant
CHAR	Cultural Heritage Assessment Report
CHER	Cultural Heritage Evaluation Report
CHR	Cultural Heritage Resource
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
ECCC	Environment and Climate Change Canada
EMMP	Environmental Mitigation and Monitoring Plan
EPR	Environmental Project Report
ESA	<i>Endangered Species Act</i>
ESA	Environmentally Significant Area
GHG	Greenhouse Gas
HIA	Heritage Impact Assessment
MBCA	<i>Migratory Bird Convention Act</i>
MECP	Ministry of the Environment, Conservation and Parks
MNRF	Ontario Ministry of Natural Resources and Forestry
MOECC	Ontario Ministry of the Environment and Climate Change (now MECP)
MTCS	Ontario Ministry of Tourism, Culture and Sport
<i>O. Reg.</i>	<i>Ontario Regulation</i>
OBBA	Ontario Breeding Birds Atlas
OPSS	Ontario Provincial Standards Specification
OWRA	<i>Ontario Water Resources Act</i>
PTTW	Permit to Take Water
SAR	Species at Risk
SOCC	Species of Conservation Concern
SUE	Subsurface Utility Engineering
WEG	Woodbine Entertainment Group
ZOI	Zone of Influence

Table 8-1: Summary of Future Commitments, Mitigation Measures, and Monitoring Requirements

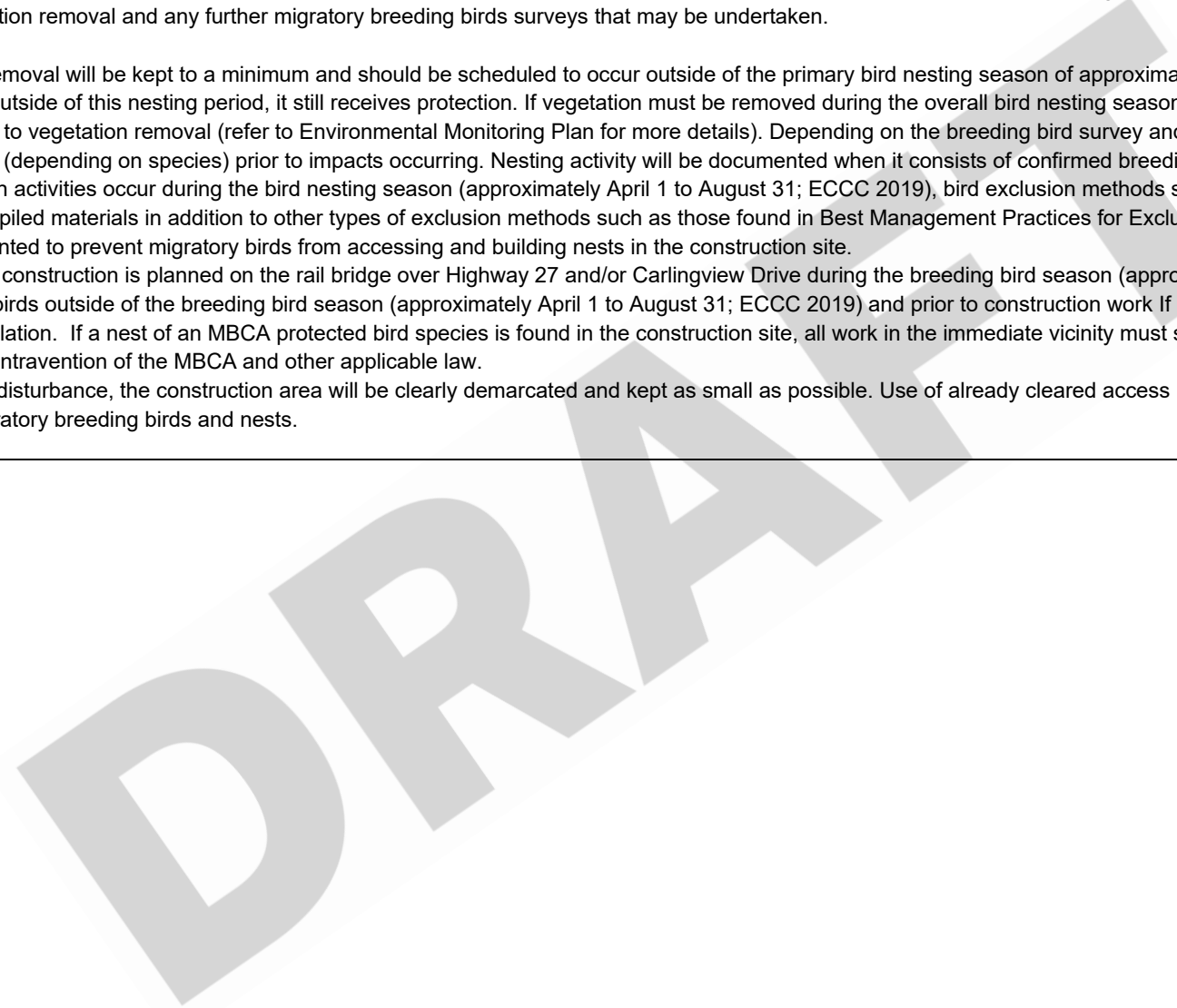
Discipline	EPR Commitments
	Mitigation Measure (or related action) or Future Commitment
Natural Environment – Naturalized Areas and Vegetation Communities	<p><u>Construction</u></p> <ul style="list-style-type: none"> Existing vegetation will be retained to the extent practicable. Removals will be kept to a minimum to limit direct effects to vegetation communities and vascular flora, as well as indirect effects (e.g., soil compaction and changes to topography and drainage). Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction footprint and prevent accidental damage to adjacent vegetation or street trees. <ul style="list-style-type: none"> Any damaged trees will be pruned through the implementation of proper arboricultural techniques by or under supervision of an Arborist or Forester. All equipment and vehicles will be cleaned and inspected prior to arriving onsite to reduce the introduction and/or spread of invasive plant species in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013). Mitigation measures specific to trees shall be adhered to, including municipal by-law permitting requirements where applicable shall be further detailed in an Arborist Report to be completed during detailed design. Disturbed areas will be re stabilized, incorporating revegetation using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as appropriate.
Natural Environment – Wildlife and Wildlife Habitat	<p><u>Construction</u></p> <p>Migratory Breeding Birds:</p> <ul style="list-style-type: none"> Vegetation removal will be kept to a minimum and should be scheduled to occur outside of the primary bird nesting season of approximately April 1 to August 31 (ECCC, 2019). If a nest of a migratory bird is found within the construction area outside of this nesting period, it still receives protection. If vegetation must be removed during the overall bird nesting season, nest and nesting activity searches will be conducted by a qualified Biologist no more than 24 hours prior to vegetation removal (refer to Environmental Monitoring Plan for more details). Depending on the breeding bird survey and nests found, the Canadian Wildlife Service may need to be contacted for specific mitigation methods (depending on species) prior to impacts occurring. Nesting activity will be documented when it consists of confirmed breeding evidence, as defined by the Ontario Breeding Bird Atlas criteria (Cadman <i>et al.</i>, 2007). If construction activities occur during the bird nesting season (approximately April 1 to August 31; ECCC 2019), bird exclusion methods such as covering potentially suitable nesting locations on idle machinery, structures, equipment or stockpiled materials in addition to other types of exclusion methods such as those found in <i>Best Management Practices for Excluding Barn Swallows and Chimney Swifts from Buildings and Structures</i> (MNRF, 2017) should be implemented to prevent migratory birds from accessing and building nests in the construction site. In addition, if construction is planned on the rail bridge over Highway 27 and/or Carlingview Drive during the breeding bird season (approximately April 1 to August 31; ECCC, 2019), exclusion measures should be installed to prevent access of birds outside of the breeding bird season (approximately April 1 to August 31; ECCC 2019) and prior to construction work. If not possible, a nest search will be conducted by a qualified Biologist no more than 24 hours prior to installation. If a nest of an MBCA protected bird species is found in the construction site, all work in the immediate vicinity must stop and a Qualified Biologist be contacted to determine appropriate avoidance measures in order to avoid contravention of the MBCA and other applicable law. To minimize disturbance, the construction area will be clearly demarcated and kept as small as possible. Use of already cleared access routes will be used, where possible, to avoid further vegetation clearing and/or disturbance to migratory breeding birds and nests. <p>Wildlife:</p> <ul style="list-style-type: none"> Prior to construction, investigation will be completed a Qualified Biologist for wildlife and wildlife habitat that may have established following the completion of previous survey(s). Any wildlife incidentally encountered during vegetation clearing or subsequent construction activities will not be knowingly harmed and will be allowed to exit the site on their own, via safe routes. In the event that the wildlife does not move or is injured, the Environmental Monitor/Qualified Biologist will be contacted to assess and rescue/relocate wildlife if necessary.
Natural Environment – Fish and Fish Habitat	<p><u>Construction</u></p> <p>Erosion and Sediment Control:</p> <ul style="list-style-type: none"> Work will be scheduled to avoid wet, windy and rainy periods that may increase erosion and sedimentation. Erosion and sediment control (ESC) measures will be implemented, monitored and maintained and modified as necessary throughout the construction period until all disturbed ground has been permanently stabilized. ESC will include measures to contain and stabilize any waste material (e.g., dredging soils, construction waste and materials, uprooted or cut aquatic plants, accumulated debris) to prevent to the drainage features. Non-biodegradable ESC materials will be removed once site is stabilized. Any dewatering required for construction activities will be discharged to an appropriate sediment control measure for treatment prior to release to a well vegetated area setback a minimum of 30 metres from waterbodies or wetlands, where feasible. <p>Operation of Machinery and Industrial Equipment:</p> <ul style="list-style-type: none"> Activities near water will be planned to ensure that such materials such as paint, primers, blasting abrasives, rust, solvents, degreasers, grout or other chemicals do not enter the drainage features. Building material used in a drainage feature will be handled and treated in a manner to prevent the release or leaching of substances into the water that may be deleterious. All construction materials will be removed from site upon project completion. Confirm that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species and noxious weeds. Wash, refuel and service machinery; and, store fuel and other materials for the machinery in such a way as to prevent any deleterious substances from entering the water.
Natural Environment – SAR or SOCC	<p><u>Construction</u></p> <ul style="list-style-type: none"> Same mitigation measures as identified for vegetation above for during construction apply herein. Same mitigation measures as identified for migratory breeding birds above for during construction apply herein. If construction is planned on the rail bridge over Highway 27 and/or Carlingview Drive during the breeding bird season (approximately April 1 to August 31; ECCC, 2019), appropriate exclusion measures for Barn Swallow, such as those found in <i>Best Management Practices for Excluding Barn Swallows and Chimney Swifts from Buildings and Structures</i> (MNRF, 2017) should be applied to prevent Barn Swallows from accessing and building nests under the bridge(s). Installation of exclusion measures should occur outside of the breeding bird season (approximately April 1 to August 31; ECCC, 2019) and prior to construction start, if possible. However, if installation is to

Discipline	EPR Commitments
	Mitigation Measure (or related action) or Future Commitment
	<p>occur within this period, a nest search will be conducted by a qualified Biologist within 48 hours prior to installation. If a Barn Swallow nest is found in the construction site, all work in the immediate vicinity must stop and the MECP must be consulted in order to avoid contravention of the ESA.</p> <ul style="list-style-type: none"> • Same mitigation measures as identified for wildlife above during construction apply herein. • Same mitigation measures as identified above for aquatic features apply herein. • Common Milkweed and native flowering plants will be incorporated into the restoration or landscaping plan to compensate for Monarch habitat removals.
<p>Geology and Groundwater</p>	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Estimates of water taking quantities and resultant dewatering ZOI will be determined during Detailed Design. • As prescribed under O. Reg. 63/16, water taking for construction site dewatering in excess of 50,000 L/day and under 400,000 L/day is subject to registration through the EASR system. Where construction dewatering volumes are expected to exceed 400,000 L/day, a Category 3 PTTW will be required from MECP, in accordance with Section 34 of the Ontario Water Resources Act (OWRA). Similarly, approvals for the discharge of pumped water also may be required, which could include one or a combination of Municipal Discharge Permits, Conservation Authority notification, and/or MECP Environmental Compliance Approval (ECA) (OWRA, Section 53). • Any discharge of water would be subject to the terms and conditions of all required permits and approvals obtained by WEG and/or the Contractor based on the expected site conditions. • A Phase I Environmental Site Assessment (ESA) investigation will be completed during Detailed Design to confirm existing contamination within the Study Area. Based on the findings of the Phase I ESA, a Phase II ESA may be warranted. • The following plans shall be developed during Detailed Design and implemented during construction activities: <ul style="list-style-type: none"> – If dewatering is required, a Dewatering Management Plan will be prepared to provide the procedures and protocols that need to be implemented to ensure that all site dewatering activities are completed in a manner that does not cause harm to the environment and meets applicable laws, by-laws, codes, regulations and standards, while preventing site flooding from the discharge of dewatering effluent. Groundwater quality sampling will be conducted prior to discharge to assess baseline groundwater quality. Discharge water will be treated prior to discharge if contamination/exceedance is detected. – A Soil and Groundwater Management Plan shall be prepared prior to construction to describe the general principles and develop specific protocols to address the handling, management and disposal of soil and groundwater that is generated or encountered during the Project construction. – An Erosion and Sediment Control Plan will be developed prior to construction. Implementation of the erosion and sedimentation control measures will conform to recognized standard specifications such as Ontario Provincial Standards Specification (OPSS). Sediment and erosion control measures (e.g., silt curtains, silt fence) will be installed prior to site clearing, grubbing, excavation or grading works. No effluent discharge to the ground surface will occur prior to implementation of this plan. – A Spill Prevention and Response Plan will be developed prior to construction outlining steps to prevent and contain any chemicals and/or spills in a timely and effective manner and to avoid soil and water contamination. This plan will include the requirement for a spill kit to be maintained on site at all times during construction. <p><u>Operations</u></p> <ul style="list-style-type: none"> • The potential reduction in aquifer recharge will be addressed during Detailed Design to ensure that the Project is compliant with all Source Water Protection policies. Appropriate mitigation will be determined at that time, if required.
<p>Air Quality</p>	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Exposure to construction-related emissions will be mitigated by the following: <ul style="list-style-type: none"> – Ensuring all mobile equipment is in good condition, properly and regularly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines; – Ensuring all machinery is maintained and operated in accordance with manufacturer’s specification; – Locating stationary equipment (generators, compressors, etc.) as far away from sensitive receptors as practical; – Minimizing idling time and posting signage to this effect around the construction site; – Ensuring stationary and mobile equipment are not operated during early morning (before 6 AM, or sunrise) or evening periods (after 8 PM, or sunset) as often as practical; – Implementing a Dust Management Plan for the duration of the construction phase, which includes practices to minimize fine particulate release from mobile equipment, materials handling, and wind erosion; and – Ensuring that the areas most impacted by particulate levels are vegetated (i.e., tree planting) to reduce the cumulative particulate impacts. • Site supervisors during the construction phase should monitor the site for wind direction and weather conditions to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby sensitive receptors. The site supervisor should also monitor for visible fugitive dust and take action to determine the root-cause in order to counteract this. Specific details to this effect should be included in the construction site DMP. It is further recommended that mitigation measures detailed in “Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (March 2005)” prepared by Cheminfo for Environment Canada be implemented, where practical. <p><u>Operations</u></p> <ul style="list-style-type: none"> • Potential mitigation of the potential emissions may be achieved by implementing an anti-idling or restricted idling policy within the PPUDO area and parking lots which would limit the number of minutes a vehicle is allowed to remain in idle during a passenger pick-up or drop-off. Electric vehicles and fuel-efficient vehicle implementation into an existing vehicle fleet will also provide significant CAC and GHG reduction in the short to medium term. The introduction and increasing popularity and affordability of hybrid and full electric vehicles, as well as transit authority led initiatives to increase the percentage of fuel efficient and hybrid busses within their vehicle fleet will continue to reduce emission impacts from vehicles using the proposed station within the future. • As suggested within the construction mitigation section, areas affected by air born particulates may be benefited by introducing vegetation (e.g. trees, shrubbery, etc.) to help reduce cumulative particulate impacts during the operational phase.
<p>Noise and Vibration</p>	<p><u>Construction</u></p> <ul style="list-style-type: none"> • The following practices are recommended throughout construction to reduce noise impacts at sensitive receptors: <ul style="list-style-type: none"> – Adhere to City of Toronto By-law requirements and the terms of any By-Law exemptions granted by the City of Toronto; – Maintain equipment in a condition that prevents unnecessary noise while operating, including but not limited to, effective muffler systems, properly secured components, and the lubrication of moving parts;

Discipline		EPR Commitments	
		Mitigation Measure (or related action) or Future Commitment	
		<ul style="list-style-type: none"> - Restrict idling of equipment to the minimum necessary to perform the specified work; - Ensure vehicles employed continuously on site for extended periods of time (two days or more) are fitted with sound reducing back-up (reversing) alarms*; - Avoid unnecessary revving of engines and switch off equipment when not required (do not idle); - If construction needs to be undertaken outside of the normal daytime hours, inform local residents beforehand of the type of construction planned and the expected duration; - Use construction equipment compliant with noise level specifications in MECP guidelines NPC-115 and NPC-118; - Minimize drop heights of materials; and - In consultation with the City of Toronto, route haulage/dump trucks on main roads where possible, rather than quieter residential roads. • If it is determined that there is a need to further reduce noise effects during construction work, the following additional mitigation measures may be considered and implemented, where appropriate: <ul style="list-style-type: none"> - Offset usage of active heavy equipment (schedule non-concurrent use); - Implement noise compliance checks to ensure equipment levels are in compliance with MECP guidelines NPC-115 and NPC-118; - Reroute construction and truck traffic, when possible; - Co-ordinate 'noisy' operations such that they will not occur simultaneously, where possible; - Where possible, investigate and implement the use of alternative construction equipment or methods to reduce noise emissions from construction. Utilize alternative equipment that generates lower noise levels or optimize silencer/muffler/enclosure performance; - Use rubber linings in chutes and dumpers to reduce impact noise; - Install acoustic enclosures, noise shrouds or noise curtains around noisy equipment; and - Install temporary noise barriers/solid construction hoarding on site boundary to screen affected locations. • The following general measures are recommended during construction to manage potential vibration impacts at sensitive receptors: <ul style="list-style-type: none"> - Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible; - For piling operations, consider piling methods with reduced impact/energy input; - Route heavily-loaded trucks away from residential streets, if possible. Select streets with fewest homes if no alternatives are available; and - Phase any demolition, earth-moving and ground-impacting operations so as not to occur in the same time period. • If use of vibratory rollers can be restricted to at least 8 m from the Saand building, the ZOI could be reduced to avoid the building. If this restriction is not possible, a pre-construction condition inspection and vibration monitoring during corridor construction work would be required at the building. 	
Socio-Economic Environment – Land Use	Commercial	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Refer to the measures provided in this Table 8-1 – Air Quality, Noise and Vibration to reduce potential effects to Woodbine Hotel & Suites during construction. <p><u>Operations</u></p> <ul style="list-style-type: none"> • Refer to the measures provided in this Table 8-1 – Air Quality to reduce potential effects to Woodbine Hotel & Suites during operations. 	
	Industrial	<p><u>Construction</u></p> <ul style="list-style-type: none"> • If use of vibratory rollers can be restricted to at least 8 m from Saand Rexdale, the ZOI could be reduced to avoid the building. If this restriction is not possible, a pre-construction condition inspection and vibration monitoring during corridor construction work would be required at the building. 	
	Recreational	<p><u>Construction</u></p> <ul style="list-style-type: none"> • Avoid potential heritage attributes located at the Woodbine Racetrack, including the grandstand structure, various stable facilities, and multiple tracks located on the property. 	
Socio-Economic Environment – Property		<p><u>Construction</u></p> <ul style="list-style-type: none"> • For safety purposes, the Project Site will maintain secure fencing and will not be accessible to the public during construction. 	
Socio-Economic Environment – Utilities		<p><u>Construction</u></p> <ul style="list-style-type: none"> • Consultation with the City of Toronto will be completed to address modifications to public site servicing. • Existing and proposed future utilities plans will be reviewed once confirmed. Subsurface Utility Engineering (SUE) investigations may be conducted to confirm existing utilities. Any potential conflicts and associated mitigation measures will be identified as design progresses. If required, co-ordination with affected utility companies will be completed during detailed design. <p><u>Operations</u></p> <ul style="list-style-type: none"> • Once utility conflicts have been specifically identified and resolved, no further mitigation measures related to utilities are expected during operations. Potential access requirements as a result of maintenance within the Project Site will be determined in consultation with relevant utility companies. 	
Cultural Heritage		<p>555 Rexdale Boulevard – CHR 1:</p> <ul style="list-style-type: none"> • Preferred Option: At further design stages, the project should continue to be designed to avoid the potential heritage attributes included within this report, including the grandstand structure, the various stable facilities, and the multiple tracks located on the property. • Alternative Option: Should further design stages result in an expansion of the project footprint; a qualified heritage consultant should be retained to review whether the project activities may result in potential impacts to the potential heritage attributes. Specifically, if this results in the potential for impacts to the training track, currently shown within the Study Area for this CHAR, additional evaluation should be completed. If impacts to potential heritage attributes appear to be evident, further investigation may be required in the form of a Cultural Heritage Evaluation Report (CHER) to fully evaluate the potential cultural heritage value of the property, and confirm heritage attributes, and an HIA. The HIA should discuss alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. The CHER and HIA, if required should be completed by a qualified person. 	

Discipline	EPR Commitments
	Mitigation Measure (or related action) or Future Commitment
	<p>Highway 27 Bridge – CHR 6:</p> <ul style="list-style-type: none"> Preferred Option: Continued avoidance of the bridge during construction. Alternative Option: In order to mitigate the potential vibration impacts to this structure, the existing structural conditions of the bridge should be reviewed or established. Should further design stages result in direct impact to the bridge; a qualified heritage consultant should be retained to review whether the project activities may result in potential impacts to the potential heritage attributes. If impacts to potential heritage attributes appear to be evident, further investigation may be required in the form of a CHER to fully evaluate the potential cultural heritage value of the property, and confirm heritage attributes, and an HIA. The HIA should discuss alternatives considered and recommend the alternative to minimize or mitigate adverse effects on the property. The CHER and HIA, if required should be completed by a qualified person.
Archaeology	<ul style="list-style-type: none"> Should the proposed work extend beyond the Study Area, a Stage 1 AA shall be conducted to determine the archaeological potential and requirement for further Stage 2 AA work of any additional lands; Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the completion of detailed design. This work shall be done in accordance with the MTCS's Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present; In the event that additional Stage 1 and/or Stage 2 AA identifies potential for the discovery of an Indigenous archaeological site, Metrolinx shall engage appropriate Indigenous communities to review the findings of the report and determine next steps and monitoring requirements to be considered during further stages of archaeological assessment; and Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.
Traffic and Transportation	<p><u>Operations</u></p> <ul style="list-style-type: none"> The following signal timing adjustments or lane configurations will reduce the average vehicle delay and improve road operations: <ul style="list-style-type: none"> Add 2 additional seconds of green time to the westbound left-turn phase at Highway 27 and Rexdale Boulevard Providing an additional northbound lane at Club House Road and Entrance Road, in which the northbound approach lane configuration becomes a northbound through lane and a shared northbound through and left lane Changing the lane configuration at the eastbound approach at Grandstand Entrance Road and Entrance Road from the current dedicated eastbound left-turn lane and dedicated eastbound right-turn lane to a dedicated left-turn lane and a share left- and right-turn lane Modifications to storage lanes (increased length) at locations provided in Table 5-9.
Stakeholder Engagement	<p><u>Detailed Design / Construction</u></p> <ul style="list-style-type: none"> Design and implement a response strategy to address/resolve potential construction concerns; Maintain the Project Website throughout detailed design and construction where the public can access updated information on the Project; and Continue discussions/consultation with local stakeholders with respect to potential impacts during detailed design and construction, as appropriate.

Discipline	EPR Commitments
	Mitigation Measure (or related action) or Future Commitment
<p>Permits and Approvals Required – Federal</p>	<ul style="list-style-type: none"> • Where possible, vegetation removal shall take place outside of the primary breeding bird season (April 1 to August 31). If vegetation must be removed during the overall bird nesting season, nest and nesting activity searches will be conducted by a qualified Biologist within 48 hours prior to vegetation removal. • If construction activities occur during the bird nesting season (April 1 to August 31), bird exclusion methods such as covering potentially suitable nesting locations on machinery, equipment or stockpiled materials in addition to other types of exclusion methods shall be implemented to prevent migratory birds from accessing and building nests in the construction site. If a nest is found in the construction site, all work in the immediate vicinity must stop and a Qualified Biologist be contacted to determine appropriate avoidance measures in order to avoid contravention of the <i>MBCA</i>. • Permits under the <i>MBCA</i> are not anticipated to be required if the recommended avoidance measures are implemented. The following describes the prescribed avoidance timing windows and associated mitigation measures required for vegetation removal and any further migratory breeding birds surveys that may be undertaken. <ul style="list-style-type: none"> • Vegetation removal will be kept to a minimum and should be scheduled to occur outside of the primary bird nesting season of approximately April 1 to August 31 (ECCC, 2019). If a nest of a migratory bird is found within the construction area outside of this nesting period, it still receives protection. If vegetation must be removed during the overall bird nesting season, nest and nesting activity searches will be conducted by a qualified Biologist no more than 24 hours prior to vegetation removal (refer to Environmental Monitoring Plan for more details). Depending on the breeding bird survey and nests found, the Canadian Wildlife Service may need to be contacted for specific mitigation methods (depending on species) prior to impacts occurring. Nesting activity will be documented when it consists of confirmed breeding evidence, as defined by the Ontario Breeding Bird Atlas criteria (Cadman et al., 2007). • If construction activities occur during the bird nesting season (approximately April 1 to August 31; ECCC 2019), bird exclusion methods such as covering potentially suitable nesting locations on idle machinery, structures, equipment or stockpiled materials in addition to other types of exclusion methods such as those found in Best Management Practices for Excluding Barn Swallows and Chimney Swifts from Buildings and Structures (MNR, 2017) should be implemented to prevent migratory birds from accessing and building nests in the construction site. • In addition, if construction is planned on the rail bridge over Highway 27 and/or Carlingview Drive during the breeding bird season (approximately April 1 to August 31; ECCC, 2019), exclusion measures should be installed to prevent access of birds outside of the breeding bird season (approximately April 1 to August 31; ECCC 2019) and prior to construction work. If not possible, a nest search will be conducted by a qualified Biologist no more than 24 hours prior to installation. If a nest of an <i>MBCA</i> protected bird species is found in the construction site, all work in the immediate vicinity must stop and a Qualified Biologist be contacted to determine appropriate avoidance measures in order to avoid contravention of the <i>MBCA</i> and other applicable law. • To minimize disturbance, the construction area will be clearly demarcated and kept as small as possible. Use of already cleared access routes will be used, where possible, to avoid further vegetation clearing and/or disturbance to migratory breeding birds and nests.



Discipline	EPR Commitments
	Mitigation Measure (or related action) or Future Commitment
Permits and Approvals Required – Provincial	<p><u>Detailed Design</u></p> <ul style="list-style-type: none"> As prescribed under <i>O. Reg. 63/16</i>, water taking for construction site dewatering in excess of 50,000 L/day and under 400,000 L/day is subject to registration through EASR. In accordance with Section 34 of the <i>OWRA</i>, a Category 3 PTTW from MECP must be obtained for the taking of more than 400,000 L/day of groundwater for the purposes of construction dewatering from any given source. Approvals for the discharge of pumped water will also be required, and could be a combination of Municipal Discharge Permits, agreement with Conservation Halton, and/or MOECC ECA in accordance with Section 53 of the <i>OWRA</i>. Any discharge of water would be subject to the terms and conditions of required permits and approvals based on the expected site conditions. Permitting requirements shall be confirmed during detailed design, when specific details such as construction timing and methods are known. Project construction is expected to generate excess soil that cannot be reused on site due to its geotechnical properties or quality of the excess soil. In all cases the on-site and off-site beneficial reuse of excess soil will be explored during detailed design and shall be undertaken in accordance with <i>Excess Soil – A Guide to Best Management Practices</i> (MOECC, January 2014). It is noted that the MOECC is presently contemplating the creation of a Regulation to govern excess soil management. Should this Regulation come into force within the implementation of the Project the requirements shall be incorporated, as applicable. If construction is planned on the Highway 27 Bridge and/or Carlingview Drive during the breeding bird season (approximately April 1 to August 31; ECCC, 2019), appropriate exclusion measures for Barn Swallow, such as those found in <i>Best Management Practices for Excluding Barn Swallows and Chimney Swifts from Buildings and Structures</i> (MNRF, 2017) should be applied to prevent Barn Swallows from accessing and building nests under the bridge(s). Installation of exclusion measures should occur outside of the breeding bird season (approximately April 1 to August 31; ECCC, 2019) and prior to construction start, if possible. However, if installation is to occur within this period, a nest search will be conducted by a qualified Biologist within 48 hours prior to installation. If a Barn Swallow nest is found in the construction site, all work in the immediate vicinity must stop and the MECP must be consulted in order to avoid contravention of the <i>ESA</i>.
Permits and Approvals Required – Municipal	<p><u>Detailed Design</u></p> <ul style="list-style-type: none"> WEG will comply with City of Toronto tree protection by-laws and obtain the associated tree injury/removal permits. Where possible, Metrolinx and WEG will continue to communicate and engage with the City of Toronto during detailed design and construction planning to ensure that municipal concerns are addressed in the construction plans prior to commencement of construction activities, as applicable.
Permits and Approvals Required – Utilities	<p><u>Detailed Design</u></p> <ul style="list-style-type: none"> The final assessment of utility conflicts shall be reviewed in consultation with each utility company as part of detailed design. Implementation and construction obligations shall be undertaken pursuant to the crossing agreements with each of the utility companies as required.
Permits and Approvals Required – Future Work	<p><u>Detailed Design</u></p> <ul style="list-style-type: none"> An EMMP shall be developed to outline the responsibility for carrying out monitoring and reporting activities, including timing and frequency of monitoring activities, as well as the compliance process. The EMMP shall include all mitigation measures, categorized by project phase, and shall identify the party responsible for implementation.

Table 5-1: Proposed Modifications to Length of Storage Lanes

Location of Storage Lane	Existing Length (m)	Proposed Length (m)
Westbound left-turn at the intersection of Highway 27 and Rexdale Boulevard	30	85
Northbound left-turn at the intersection of Highway 27 and Rexdale Boulevard	80	125
Eastbound left-turn at the intersection of Rexdale Boulevard and Queens Plate Drive (West)	65	145
Northbound left-turn at the intersection of Rexdale Boulevard and Queens Plate Drive (West)	55	80
Eastbound left-turn at the intersection of Rexdale Boulevard and Humberwood Boulevard	85	95
Southbound left-turn at the intersection of Rexdale Boulevard and Humberwood Boulevard	35	120

DRAFT

Appendix **F**

Online Survey Responses

Q1

Do you plan to use the Highway 27-Woodbine Station? How will it impact your daily commuting habits?

Yes

Q2

Are you satisfied with how the potential environmental impacts have been identified and addressed?

Yes

Q3

Do you have any additional comments about the Highway 27-Woodbine Station?

No

Q4

Please provide the first three digits of your postal code for the project team to understand the geographic reach of information.

M9W

Q5

How did you find out about this survey?

Online - Metrolinx website

Q6

Please provide your email address or mailing address if you would like to receive updates about the Highway 27-Woodbine Station.



Q1

Do you plan to use the Highway 27-Woodbine Station? How will it impact your daily commuting habits?

Maybe

Additional details::

Will add additional time to get to the station

Q2

Are you satisfied with how the potential environmental impacts have been identified and addressed?

no

Q3

Do you have any additional comments about the Highway 27-Woodbine Station?

Will increase time to and from downtown

Q4

Please provide the first three digits of your postal code for the project team to understand the geographic reach of information.

m9w

Q5

How did you find out about this survey?

research

Q6

Please provide your email address or mailing address if you would like to receive updates about the Highway 27-Woodbine Station.

[REDACTED]

Q1

Do you plan to use the Highway 27-Woodbine Station? How will it impact your daily commuting habits?

Yes

Q2

Are you satisfied with how the potential environmental impacts have been identified and addressed?

Yes

Q3

Do you have any additional comments about the Highway 27-Woodbine Station?

Respondent skipped this question

Q4

Please provide the first three digits of your postal code for the project team to understand the geographic reach of information.

M9v

Q5

How did you find out about this survey?

Paper

Q6

Please provide your email address or mailing address if you would like to receive updates about the Highway 27-Woodbine Station.

Respondent skipped this question

Q1

Do you plan to use the Highway 27-Woodbine Station? How will it impact your daily commuting habits?

Yes

Additional details::

It will be a good option for commuting to the downtown

Q2

Are you satisfied with how the potential environmental impacts have been identified and addressed?

Would recommend that the local community have access improved by ensuring walking and biking to the location is readily available. To add to this there should be strong bus connections down HWY 27 for access. Finally green space should be taken in to consideration to encourage the local population to use this route for enjoyment and to commute to work.

Q3

Do you have any additional comments about the Highway 27-Woodbine Station?

Bus transportation in to the location for the local community is very important during the winter months. For the summer months being able to walk or bike to the location is very important. Foot traffic will also increase the use of local business in the area as well. There should be a strong connection between the terminus at Humber College and this new station as the student population will also make good use of this terminus as well.

Q4

Please provide the first three digits of your postal code for the project team to understand the geographic reach of information.

M9W

Q5

How did you find out about this survey?

It was emailed to me

Q6

Please provide your email address or mailing address if you would like to receive updates about the Highway 27-Woodbine Station.

[REDACTED]

Appendix **C4**

Meeting Minutes

- MECP Project Introductory Meeting
- TAC #1 Meeting
- TAC #2 Meeting
- TIS Workshop

Project Name: Highway 27-Woodbine Station EA

Date of Meeting: August 20, 2019

Attendees: Shannon McNeill (Metrolinx)
Joceli Pierossi (Metrolinx)
Cindy Batista (MECP)
Andrew Evers (MECP)
Marwa Khedr (Live Work Learn Play)
Carolyn Tunks (AECOM)
Madelin Blacha (AECOM)

Time: 9:00 AM to 11:00 AM

Location: 135 St. Clair Avenue
West, Toronto, ON M4V
1P5

Prepared By: Madelin Blacha (AECOM)

Regrets: Katie Bright (Metrolinx)
Jessica Atuahene-Amankwa (Metrolinx)
Doug Smith (Metrolinx)
Cathy Borsa (Metrolinx)
Marni Dicker (Live Work Learn Play)

Regarding: Project Introduction Meeting with the Ministry of the Environment, Conservation and Parks (MECP)

Minutes of Meeting

	Action
<p><u>Purpose</u></p> <ul style="list-style-type: none"> - The purpose of this meeting was to introduce the Highway 27-Woodbine Station Project to the MECP to seek initial feedback and confirm review requirements as part of the Pre-Planning phase of the Transit Project Assessment Process (TPAP). 	INFO
<p><u>Project Overview</u></p> <ul style="list-style-type: none"> - Metrolinx (MX) is the proponent working in collaboration with Woodbine Entertainment Group (WEG) and Live Work Learn Play (LWLP) to deliver the project. WEG has retained AECOM as the Environmental Assessment (EA) consultant. - The project site is located on the southeast corner of the Woodbine Districts west of Highway 27 and south of Rexdale Boulevard. The project will provide a new GO Station on the Kitchener Rail Line to accommodate future development at the Woodbine Districts. The station design components were discussed (refer to the attached). - MX introduced the Highway 27-Woodbine Station Project background, findings of impact assessment, and next steps through a slide presentation (refer to the attached). MX explained that the project is expected to be a good news story as it will improve access to transit for residents and commuters in North Etobicoke and surrounding communities. 	INFO

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 7 calendar days, otherwise we will assume the contents to be correct.

<ul style="list-style-type: none"> - MX explained that the project is expected to be a good news story as it will improve access to transit for residents and commuters in North Etobicoke and surrounding communities. - AECOM noted that the project is on an expedited schedule and will be going through an approximate 75-80-day TPAP. - AECOM noted that a Town Hall will be held on October 10, 2019 as part of the TPAP Pre-Planning consultation. The format of the town hall will be an informal open house at Humberwood Community Centre with a focus on open discussion. There will be display boards describing the design components and existing conditions found within the study area, as well as an opportunity for attendees to leave comments. - AECOM noted that the project webpage will be hosted by WEG and MX will provide a link to the project webpage on the MX website. MECP supports this approach. 	
<p><u>Project Clarifications</u></p> <ul style="list-style-type: none"> - MECP noted that minimum 30 days is required for review. As agreed, MX will provide the Draft EPR to MECP on October 1, 2019 for 30-day review, with the comment deadline on November 1, 2019. - AECOM noted that the technical reports will be provided with the Draft EPR as a single package. MX will consider distributing the technical reports (noise and air quality) in advance, if possible, however noted that the technical reports are likely to be complete in close timing with the Draft EPR. The Special Project Officer (Cindy Batista) will be responsible for co-ordinating distribution to MECP technical reviewers (i.e., noise, air quality, species at risk). - AECOM noted that outreach to property owners will extend to properties within 30 m of the project site in accordance with the TPAP Guide requirements. - MECP to confirm list of Indigenous communities. <i>Post-meeting note: List provided by MX was confirmed/approved by MECP on August 20, 2019.</i> 	MECP
<p><u>MECP Project Inquiries</u></p> <ul style="list-style-type: none"> - MECP inquired about the public roadway and how it will interface with the rest of the footprint/ station layout. AECOM noted that access to the station and the public roadway is still not determined, but it will likely be some modification of Grandstand Entrance Road. - MECP asked if there will be any property acquisitions. AECOM noted that there are no property acquisitions as the project is contained within WEG-owned lands and MX owns the rail corridor. LWLP noted that impacts to the Woodbine practice track are still to be determined once the design progresses. - MECP asked if the horse stables would be considered a sensitive receptor for noise and air quality studies. AECOM/LWLP noted that whether the horses remain on site during construction is still to be determined. AECOM will take the question back regarding horse stables as sensitive receptors to specialists. <i>Post-meeting note: Animals are not considered sensitive receptors under any guidelines or legislation.</i> - MECP asked if a stormwater management report will be completed. AECOM noted that this will not be undertaken during the TPAP but will be a later requirement for the detailed design phase. AECOM also noted that the stormwater management pond is discussed at a high level in the Natural Environment Report. - MECP asked how the plaza structure will be integrated into the site. LWLP noted that the preliminary design is still very high level and is still being developed. The station structure will be assessed in the noise and air quality studies. 	AECOM

<ul style="list-style-type: none"> - MECP asked how the project feedback has been to date. LWLP noted that feedback to date has been generally positive, with concerns mainly anticipated from the horse-people groups associated with the Woodbine Racetrack. AECOM noted that these groups are considered key stakeholders and will be engaged throughout the consultation process for the project. 	
<p><u>Additional MECP Feedback and Discussion</u></p> <ul style="list-style-type: none"> - MECP requested the following information be included with the Draft EPR: <ul style="list-style-type: none"> - Conceptual site plan and renderings; - Approximate schedule for detailed design and construction phases; - A summary table of consultation records and how each concern with be addressed; and - A summary table of all potential impacts, mitigation and monitoring. - Cost of the project. MX noted that this will not be included in the Draft EPR and explained that this information is challenging to include given the Transit Oriented Development model. MX noted that they can provide this information, if needed, through a separate format. - MECP advised MX to ensure the Draft EPR is circulated to the Ministry of Tourism, Culture and Sport (MTCS) and Indigenous communities. MECP noted that MTCS should review any cultural heritage reports completed for the project. - MECP to confirm the number of hard copies of the Draft EPR required for agency review. MECP noted that technical reviewers are usually satisfied with digital copies. MECP advised to expect that a minimum of 2 hard copies of the Draft EPR are required for file and 1 hard copy of the appendices. - MECP to confirm preferred medium for digital copies (e.g., downloadable link or USB). - MECP advised MX to reach out to the other review agencies to confirm their specific requirements. - MECP needs to receive the EPR a few days before Notice of Completion and upload to the Project webpage. - MECP will also want to ensure there is sign-off from the other review agencies before posting the EPR to the webpage. 	<p style="text-align: center;">MX</p> <p style="text-align: center;">MECP</p> <p style="text-align: center;">MECP</p>
<p><u>Adjournment</u></p> <ul style="list-style-type: none"> - The meeting was adjourned at 9:45 AM. 	



Highway 27-Woodbine Station

MECP Project Introductory Meeting

August 20, 2019 – 9:00 AM

Agenda

- Team Introductions
- Project Overview and Purpose
- Study Area
- TPAP Process
- Project Status Update
- Schedule and Next Steps
- Questions

Team Introduction

Project Overview and Purpose

- New GO Station stop along the Kitchener Rail Corridor
- Due to future development and increased demand at the Woodbine Districts
- Evolve from GO Station into a multi-modal transportation hub in the future
- Provide new opportunities for residents and commuters of Rexdale neighbourhood and Etobicoke North community

Project Overview and Purpose – What's Involved

- Two island platforms (north and south);
- Passenger pick up and drop off (PPUDO);
- Bus loop;
- Plaza structure;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway, parking facility and public roadway;
- Electrification enabling infrastructure at the station;
- New tracks and/or realignment of the existing tracks.

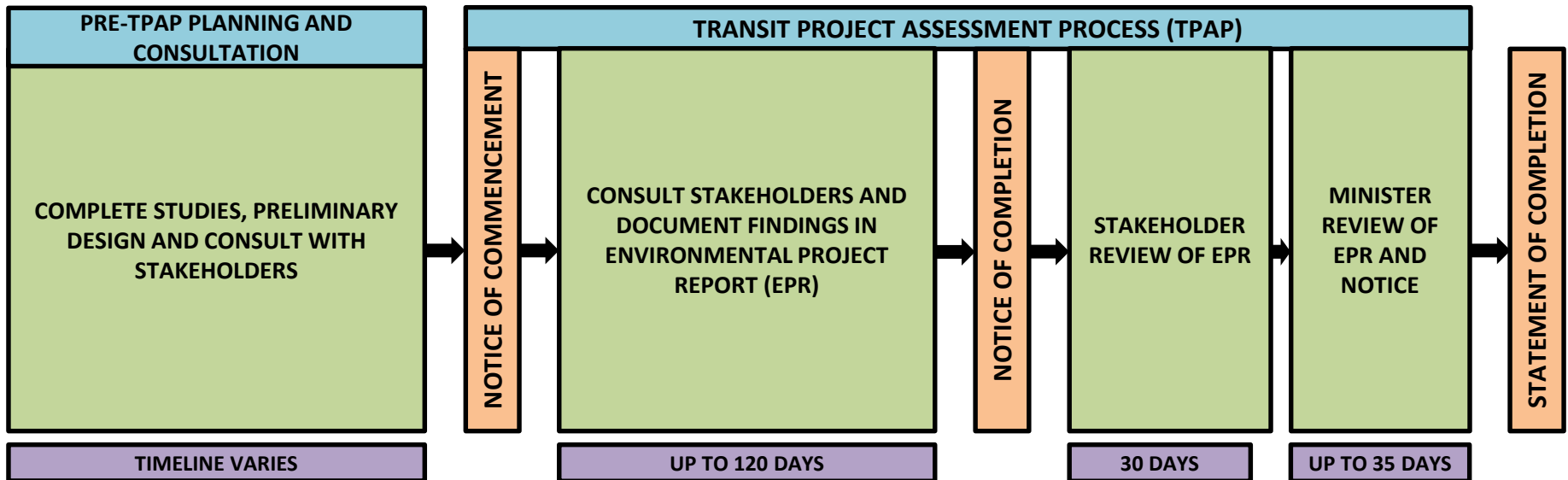
Study Area

- 17 acre parcel of land located on the southeast corner of Woodbine Districts west of Highway 27 and south of Rexdale Boulevard.
- Includes:
 - the southeastern portion of the practice racetrack;
 - the southern portion of the southeast stormwater pond;
 - the eastern portion of Entrance Road;
 - the southern portion of Grandstand Entrance Road;
 - a portion of the rail tracks east and west of Highway 27;
 - the Highway 27 underpass structure.

Study Area



Transit Project Assessment Process



WE ARE HERE

Project Status Update – What We Are Assessing

Natural Environment	<ul style="list-style-type: none">• Terrestrial habitat and species• Aquatic habitat and species• Species of conservation concern• Sensitive areas and features
Socio-Economic Environment	<ul style="list-style-type: none">• Land use• Property• Air quality• Noise and vibration• Traffic and transportation• Utilities
Cultural Environment	<ul style="list-style-type: none">• Archaeological resources• Built heritage resources• Cultural heritage landscapes

Project Status Update – What we have found

Natural Environment

- **Vegetation:** Potential effects considered negligible.
- **Migratory Breeding Birds:** Potential displacement and/or destruction of active nests as a result of vegetation removal during construction. Mitigation and monitoring will be implemented in accordance with MBCA and OBBA requirements.
- **SAR & SOCC:** Potentially suitable habitat and medium probability for occurrence was identified for Barn Swallow (SAR) and Monarch (SOCC). Potential loss/degradation of habitat, displacement from noise disturbance, and possible mortality. Mitigation measures and prescribed avoidance timing windows will be followed per the MBCA. ESA applies because medium potential for Barn Swallow. Further consultation with MECP to identify additional targeted surveys and permitting requirements.
- **Fish & Fish Habitat:** No impacts.

Project Status Update – What we have found

Socio-Economic Environment

- **Land Use:** Generally consistent with the surrounding land uses (mostly heavy industrial)
- **Construction Impacts:** Woodbine Districts staff and visitors may experience temporary nuisance effects as a result from construction (noise, air quality, traffic, etc.).
- **Benefit:** Supporting future development by providing new transit option and increasing opportunities for existing and future residents and commuters in Rexdale and North Etobicoke

Project Status Update – What we have found

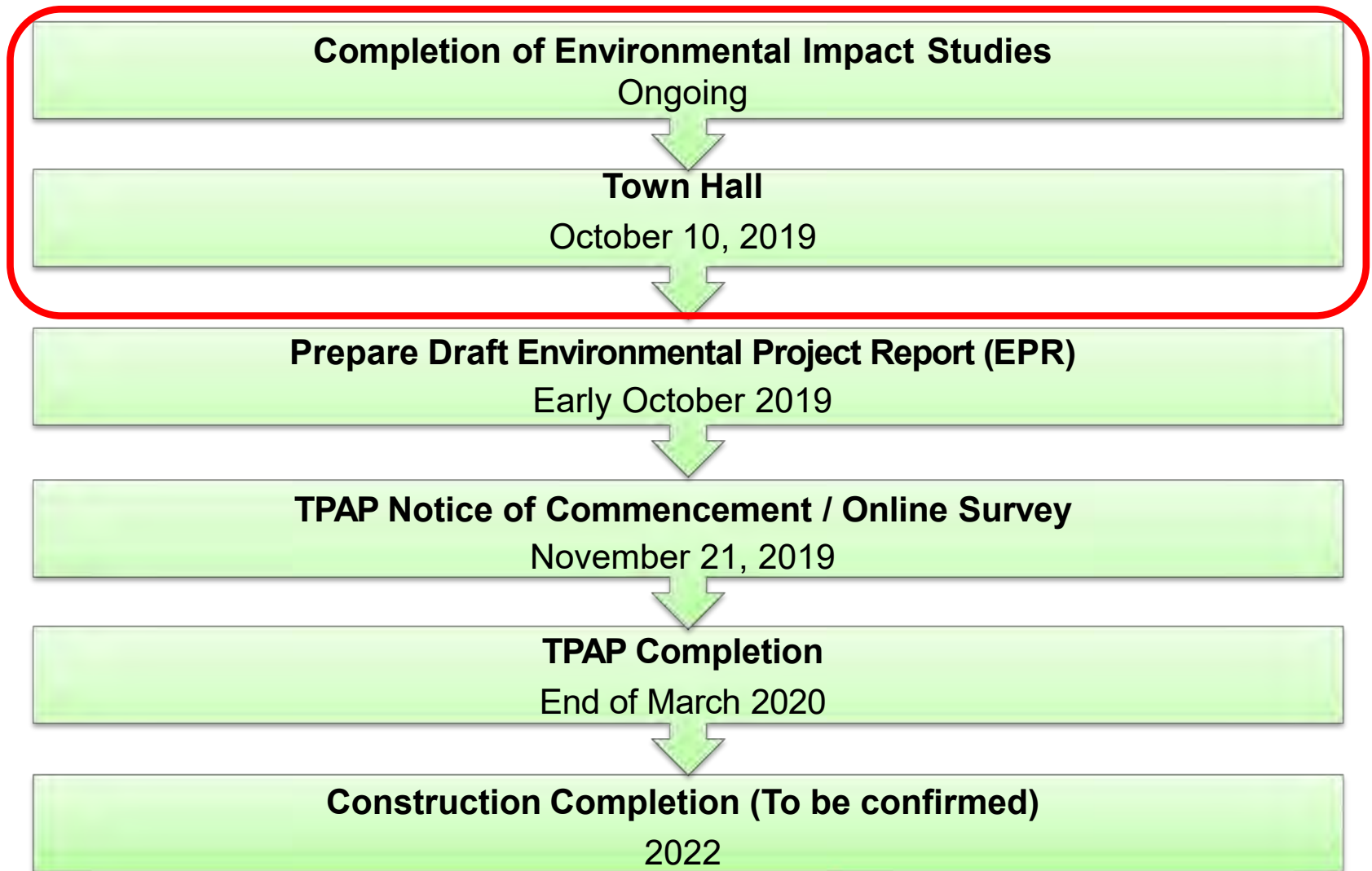
Cultural Heritage

- 9 properties with potential CHVI; 2 of these properties identified as potential cultural heritage resources:
 - 555 Rexdale Boulevard (race track)
 - Highway 27 bridge.
- Potential indirect impacts, not anticipated to result in impacts to the potential CHVI or potential heritage attributes of either property.
- No further cultural heritage investigations are recommended.

Archaeology

- Stage 1 found that a small area of undisturbed land may have archaeological potential and required a Stage 2.
- Stage 2 fieldwork completed and reporting is underway. The study area is cleared of archaeological potential and no further work is required.

Schedule and Next Steps



Next Steps

Other upcoming consultation efforts:

- submission of EPR to MECP and other agencies- *confirm review timelines*
- Notice of Town Hall to property owners- *confirm distribution limits*
- Indigenous communities- *confirm list of bodies*

Questions

Project Name: Highway 27-Woodbine Station EA

Date of Meeting: September 17, 2019

Attendees: Marwa Khedr: Live Work Learn Play (LWLP)
* attended by Marni Dicker: LWLP
phone Carolyn Tunks: AECOM

Time: 9:30 AM to 11:30 AM

Location: 97 Front Street
Toronto, ON M5J 1E6

Prepared By: Carolyn Tunks (AECOM)

Katie Bright: Metrolinx (MX)
Jessica Atuahene-Amankwa: MX
Doug Smith: MX
Richard Borbridge: MX
Georgina Collymore: MX
Hassib Abdul Samad: MX
Anthony Fanelli: EllisDon (ED)
Josh Bassett: City of Toronto
Richard Beck: City of Toronto
Vera Gavrilova: City of Toronto
Andrea Roberts: City of Toronto
Anita Sparre: City of Toronto
Jackson Lee: City of Toronto
Liora Freedman: City of Toronto
Brian Anders: City of Toronto
Andrés Jarrin: City of Toronto
Prabir Das: City of Toronto*
Tina Fernandes: City of Toronto*
Vicky Shi: Toronto Water
Susan McConnell: Toronto Paramedic Services*
Andrine Jackson-Scott: Toronto Transit Commission (TTC)
Eric Chu: TTC

Regrets: Cathy Borsa: MX
Shannon McNeill: MX
Joceli Pierossi: MX
Madelin Blacha: AECOM
John Lam: City of Toronto
Greg Tokarz: City of Toronto
Ulrica Ho: City of Toronto
Thuy Nguyen: City of Toronto
Michael Jacobs: Toronto Water
Scott Haskill: TTC

Regarding: Technical Advisory Committee (TAC) Meeting #1 – Project Introduction

Minutes of Meeting

	Action
<p><u>Purpose and Overview</u></p> <ol style="list-style-type: none"> The purpose of this meeting was to introduce the Highway 27-Woodbine Station Project to the City of Toronto to discuss initial project feedback and confirm review requirements for the draft Environmental Project Report (EPR) and associated technical reports. The project is currently in the Pre-Planning phase of the Transit Project Assessment Process (TPAP). LWLP is the consultant representing Woodbine Entertainment Group (WEG). WEG’s consultant team also includes AECOM supporting the environmental assessment and EllisDon supporting design. MX / AECOM introduced the Highway 27-Woodbine Station Project background, existing conditions findings, impact assessment results, and next steps through a slide presentation (refer to the attached). 	
<p><u>Discussion and Inquiries</u></p> <ol style="list-style-type: none"> It was clarified that the inclusion/placement of “Project” on the title slide was in error and not intended to suggest that this is a City of Toronto project. WEG has proposed a new GO Station to be developed in partnership with Metrolinx. LWLP clarified that it would take 15-20 years to reach the target of 16 million. The TAC asked what the implications of this Project are for the existing Etobicoke North station, and if closure of that station is being assessed under the scope of this Project. MX and AECOM clarified that the current EA covers the Study Area footprint for this Project only (refer to Slide 7), which does not extend to the area of Etobicoke North. MX informed that decision to close Etobicoke North has not yet been taken, although it was considered as part of the Woodbine Business Case. The TAC asked who is financing the Project. LWLP explained that due to the Transit-Oriented Development (TOD) strategy this Project is undergoing, WEG is absorbing the full cost of the EA, Design and Construction. When the Project is in operations, it will be passed over to MX. MX confirmed that MX is the TPAP Proponent. The TAC further followed up and asked who would retain ownership of the lands and access to the lands. LWLP indicated that at this time only the lands that are specific to the transit station would be owned by MX. LWLP confirmed that the WEG lands will be transferred to Mx after the project is completed and the station is ready to start operations. The lands that form part of Woodbine Districts extend well beyond the lands of the station, and how it will all be developed is still under discussion outside of this station project. The station lands are a subset of the transit-integrated district. The City clarified that the scope of the TPAP is understood and part of the City's role is to consider how the TPAP scope impacts the surrounding areas. The TAC requested a map of the Woodbine Districts indicating boundaries of the transit-integrated district and the station lands in relation to the TPAP lands. <i>Post-meeting note: An overview of the entire Woodbine Districts is still under development and is not part of the EA. Maintaining focus on the EA and available information, the concept design for the station lands has been provided in the draft EPR being submitted to the City on October 2. LWLP to provide definitions for “transit integrated design”, “Woodbine Districts” and “broader study area” to the TAC. AECOM to review the traffic report to clarify language</i> 	<p>LWLP / AECOM</p>

<p><i>regarding a future Finch West LRT connection (email clarification provided on November 4 and November 8 by LWLP).</i></p> <p>5. The TAC asked about the bus bays and how the number for Design was developed and what the modal split was, and reiterated that the transit operators need to be included in the discussion as they haven't been included. The City asked if the requirements from other transit operators are being included in the station design. LWLP / ED noted that the Design is still in the very preliminary stages and an ongoing discussion point. Next steps for discussions with transit operators are still being determined. MX provided GO requirements to WEG with the expectation that broader transit would be addressed through site planning process. LWLP confirmed that GO requirements were 4 bus bays and WEG is planning to build 6 bus bays and may consider up to 8 bus bays. WEG is building to MX specifications for the bus bays. WEG and MX recognize the value in establishing this earlier and will develop a process and engage municipal service providers. <i>Post-meeting note: WEG/LWLP to confirm which TTC staff have been engaged in the transit operators' discussions to date. Scott Haskill from the TTC has been invited to join their discussions.</i></p> <p>6. The TAC further noted that if the station is to be multi-modal, feedback from other transit operators should be considered. This would ensure that appropriate capacity is being met, and connections from other transit operators are properly factored in. LWLP clarified that as the larger site develops expansion of service / infrastructure for future growth can be incorporated. LWLP confirmed that station is being built to accommodate future capacity and some infrastructure will be temporary so it can be expanded in the future. Nothing built today will prevent future transit plans. The Woodbine Shuttle will service the station. Station design accounts for <u>existing</u> demographics. WEG's intent is to continue to expand the infrastructure as the District is being built out.</p> <p>7. The TAC asked what industries form part of the Study Area. AECOM noted that the area is industrial with an industry-focused corridor to the South of the rail corridor. Gazzola Paving is situated there, and there are also some places of worship in the surrounding area. It was also noted that the area supports the objectives of the designation as per the Official Plan. The Socio-Economic Report will be provided to the TAC for review and will provide further details of the land uses in the Study Area.</p> <p>8. The TAC asked if any of the recommendations from the Traffic Impact Study focused on signaling intersections. AECOM / ED clarified that there were no recommendations for signalization. The recommendations focused on timing of green lights and lane configuration modifications.</p> <p>9. The TAC asked if the roads will remain private. LWLP responded that the roads within their district will remain private.</p> <p>10. In response to a question regarding stormwater management, ED noted that stormwater management is being considered and will be addressed as design progresses. ED indicated that there is a preliminary stormwater report, but stormwater management reporting will be available as design progresses beyond the concept design being considered for the EA. The City followed up requesting preliminary servicing/stormwater management reports. Such reporting is not available at this time or stage of design. <i>The technical reports supporting the EA have been provided to the City for review and form appendices to the EPR.</i></p>	<p style="text-align: center; vertical-align: middle;">LWLP / ED / AECOM</p>
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Preliminary servicing/stormwater management reports will be provided in early 2020. LWLP/ED to advance the preliminary engineering plan to the City for preliminary feedback as part of the EA discussions. AECOM acknowledged that the Utilities chapter of the EPR remains a work in progress and provides very limited information for the City to review, and will confirm when/how the updated chapter will be shared for City review prior to the Final EPR distribution.

11. The TAC asked about the multi-use path and how it will interface from / with Highway 27, specifically in light of the lack of cycling facilities along Highway 27. LWLP confirmed that the station design includes pedestrian and cyclist connections. LWLP clarified that as the site expands in the future, improved pedestrian/cycling facilities will be further integrated within the Woodbine Districts. MX confirmed that cycling paths at the Station will not be connected to the existing multi-use path system as it is too far at this time.
12. The TAC asked if the EA considers a comprehensive perspective (360), and how the site is accessed from the south and west. LWLP / AECOM confirmed that the study area is a 360 view, and for access from the south, Entrance Road can be accessed from Clubhouse Road which is off of Highway 427. From Carlingview, there is access via a tunnel. No works are planned on the Carlingview underpass. The TAC noted that for a successful site plan application, a subsequent meeting or discussion should be set-up. ED clarified the stages of the site plan application process and relationship with this station project. ED indicated that they would reach 10% design in Q4/Q1. A pre-consultation meeting would be requested in mid-October. A full site plan application would be submitted once design reached 25%. LWLP clarified that WEG would be signing the site plan agreement and no other design review process, outside of Site Plan Review, would be undertaken by WEG. MX and WEG confirmed that the Project will going through Site Plan Approval in parallel with Metrolinx’s Asset Protection Plan (MAPP) review.
13. The TAC asked if the Project has to go to the Metrolinx Board, once the EA is “approved” by the Minister (MECP). The Initial Business Case was approved by the Metrolinx Board in 2018
<http://www.metrolinx.com/en/greaterregion/regions/docs/newstations/2018-11-28a-IBC-Highway-27-Woodbine.pdf>). The project is subject to ongoing negotiation as part of the Market-Driven Strategy.
14. Timelines for the Project were discussed with a focus on TAC review of TPAP related reporting. The TAC noted that as per an agreement with MX, GO Expansion Projects receive an expedited TPAP review process of 30 business days. MX and LWLP confirmed that this is not a GO Expansion Project but are requesting a further expedited process, beyond what is provided to GO Expansion Projects. The project is being funded and developed privately by WEG, who is providing transit infrastructure under the Metrolinx TOD/Market-Driven Strategy. LWLP / AECOM noted that 30 business days would be difficult to accommodate given the current schedule, however an interim solution of providing the technical reports by Friday, September 20th would allow for a 30-business day review and could facilitate the schedule. Please add that MX intends to release a Notice of Commencement in November 2019. MX to follow up with the City to confirm review schedule following the TAC meeting. *Post-meeting note: Technical reports were provided to the City on September 20 for comments to be returned no later than November 4 (i.e. 30 business day review turnaround). The draft EPR was provided*

to the City on October 2 with comments due back no later than November 15. The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports that are already with the City for review. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. The City was requested to consider the associated review and following initiation of the draft EPR follow up to confirm if it would be possible to provide comments earlier and ideally by Monday November 4. The City subsequently indicated they would provide comments within the expedited timeline of 30 business days, despite this not being a GO Expansion Project. and return draft EPR comments no later than November 15.

15. The TAC noted the timing of the Public Meeting, given the close proximity of the TAC and time to review the EA ahead of the Public Meeting with specific concern for City staff being prepared to attend the meeting and answer questions. It was noted that display boards for the meeting will focus on introducing the project, existing conditions and next steps. LWLP clarified that no involvement from the City is required for the Public Meeting, and they are welcome to attend as a stakeholder and observer. MX and WEG are planning a second public meeting, which will focus on proposed mitigation measures. *Post-meeting note: The City has confirmed that Transit Expansion Office staff (Andrea Roberts and potentially Vera Gavrilova) will attend the meeting as City observers. Rather than a second public meeting, an online survey was issued along with Notice of Commencement on November 21, 2019 as a remote engagement opportunity during the TPAP.*
16. The timing for the next TAC meeting was discussed and it was agreed that the meeting would be scheduled to support discussion regarding TAC comments from review of reports. MX to follow up with the City to schedule the meeting. *Post-meeting note: The next TAC meeting has been booked for 1-3pm on Thursday November 14. The City has indicated they will follow up if an interim meeting would support TAC review of the technical reports.*

Project Name: Highway 27-Woodbine Station EA

Date of Meeting: November 14, 2019

Attendees: Marwa Khedr: Live Work Learn Play (LWLP)
**attended by phone* Marni Dicker: LWLP

Time: 1:00 PM to 3:00 PM

Carolyn Tunks: AECOM

Location: Metro Hall, 19th floor,

Madelin Blacha: AECOM

Large Boardroom

Katie Bright: Metrolinx (MX)

55 John Street

Gretel Green: MX

Toronto, ON M5J 1E6

Jessica Atuahene-Amankwa: MX

Prepared By: Madelin Blacha (AECOM)

Doug Smith: MX

Richard Borbridge: MX

Georgina Collymore: MX

Hassib Abdul Samad: MX*

Anthony Fanelli: EllisDon (ED)

Greg Tokarz: City of Toronto

Ivana Tasic: City of Toronto

Josh Bassett: City of Toronto

Richard Beck: City of Toronto

Vera Gavrilova: City of Toronto

Andrea Roberts: City of Toronto

Andrés Jarrin: City of Toronto

Garvin Tom: City of Toronto

Liora Freedman: City of Toronto

Brian Anders: City of Toronto

Andrine Jackson-Scott: Toronto Transit Commission (TTC)

Scott Haskill: TTC*

Regrets: Joceli Pierossi: MX

Prabir Das: City of Toronto

Anita Sparre: City of Toronto

John Lam: City of Toronto

Ulrica Ho: City of Toronto

Tina Fernandes: City of Toronto

Jackson Lee: City of Toronto

Thuy Nguyen: City of Toronto

Michael Jacobs: Toronto Water

Susan McConnell: Toronto Paramedic Services

Vicky Shi: Toronto Water

Eric Chu: TTC

Regarding: Technical Advisory Committee (TAC) Meeting #2 – EPR Comments Discussion

Minutes of Meeting

	Action
<p><u>Purpose and Overview</u></p> <p>1. The purpose of this meeting was to discuss the City’s comments on the draft Environmental Project Report (EPR) associated technical reports. Although the City had only provided comments on the technical reports at the time of this meeting, it was acknowledged that the discussion was reflective of the anticipated EPR comments, as far as the content shared by both the draft EPR and the technical reports. <i>Post-meeting Note: The City provided EPR comments on November 15, 2019.</i></p> <p>2. AECOM walked through the preliminary responses for discussion. The approach for the comment discussion was based on grouping relatable / overlapping comments together to discuss primary topics of the City’s concern and to move through the discussion efficiently. It was noted that the responses discussed have not yet been circulated to the City for comment. AECOM noted that responses will be distributed to the City in the week of November 18, 2019. <i>Post-meeting note: Responses were circulated to the City on November 26th, 2019, with the understanding that comments related to the Traffic Impact Study (TIS) will be discussed in a subsequent meeting on December 5, 2019.</i></p>	AECOM
<p><u>Discussion of Comments and Preliminary Responses</u></p> <p>1. <u>Number of bus bays assumed:</u> AECOM noted that the report assessed 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). AECOM noted that potential increase of 4 bus bays is expected to have negligible or minor impacts and does not result in a change in mitigation. City questioned how AECOM knows that doubling the number of bus bays will have no change in mitigation given that twice as many forecasted bus services (trips) will occur and a much larger footprint for the bus terminal area is required. AECOM noted that the final number of bus bays will be confirmed during detailed design and prior to obtaining the required permitting. The City suggested including the rationale that informed the bus-bay requirements in the report. AECOM will update the EPR and associated technical reports to clarify this range of 4 to 8 bus bays, as well as the minor impacts associated with the addition of bus bays. <i>Post-meeting note: As per the TIS workshop and included in the TIS workshop minutes, addressing rationale for the bus bay won’t be included in the EPR but a future commitment for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met, will be included in the EPR</i></p> <p>2. <u>Vegetation compensation:</u> The City noted that the Natural Environment Report (NER) references the compensation protocol for GO Expansion Projects. MX and AECOM confirmed that the inclusion of this text was an error, as this is not a GO Expansion Project, and would be clarified in the EPR and NER revisions. AECOM noted that more specific vegetation compensation will be addressed in a future Arborist Report to be developed during detailed design, and that this commitment is included in the EPR and NER. The City asked if it is WEG’s intention to comply with municipal by-laws. AECOM confirmed that by-laws will be followed and the EPR will be revised to include this as a future</p>	<p>AECOM</p> <p>AECOM</p> <p>AECOM</p> <p>AECOM</p>

<p>commitment. The City requested that the 1:1 compensation ratio language be modified to indicate that all compensation will be in full compliance with municipal by-laws, unless a by-law exception is obtained, and noted that compensation ratios differ. AECOM confirmed that this language can be updated.</p>	
<p>3. <u>Etobicoke North station:</u> The City advised that the decommissioning of this station should be considered in the transportation analysis as traffic patterns within the study area will change once ridership is diverted to the new station. The City assumed this would be included in the assessment as it was part of the Initial Business Case (IBC) for the Project. LWLP noted that the environmental assessment (EA) is being done in accordance with provincial regulations and changes in traffic patterns will be better captured through the site plan approval (SPA) process and associated consultation with the City. The City noted that omitting this consideration may underestimate the amount of traffic generated as a result of the new station. MX noted that it is not anticipated that new traffic will be generated by closing the station, only diverting the traffic from Etobicoke North to Woodbine. The City noted that diversions will cause localized traffic impacts that must be assessed. LWLP noted that more representative traffic projections would be available once other development in the Woodbine Districts progresses. The City noted that this is a valid assumption and advised to consider it in an analysis of future alternatives. AECOM noted that the assessment is based on current traffic projections, and whether or not additional horizon years are considered needs to be discussed internally. <i>Post-meeting note: The projection year used for the Traffic Impact Study (TIS) is 2023, based on the City's Guidelines for horizon year, in which the Etobicoke North GO Station would not be closed and why this scenario not been included in the TIS.</i> LWLP suggested organizing a separate transportation workshop to discuss all matters related to transportation and traffic in detail with Transportation Services and Transportation Planning. The City agreed that this would be a productive forum to resolve the technical comments related to transportation. <i>Post-meeting Note: The City provided December availability to MX on November 15 (2 options: December 5 for Transportation Workshop and December 10 for Station Design Workshop).</i> MX circulated the hold dates to the broader team including LWLP, ED, and AECOM. These workshops have been scheduled for the respective dates noted above.</p>	<p>AECOM</p>
<p>4. <u>Wet utilities considerations:</u> ED noted that WEG has gone through the SPA process for other areas of the Woodbine Districts (i.e. sanitary flow) and that information has been inherited to inform this project in its current EA phase. The City noted that the utilities information in the EPR is currently a placeholder and requested a review of the completed information before issuing the Final EPR. AECOM is still working with ED to populate the Utilities Section and will advise the City on the timing of the updated EPR with this information once the direction from the Transportation workshop is confirmed, as well as when they can expect to see a revised EPR with this information. Final EPR timing is contingent on the TIS.</p>	<p>AECOM</p> <p>AECOM</p> <p>AECOM</p>
<p>5. <u>Geology and groundwater:</u> The City asked if this technical report was submitted. AECOM confirmed that a specific geology and groundwater report was not undertaken for the EA. AECOM noted that existing conditions and impact assessment information related to Geology and Groundwater is provided in the EPR and is based on a desktop assessment. AECOM confirmed that the EPR</p>	<p>AECOM</p>

<p>does not mention a Geology and Groundwater Report and the approach for this investigation will be made clearer.</p> <p>6. <u>Construction staging</u>: ED confirmed that construction staging plans are too detailed for this preliminary level of design. These plans will be deferred to detailed design and laydown is anticipated on WEG-owned lands only.</p> <p>7. <u>Haul routes</u>: ED confirmed that a haul route analysis will be deferred to detailed design. AECOM will include this as a future commitment in the EPR.</p> <p>8. <u>Track configuration</u>: AECOM noted that the track configuration will be clarified in the EPR. ED confirmed that a tunnel or overpass connection to properties south of the rail corridor is not being considered in this project. AECOM explained that the station will be accessible from the south via Carlingview Drive, and that the industrial properties do not have pedestrian access at the northern part of the properties (i.e., vehicular and pedestrian access is from the south).</p> <p>9. <u>Stormwater management (SWM) and site servicing</u>: ED confirmed that SWM and site servicing plans are being prepared in early 2020. ED noted the intention is to consult with the City on these specific items through other processes (e.g., SPA).</p> <p>10. <u>Finch West Light Rail Transit (FWLRT) future connection</u>: AECOM clarified that the intention of this reference is to note the opportunity for a future connection. AECOM to clarify that this was assumed information and not considered in the transportation analysis and modelling as the integration of FWLRT is too far into the future. AECOM to clarify in the TIS.</p> <p>11. <u>Transit operators</u>: AECOM confirmed that MX is leading discussions with transit operators in separate meetings. LWLP confirmed that this meeting includes TTC representatives in addition to other regional transit operators: Mississauga Transit (MiWay), Brampton Transit, and York Region Transit (YRT/Viva). LWLP noted that these meetings are led by MX (Richard Borbridge). The City advised MX to include Transportation Services, Transportation Planning, and Transit Expansion Office staff in future meetings. LWLP noted that the conversation also includes other parties, such as on-site tenants at the Woodbine Districts (e.g., One Toronto Gaming, or Casino Woodbine).</p> <p>12. <u>Stakeholder consultation</u>: AECOM confirmed that residents and businesses were consulted through the Public Meeting held in October 2019, and there will be an online engagement opportunity in November and December 2019.</p> <p>13. <u>Union-Pearson Express (UP Express)</u>: LWLP confirmed that the station platforms are being designed to allow for a UP Express connection; however, this is assumed, and service information has not been confirmed with MX. AECOM will clarify in the TIS that this was not considered in the analysis and modelling.</p> <p>14. <u>Traffic peak hours</u>: The City advised AECOM to conduct an AM peak analysis for the future condition and reiterated the importance of completing this analysis for the AM peak hour. This was grounded on the fact that all traffic data used by AECOM corresponds to a previous 2017 TIS completed for the Woodbine Districts where peak hour/day sample (Friday afternoon) is not necessarily representative of the future traffic conditions of a transit station. AECOM noted that this can be discussed internally and further confirmed at the Transportation Workshop.</p> <p>15. <u>Number of parking spaces</u>: The City inquired about the rationale used to determine the parking spaces quantity and recommended that all capacity requirements be clearly stated and justified in the report and not left for detailed design. LWLP noted</p>	<p style="text-align: center;">AECOM</p> <p style="text-align: center;">MX</p> <p style="text-align: center;">AECOM</p> <p style="text-align: center;">AECOM</p> <p style="text-align: center;">MX</p> <p style="text-align: center;">AECOM</p>
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<p>that MX provided this specification to WEG during early negotiations and is now considered a contractual requirement. LWLP noted that the parking will be provided on a surface lot rather than a parking structure so that provisions can be made to further reduce the spaces if needed. The City requested more information related to MX’s rationale for this number of spaces be clearly indicated in the TIS report. Additionally, the TIS Workshop should help to clarify any questions. The City acknowledged that these details will also be discussed during the SPA process. The City advised AECOM to consider the impacts of a surface parking lot (i.e., Toronto Green Standard). ED noted that these standards will be followed during the SPA process. The City also advised AECOM to add text to the EPR providing justification for the 1000 parking spaces and stating that this number may be reduced during SPA discussions.</p>	
<p>16. <u>Transportation technical comments</u>: The following topics were deferred for further discussion in the transportation focus group meeting to take place in December 2019: queuing analysis, LOS ratings, age of traffic data, trip reduction, counts/peaks, mode share, parking spaces and Etobicoke North Station. <i>Post-meeting note: The transportation workshop with the City is scheduled for December 5, 2019.</i></p>	<p>AECOM/ED/LWLP</p>
<p>17. <u>Vehicular and functional plans</u>: AECOM noted that functional plans will be deferred to the SPA process and will not be addressed at the EA stage.</p>	
<p>18. <u>Metrolinx GO Rail Station Access Plan</u>: The City noted that transportation assumptions should be clearly stated in the EPR. The City asked what level of service frequency was being assumed for the Project design. <i>Post-meeting note: A frequency of 6 trains per hour was assumed in the IBC modelling (IBC Appendix B).</i> The IBC was prepared in 2018, and assumed service level is consistent with the RER Full Business Case. The City also advised AECOM to include mode share targets in the transportation report to encourage modal share (i.e., transit or active transportation). LWLP clarified that the opening day of the station is not anticipated to be a transit hub and ridership will develop over time. City noted that the GO Rail Station Access Plan states that basic modal share information should be included, such as a framework of determining needs as a requirement for planning the station. The City noted that MX has a goal for access mode share and advised to adopt it for this Project. The City advised that the East Harbour Development is an example of successful application of mode share targets. City acknowledged that some comments and details are micro-level and would be resolved during the SPA; however, they are foundational and should be included at a high level in the EA process in preparation for the SPA. More specifically, the City advised that mode access targets should be identified. LWLP and ED confirmed that all comments have been helpful in developing the station design and preparing for the upcoming SPA application. AECOM/ ED/LWLP to discuss approach / assumptions used internally and further confirm at the transportation workshop.</p>	<p>AECOM</p>
<p>19. <u>Active transportation connections</u>: ED noted that a multi-use path (MUP) will provide a connection at Highway 27. LWLP noted this is being developed in the larger context of Woodbine Districts and is not confirmed at this stage of design focused on the Project (i.e., the station EA). The City noted that although there will be future surrounding development at the Woodbine Districts, there should be a</p>	

<p>plan for how this infrastructure will be incorporated in the interim. The City noted that there is a strong transportation demand management (TDM) plan put forward for the Woodbine Districts and should be considered and incorporated for the Project. The City noted that the design is car-oriented and does not include a comprehensive analysis of other modes. LWLP noted that connections will become clearer once the balance of the Woodbine Districts block has progressed. The City noted that the Traffic Impact Study should be referenced as a Transportation Impact Study. The City noted that pedestrian and cycling considerations should be included in the EPR. AECOM will confirm more details related to the integration of sidewalks, the multi-use path and active mobility and add them to the EPR. AECOM to provide more detail on the assumptions adopted to inform the analysis of the TIS in the TIS.</p> <p>20. <u>Street layout</u>: ED noted that the proposed layout of the private road network will be confirmed during the SPA and involves integration with the rest of the Woodbine Districts block.</p>	
<p>Other Comments</p> <ol style="list-style-type: none"> 1. AECOM noted that the Ministry of the Environment, Conservation and Parks (MECP) and the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) responded with very minor comments on the EPR and associated technical reports. AECOM noted that their comments have been addressed and this is a positive step towards the completion of the EA. 2. The City noted that TTC did not provide comments on the technical reports but will be providing comments on the EPR. Refer to the <i>Post-meeting Note</i> for Item 1. 3. AECOM/WEG clarified that the intent is for all roads to remain private and not to be conveyed to the City, so they not intent to pursue a Plan of Subdivision 4. MX advised that they are organizing a workshop for the transit operators to discuss bus infrastructure for the Station. City’s Transportation Planning has requested to be included in the discussion. 5. The City noted that all issues cannot be deferred to the SPA process. The EPR needs to establish the scope of the project, identify the impacts and planned mitigation in accordance with the TPAP requirements. 	
<p>Next Steps</p> <ol style="list-style-type: none"> 1. AECOM noted that Notice of Commencement will be issued on November 21, 2019. The Transit Project Assessment Process (TPAP) schedule will be expedited (i.e., less than the max. 120 days prescribed in the provincial regulation) with Notice of Completion scheduled for late January 2020. 2. The City requested AECOM’s responses be provided ahead of the transportation workshop. AECOM noted that the draft responses will be clarified following this TAC #2 discussion and will be provided to the City during the week of November 18, 2019. Comments that still require further discussion related to traffic and transportation will be highlighted and noted as “pending”. 3. The City asked when the transportation workshop will be held. LWLP noted that the workshop should be held following the senior meeting discussions on Nov. 26. ED noted that December 2019 is reasonable following discussions with BA Group. Refer to the <i>Post-meeting Note</i> for Item 3. 4. The City asked to see the Final Draft EPR prior to finalizing and issuing at Notice of Completion. AECOM advised that this second review has not been accounted for in the Project schedule. LWLP suggested providing the City with black-line version to 	<p>AECOM</p>

<p>highlight where major revisions are made in an effort to expedite a focused review. The City agreed that minor revisions should be submitted to the City and major updates including but not limited to those related to utilities and transportation will undergo the 30-day review period.</p> <p>5. The City asked for clarification on timing and processes of the EPR, the TPAP, and the SPA application. ED noted that 5% design has recently been submitted to MX/WEG, and it is anticipated that the SPA will be initiated in February 2020 with the 10% design. The City advised WEG to engage the City for a pre-consultation review between 5% and 10% design to identify any early issues, and suggested a smaller format “station design workshop” prior to the SPA consultation. The City to send LWLP and ED an email with required attendees and workshop preparation.</p> <p>6. LWLP summarized the following scheduled activities as a result of the meeting discussion, and noted that MX representatives should be in attendance at all meetings:</p> <ul style="list-style-type: none"> • Responses to the comments on technical reports and TAC #2 Meeting minutes – to be provided during the week of Nov 18 • Senior Level Meeting WEG & MX – scheduled for Nov 26 • Transportation Workshop with the City – targeting December 2019. <i>Post-meeting note: This workshop is scheduled for December 5, 2019.</i> • Station Design Workshop – timing TBD. <i>Post-meeting note: This workshop is scheduled for December 10, 2019.</i> • Transit operators’ meetings led by MX (Richard Borbridge) – ongoing • SPA pre-consultation – targeting February 2020 	<p>The City</p>
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Project Name: Highway 27-Woodbine Station EA

Date of Meeting: December 5, 2019

Attendees: Zuri Powell: Woodbine Entertainment Group (WEG)
**attended by phone* Marwa Khedr: Live Work Learn Play (LWLP)

Time: 1:00 PM to 3:00 PM

Location: Metro Hall
55 John Street
Toronto, ON M5J 1E6

Marni Dicker: LWLP
Carolyn Tunks: AECOM
Hossein Zarei: AECOM
Tony Yates: BA Group
Katie Bright: Metrolinx (MX)
Jessica Atuahene-Amankwa: MX
Joceli Pierossi: MX
Doug Smith: MX
Joseph Milos: MX
Hassib Abdul Samad: MX
Anthony Fanelli: EllisDon (ED)
Greg Tokarz: City of Toronto
Ivana Tasic: City of Toronto
Richard Beck: City of Toronto
Vera Gavrilova: City of Toronto
Andrea Roberts: City of Toronto
Andrés Jarrin: City of Toronto
Garvin Tom: City of Toronto
Brian Anders: City of Toronto
Josh Bassett: City of Toronto*
Amy Lee: LEA

Prepared By: Carolyn Tunks (AECOM)

Regrets: Gretel Green: MX
Richard Borbridge: MX
Cathy Borsa: MX
Madelin Blacha: AECOM
Mark Campbell: WEG

Regarding: Traffic Impact Study (TIS) Workshop

Minutes of Meeting

	Action
<p><u>Purpose and Overview</u></p> <p>1. The purpose of this meeting was to revisit some of the City's comments specifically related to the TIS and confirm AECOM's approach and responses that were previously pending from the TAC #2 Meeting on November 14, 2019.</p>	

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 7 calendar days, otherwise we will assume the contents to be correct.

Discussion of Comments and Preliminary Responses	
<p>1. AM Peak Hour Modelling: AECOM noted that they would be undertaking AM Peak Hour Modelling for their Study Area. The 2017 traffic counts will be used. It was mentioned that 2019 traffic counts were obtained, and the 2017 traffic counts will be used, as they are more conservative. Both sets of traffic counts will be provided as appendices. <i>(Post-meeting note: The traffic movement count was collected in Spring 2017 by Spectrum, and Spring 2019 by LEA Consulting Comparing the raw TMC data from the two data sources revealed that the total traffic volume entering the Study Area intersections from the 2019 TMC data is higher than that from the 2017 TMC data in the AM peak hour but lower in the PM peak hour. For the AM peak hour, the 2019 TMC data were used at the Study Area intersections where the 2019 data is available and at the remaining Study Area intersections, the 2017 TMC data were used. For the intersections that the 2019 TMC data were not available, the AM peak hour volumes were estimated by adjusting the related 2017 counts to balance with the 2019 counts of the intersections for which 2019 TMC data are available. This is included in Section 3.1.1 of the TIS)</i></p>	<p>AECOM</p>
<p>2. 1000 Parking Spaces rationale: MX noted that infrastructure requirements for Hwy 27-Woodbine GO were based on modelling in the framework of the Station Access Plan and planning with broader perspective on network needs. The approach taken conforms to the assumptions and commitments within the GO Expansion Full Business Case. This work anticipates approximately 5000 daily riders to the Woodbine Station from the surrounding traffic zones by 2041, and a mode split of 46% vehicle-based and 54% alternative (a combination of transit, PPUDO, cycling, and walk-up ridership). The model results in 966 home riders choosing park-and-ride as their preferred option for station access to Hwy 27-Woodbine GO. For the PPUDO, 40 spaces are allocated with a 10-space loading zone. The PPUDO requirement is drawn from a mode share of 18% based on the Greater Golden Horseshoe model (GGHM) output for the site.</p> <p>It was discussed if the model used accounts for surface ridership, and if a lower number of parking spaces was requested. The GGHM accounts for park and ride, cyclists, PPUDO, pedestrian walk-ins and car traffic. Given the ridership from the surrounding traffic analysis zones, the closure of Etobicoke North station, and the latent demand at Malton GO station, 1000 parking spaces is the number required. The model is further tied to TTS data. A lower number of parking spaces was not requested. LWLP noted that if WEG requires a change in parking supply, Metrolinx will need to provide approval. The justification for 1000 spaces will be added into the EPR, as described above.</p>	<p>AECOM</p>
<p>3. Number of bus bays assumed: The assessment of 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total plus space for Wheel-Trans for construction.) was discussed and the rationale for determining the number. The City reiterated the importance of providing the justification for the number of bus bays in the EPR. The City conveyed that bus bay capacity requirements are determined during the planning stage, and not the design stage. LWLP/ED noted that conversations are ongoing with the transit operators and will continue but are not resolved. The final number of bus bays will be confirmed during detailed design and will be based on what is “commercially reasonable”. Transit operators will continue to be a part of that conversation. As the number of bus bays will continue to be reviewed, rather than addressing rationale, the EPR will reflect up to 8 bus bays plus space for Wheel-Trans for construction with a future commitment</p>	

<p>for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met, will be included in the EPR. AECOM noted that difference between 4 and 8 bus bays is expected to have negligible or minor impacts and does not result in a change in mitigation.</p>	<p>AECOM</p>
<p>4. <u>Etobicoke North station</u>: The 2023 horizon year and the assumption for the closure of Etobicoke North Station in the TIS was discussed. AECOM/ ED/ MX explained that the TIS assessment used the 1000 parking spaces as a starting assumption, which was determined from the GGHM model for station ridership and access using a 2041 horizon year. The parking space requirement accounts for network needs including the closure and migration of patrons from Etobicoke North Station and increased demand from customers who would have previously chosen Malton Station as well. It was also noted there will be a period of overlap where the Etobicoke North station is still open, however, some patrons are diverting from Etobicoke North Station and using the new Woodbine Station. As a result, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS and updated in the comment response spreadsheet. The City inquired if origin data was available, and Metrolinx concluded that all analysis is through the GGHM.</p>	<p>AECOM</p>
<p>5. <u>Active Transportation and Future Connections</u>: AECOM/ED noted that a high-level qualitative narrative on the future approach to the active transportation network will be added to the EPR. This will include a description of the multi-use path providing a connection to Bethridge Road and Highway 27, the sidewalk south of Carlingview, and integration options with the Phase 1 Woodbine district works occurring to the North East of the subdivision. It was also noted that sidewalk construction is premature as it needs to integrate with future development, which is still ongoing. Permanent sidewalk use will be developed during the SPA process. The City inquired about the future cycling network, and where it will go, as well as where all the connection points will be. ED noted that pedestrian and cyclist integration with the surrounding Woodbine Districts is still being discussed and will be addressed once those developments advance. <u>Future Development</u>: AECOM and BA Group will connect separately to assess the information originally provided for the TIS and ensure it aligns with the Phase 1 Report. It was noted that Humberwood Blvd. South extension will not be part of the future development and will be eliminated from the modeled road network assessed in the future scenarios in the TIS. AECOM will remove Humberwood Blvd. South extension as a future street in the TIS. The City requested for more to be included in the EPR on the surrounding future development and what is provided in the Phase 1 report by BA Group. MX/LWLP/ED noted that the EPR focuses on the initial phase of the station and background on the future development, outside the Study Area, is not appropriate to include in the EPR. AECOM will update the background developments of the TIS for the Study Area to reflect the latest Phase 1 report.</p>	<p>AECOM</p>
<p><i>Post-meeting note: This is updated in Section 4.1.2.</i> LWLP also noted that Master Planning of the site is currently under-way, but at this time deliverables are not available to be shared publicly. As described and actioned above, rationale for</p>	<p>AECOM</p>

<p>parking will be provided in the EPR, including a statement on how the parking spaces will be balanced with the needs of the Project site, as the Woodbine Districts develops. WEG also noted that there is the option to re-evaluate the parking demand every 5 years.</p>	<p>AECOM</p>
<p>Other Comments/ Requests</p> <p>6. Road Modifications- The City inquired on when the road widening/modifications will be taking place. ED noted that it is a separate discussion to take place later on. Once AECOM's TIS is completed, it will be used a basis to inform the discussions around potential road widening/ modifications.</p> <p>7. Land conveyance- LWP noted that all project elements, with the exception of the parking spaces and the station plaza will be conveyed to MX.</p> <p>8. Queuing Analysis- It was discussed that traffic report produced by AECOM has certain turning lane queuing "failing" in the analysis with the station traffic. However, it came up from AECOM traffic engineer that these intersections are already failing in the base-case with no station. The TIS will be updated to note that existing infrastructure was already failing.</p> <p>9. Add mode share goal of mode split of 46% vehicle-based and 54% alternative (a combination of transit, PPUDO, cycling, and walk-up ridership) to the EPR</p> <p>10. Ensure the TIS and EPR make note that while Finch West LRT may be connected to the station in the future, it was not factored into the TIS analysis as the feasibility of the possible future connection with Finch West LRT would be a separate undertaking. This is described in Section 4.2 of the TIS.</p>	<p>AECOM</p> <p>AECOM</p> <p>AECOM</p>
<p>Next Steps</p> <ul style="list-style-type: none"> • Revised TIS to be provided to the City for review during the week of January 21st • AECOM/LWLP/MX noted only five business days is available for the City to review the revised TIS, to ensure Notice of Completion can be met in time • The City noted that they require 30 business days for review. • The timeline for the TIS review to be determine separately between the City and LWLP • MX noted that the 30-day Public Review period that follows Notice of Completion is additionally available review time • The City inquired on a general schedule capturing the next few submissions (EA, SPA, etc.) so they can plan resources accordingly. LWLP noted that a schedule will be shared at the first pre-consultation meeting scheduled for March 2020. 	<p>AECOM</p> <p>City, LWLP</p> <p>LWLP/ED</p>

Appendix **C5**

Pre-TPAP Consultation

Review Agency & Stakeholders

From: Blacha, Madelin
Sent: Monday, January 6, 2020 3:54 PM
To: Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station TPAP - TAC meeting booking

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Tuesday, September 10, 2019 12:03 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Tunks, Carolyn <Carolyn.Tunks@ae.com>
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Thanks very much Andrea.

I will sort out a room here and send out the invitation with details. Meeting materials will be added to the invitation as they become available.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: September-10-19 9:24 AM
To: Katie Bright
Cc: Vera Gavrilova; Shalin Yeboah; Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Marni Dicker; Marwa Khedr; Carolyn Tunks
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Hi Katie,
Thanks for the update. That date/time will be fine. Unfortunately our boardroom is not available that day. Could you please host it at Metrolinx?

These are the invitees for the calendar invite:
Prabir.Das@toronto.ca; John.Lam@toronto.ca; Greg.Tokarz@toronto.ca; Vera.Gavrilova@toronto.ca; Scott.Haskill@ttc.ca; Andres.Jarrin@toronto.ca; Liora.Freedman@toronto.ca; Michael.Jacobs@toronto.ca; Ulrica.Ho@toronto.ca; Jackson.Lee@toronto.ca; Susan.McConnell@toronto.ca; Vicky.Shi@toronto.ca; Tina.Fernandes4@toronto.ca; Thuy.Nguyen@toronto.ca; Anita.Sparre@toronto.ca; Richard.Beck@toronto.ca; Joshua.Bassett@toronto.ca; andrea.roberts@toronto.ca;

Please provide materials as soon as possible so City staff have time to review in advance of the meeting. Thanks.
Cheers,
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
T: (416) 397-9526
M: (416) 688-3325

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: September 10, 2019 8:29 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@ae.com>
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Hi Andrea,

Based on availability at this end, the preferred slot is Tuesday September 17 from 9:30am to 11:00am. Can you please confirm that and location? If meeting space is challenging please let me know and I will take a look at Metrolinx options.

Thanks,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx

From: Katie Bright
Sent: September-06-19 4:15 PM
To: 'Andrea Roberts'
Cc: Vera Gavrilova; Shalin Yeboah; Shannon McNeill
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Thanks Andrea. The revised order is noted.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: September-06-19 4:12 PM
To: Katie Bright
Cc: Vera Gavrilova; Shalin Yeboah; Shannon McNeill
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Thanks Katie. And actually, I'd like to re-order the preference as a key person is not available on the 17th now.

1. Sept 23 from 1pm to 230pm
2. Sept 16th from 3pm to 430pm
3. Sept 17th from 930am to 11am

Thanks!
Andrea

Andrea Roberts

Senior Project Manager
Transit Expansion Office
T: (416) 397-9526
M: (416) 688-3325

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: September 6, 2019 4:11 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Hi Andrea,

Thanks very much for the dates. I will loop back at this end and get back to you ASAP.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: September-06-19 3:38 PM
To: Katie Bright
Cc: Vera Gavrilova; Shalin Yeboah
Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Hi Katie,
I have found 3 potential dates / times where most City staff would be able to attend the TAC. Please find these below in order of preference:

1. Sept 17th from 930am to 11am
2. Sept 16th from 3pm to 430pm
3. Sept 23 from 1pm to 230pm

Please let us know which you would like to proceed with.

Thanks.
Andrea

Andrea Roberts

Senior Project Manager
Transit Expansion Office
T: (416) 397-9526
M: (416) 688-3325

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]

Sent: August 30, 2019 3:07 PM

To: Vera Gavrilova <Vera.Gavrilova@toronto.ca>

Cc: Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>

Subject: RE: Highway 27-Woodbine Station TPAP - TAC meeting booking

Hi Vera,

I am following up on our discussion yesterday morning. I understand that you have been discussing this with Shalin and aiming to loop back soon.

Can you please provide the potential TAC meeting dates or a timeline for that feedback?

Thanks very much,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065

From: Katie Bright

Sent: August-27-19 8:27 AM

To: 'Vera.Gavrilova@toronto.ca'

Cc: 'Shalin Yeboah'; Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; 'Marni Dicker'; 'Marwa Khedr'; 'Tunks, Carolyn'

Subject: Highway 27-Woodbine Station TPAP - TAC meeting booking

Hi Vera,

Following up on my voicemail message yesterday:

I am reaching out to book a Technical Advisory Committee (TAC) meeting with City staff for the Highway 27-Woodbine Station. Project details are provided below.

Can you please provide some timeslot options for a meeting no later than mid-September? This timing is requested to support connecting with staff prior to a public meeting.

Metrolinx, in partnership with Woodbine Entertainment Group (WEG), is proposing a new GO Station located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. This project will be assessed under the Transit Project Assessment Process (TPAP) and is a Transit Oriented Development undertaking.

The project is located along the Kitchener rail corridor and is proposed to include:

- Two island platforms (north and south);

- Passenger pick up and drop off;

- Bus loop;

- Plaza structure;

- Vehicle parking;

- Bicycle storage facility;

- Station building;

- Roadway with direct access to the station building, parking facility and public roadway;

- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and

- New tracks and/or realignment of the existing tracks.

The project is currently in the pre-planning phase of the TPAP.

Please reach out if additional information or discussion would be helpful.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065



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From: Andrea Roberts <Andrea.Roberts@toronto.ca>
Sent: Monday, October 28, 2019 10:17 AM
To: 'Katie Bright'
Cc: Vera Gavrilova; transitea@woodbine.com; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Jessica Atuahene-Amankwa; Georgina Collymore; Marni Dicker; Marwa Khedr; afanelli@ellisdon.com; Tunks, Carolyn
Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

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.

Thanks Katie. We will circulate these for review.

Please note that the City requires more than 7 days to review the minutes, so the disclaimer will not apply here.

Cheers
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: October 28, 2019 9:07 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; afanelli@ellisdon.com; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Andrea,

The draft meeting minutes are attached.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: October-25-19 8:52 AM
To: Katie Bright
Cc: Vera Gavrilova
Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Katie
I'd like to follow up on the status of the minutes from the TAC #1 meeting.
Thanks
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: September 25, 2019 8:33 AM
To: Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Cc: Andrea Roberts <Andrea.Roberts@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks

carolyn.tunks@aecom.com > afanelli@ellisdon.com >

Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Vera,

The technical reports currently under review will be summarized in the draft EPR and copies appended. This amounts to the bulk of the draft EPR content and is why receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Vera Gavrilova [<mailto:Vera.Gavrilova@toronto.ca>]

Sent: September-24-19 6:00 PM

To: Katie Bright

Cc: Andrea Roberts

Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Katie,

Another quick question. Can you please confirm that the imminent draft EPR will contain the technical reports (or perhaps a condensed version of them) as well?

Kind regards,

Vera

From: Vera Gavrilova

Sent: September 23, 2019 6:55 PM

To: 'Katie Bright' <Katie.Bright@metrolinx.com>

Cc: Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; afanelli@ellisdon.com; Andrea Roberts <Andrea.Roberts@toronto.ca>

Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Katie,

While we are awaiting meeting minutes, I wanted to follow up on one of the points raised during the discussion. If I am not mistaken, it was mentioned that you had completed preliminary servicing/stormwater management reports. Is it so, and if it is, when would you be able to share them with us?

Kind regards,

Vera



Vera Gavrilova | Project Coordinator
Transit Expansion Office
Metro Hall, 55 John St, 19th Floor
Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]

Sent: September 20, 2019 1:28 PM

To: Andrea Roberts <Andrea.Roberts@toronto.ca>

Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; afanelli@ellisdon.com

Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Andrea,

Thank you for the feedback.

I will follow up at this end regarding availability and send the TAC meeting invitation ASAP. I will leave the location as TBD (City or Metrolinx) and coordinate with you to confirm.

Work is underway to support circulating the meeting notes next week. The notes will include an update re: requested mapping.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: September-20-19 1:18 PM
To: Katie Bright
Cc: Vera Gavrilova; Shalin Yeboah
Subject: RE: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Katie
Thanks for your email summarizing our discussion.

We look forward to receiving the EPR technical studies today, and will circulate them for City division review and comment within 30 business days. Once received, the draft EPR will also be circulated for review and comment within 30 business days. A reminder that October 14th and November 11th are not business days at the City.

Thank you for providing the details for the public open house. At a minimum, TEO representatives will attend as observers.

For the next TAC meeting, the following timeslots are currently available: afternoon of November 14th, morning of November 13th, afternoon of November 12th, afternoon of November 7th. Please note that I am not holding anything in calendars so I recommend booking the meeting soon. For now, please include the following people on the invitation:

Eric.Chu@ttc.ca; Prabir.Das@toronto.ca; John.Lam@toronto.ca; Greg.Tokarz@toronto.ca; Vera.Gavrilova@toronto.ca; Scott.Haskill@ttc.ca; Andres.Jarrin@toronto.ca; Liora.Freedman@toronto.ca; Michael.Jacobs@toronto.ca; Ulrica.Ho@toronto.ca; Jackson.Lee@toronto.ca; Susan.McConnell@toronto.ca; Vicky.Shi@toronto.ca; Tina.Fernandes4@toronto.ca; Thuy.Nguyen@toronto.ca; Anita.Sparre@toronto.ca; Richard.Beck@toronto.ca; Joshua.Bassett@toronto.ca; andrea.roberts@toronto.ca;

We will be in touch if an interim meeting would support our review of the EPR technical studies.

Finally, please provide the requested map and the draft meeting minutes at your earliest convenience.

Thanks, and have a nice weekend!
Cheers,
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
T: (416) 397-9526
M: (416) 688-3325

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: September 18, 2019 12:35 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>; afanelli@ellisdon.com
Subject: Highway 27-Woodbine Station - report reviews, public meeting, next TAC meeting

Hi Andrea,

Further to the Highway 27-Woodbine Station TAC meeting yesterday and our discussion this morning, below are key details and dates for the next few months.

As discussed at the TAC meeting, it is understood that a map showing key areas referenced in discussion (e.g. transit integrated district, TPAP study area, station lands) is requested. Follow up is ongoing to determine mapping that can be provided.

Technical Reports

The technical reports prepared in support of the draft EPR will be provided to the City this **Friday September 20** for comments to be returned **Monday November 4** (i.e. 30 business day review period). The reports will be provided via online file transfer (WeTransfer) and a comment table provided for use in submitting comments.

Draft Environmental Project Report (EPR)

The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

The draft EPR will be provided no later than **Wednesday October 2** for comments no later than 30 business days later (November 14 if provided October 2). As discussed and with the review efficiency noted above in mind, once the draft EPR review has been initiated please follow up to confirm if it would be possible to provide comments earlier and ideally by Monday November 4.

Public Meeting – October 10

There is not a requirement for City staff participation in this public meeting; however, it is understood that participation as an observer would be supportive of project understanding and review.

Thank you for confirming that City participation will be in an observer capacity and that you will be attending and Vera may also attend.

The meeting will be held on **Thursday October 10** from **7:00-9:00pm** at the **Humberwood Community Centre** located at 850 Humberwood Boulevard, Etobicoke, ON, M9W 7A6.

Next TAC Meeting

Please provide meeting options (date, time) for the next TAC meeting to be scheduled between **November 7 – 14**. This timing is supportive of the project schedule and associated review of comments and responses.

I understand that you are reviewing and likely revising the staff list for the TAC. Please share that once available.

If a meeting with the TAC, or subset of the TAC, would be helpful during review of the reports we can certainly coordinate that and please suggest meeting options.

As always, please reach out if any additional information or discussion would be helpful.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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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: Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Sent: Monday, November 4, 2019 4:17 PM
To: 'Katie Bright'
Cc: Shalin Yeboah; 'Shannon McNeill'; 'Jessica Atuahene-Amankwa'; 'Cathy Borsa'; 'Joceli Pierossi'; 'Douglas Smith'; 'Hassib Abdul Samad'; 'Richard Borbridge'; 'Marni Dicker'; 'Marwa Khedr'; Tunks, Carolyn; Blacha, Madelin; 'afanelli@ellisdon.com'; 'transitea@woodbine.com'; Andrea Roberts
Subject: RE: Highway 27-Woodbine Station - technical reports for review (City of Toronto)
Attachments: CoT Comments - Woodbine GO Station - TPAP - Technical Reports - 4NOV2019.xls

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 Katie,

I hope you are keeping well.

Please find attached the City's consolidated comments on the technical reports:

"CoT Comments - Woodbine GO Station - TPAP - Technical Reports - 4NOV2019.xls"

Please be mindful that the spreadsheet contains multiple tabs – one for each City Division.

If you have any questions, please do not hesitate to reach out.

Kind regards,

Vera



Vera Gavrilova | Project Coordinator
Transit Expansion Office
Metro Hall, 55 John St, 19th Floor
Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Vera Gavrilova
Sent: September 23, 2019 6:24 PM
To: 'Katie Bright' <Katie.Bright@metrolinx.com>
Cc: Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <mami@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com; Andrea Roberts <Andrea.Roberts@toronto.ca>
Subject: RE: Highway 27-Woodbine Station - technical reports for review (City of Toronto)

Hi Katie,

I hope all is well. I acknowledge receipt of the following documents:

1. **Air Quality Assessment - RPT_2019-09-17_60606819 Woodbine Station AQA.pdf**
2. **Stage 1 Archaeological Assessment - RPT-2019-07-04-WoodbineStation-Stage 1 AA-60606819.pdf**
3. **Cultural Heritage Assessment Report (CHER) - RPT-2019-07-23-WoodbineStation-CHAR-60606819.pdf**
4. **Natural Environment Report - RPT-2019-08-16-WoodbineStation-NER.pdf**
5. **Noise & Vibration Impact Report - RPT-2019-09-16-WoodbineStation-AAR Constr NV-60606819.pdf**
6. **Socia-Economic & Land Use Characteristic Study - RPT-2019-09-20-WoodbineStation-Socio-Economic and Land Use Characteristics Study.pdf**
7. **Traffic Impact Study - RPT-2019-09-20-WoodbineStation-TIS-60606819.pdf**

We are reviewing the reports and will get back to you with our comments by EOD on Monday, November 4, 2019.

Kind regards,

Vera



Vera Gavrilova | Project Coordinator
Transit Expansion Office
Metro Hall, 55 John St, 19th Floor
Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: September 20, 2019 4:14 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard

Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: Highway 27-Woodbine Station - technical reports for review (City of Toronto)

Hi Andrea,

Further to discussion regarding report reviews, please use the following link to download the technical reports prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station:

<https://we.tl/t-TI2n31cFBI>

Please note that the link will expire in 7 days.

The reports address:

- Archaeology
- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

Please provide City comments by **Monday November 4**. A comment sheet is attached for your use.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065



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From: Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Sent: Friday, November 15, 2019 7:51 AM
To: 'Katie Bright'
Cc: Shalin Yeboah; 'Jessica Atuahene-Amankwa'; 'Cathy Borsa'; 'Joceli Pierossi'; 'Douglas Smith'; 'Hassib Abdul Samad'; 'Richard Borbridge'; 'Marni Dicker'; 'Marwa Khedr'; Tunks, Carolyn; Blacha, Madelin; 'afanelli@ellisdon.com'; 'transitea@woodbine.com'; Andrea Roberts
Subject: RE: Highway 27-Woodbine Station - draft EPR for review (City of Toronto)
Attachments: CoT Comments - Woodbine GO - TPAP - Draft EPR - 15 November 2019.xls

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Hi Katie,

Hope you had a good week.

Please find attached the City's consolidated comments on the draft EPR – "CoT Comments - Woodbine GO - TPAP - Draft EPR - 15 November 2019.xls". If you have questions about any of the comments, please do not hesitate to reach out.

We look forward to receiving your responses to our comments on the Technical Reports so that we begin scheduling follow-up discussions.

Kind regards,
Vera


Vera Gavrilova | Project Coordinator
Transit Expansion Office
Metro Hall, 55 John St, 19th Floor
Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Vera Gavrilova
Sent: October 3, 2019 1:25 PM
To: 'Katie Bright' <Katie.Bright@metrolinx.com>
Cc: Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com; Andrea Roberts <Andrea.Roberts@toronto.ca>
Subject: RE: Highway 27-Woodbine Station - draft EPR for review (City of Toronto)

Hi Katie,

Hope your week is going well.

I acknowledge receipt of the following files:

1. **Draft EPR - "2019-09-30-WoodbineStation-RPT-Draft EPR-Rev2.pdf"**
2. **Stage 2 Archaeological Assessment - "RPT-2019-08-30-Woodbine Station-Stage 2 AA-60606819 (1).pdf"**
3. Empty comment log - "Hwy 27-Woodbine Station - report review comment sheet.xls"

We are now reviewing the documents. We would like to use the full 30-business-day review period to evaluate the submission. We will submit our comments before EOD on Friday, 15 November 2019.

Kind regards,
Vera


Vera Gavrilova | Project Coordinator
Transit Expansion Office
Metro Hall, 55 John St, 19th Floor
Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: October 2, 2019 2:25 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Shalin Yeboah <Shalin.Yeboah@toronto.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - draft EPR for review (City of Toronto)

Hi Andrea,

Further to discussion regarding report reviews, please use the following link to download the draft Environmental Project Report (EPR) prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station: <https://we.tl/t-WMLbtbQaVp>.

Please note that the [link will expire in 7 days](#).

Also included with download link is the final Stage 2 Archaeological Assessment report (Appendix B7 of the EPR) as registered by the Ministry of Tourism, Culture and Sport.

Note also that Appendix A of the draft EPR provides the concept design (also in Figure 3.1) and is included with the draft EPR report file.

Please provide City comments by **Friday November 15**. A comment sheet is attached for your use.

The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports that are already with the City for review. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

As previously discussed and with the review efficiency noted above in mind, once the draft EPR review has been initiated please follow up to confirm if it would be possible to provide comments earlier and ideally by Monday November 4.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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: Andrea Roberts <Andrea.Roberts@toronto.ca>
Sent: Friday, November 8, 2019 9:00 AM
To: 'Katie Bright'
Cc: Vera Gavrilova; transitea@woodbine.com; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Jessica Atuahene-Amankwa; Georgina Collymore; Marni Dicker; Marwa Khedr; afanelli@ellisdon.com; Tunks, Carolyn
Subject: RE: Woodbine EA Clarification

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Thank you Katie. We will circulate this version.
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: November 8, 2019 8:54 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; afanelli@ellisdon.com; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: RE: Woodbine EA Clarification

Hi Andrea,

The updated meeting notes are attached. We look forward to receiving City staff review feedback.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: November-07-19 12:18 PM
To: Katie Bright
Cc: Vera Gavrilova
Subject: FW: Woodbine EA Clarification

Hi Katie,
Please provide the updated TAC #1 meeting minutes, with the revised post meeting notes, so we can circulate those to City staff for review – as agreed on our call last week.
Thanks
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Andrea Roberts
Sent: November 4, 2019 11:07 AM
To: 'Marwa Khedr' <Marwa@lwp.com>
Cc: Marni Dicker <marni@lwp.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Anthony Fanelli <afanelli@ellisdon.com>; Katie Bright <Katie.Bright@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Subject: RE: Woodbine EA Clarification

Hi Marwa,

We fully appreciate the scale of the development, and that it is still in the concept stage. This is actually why we have asked you to help us to understand how the EA study area fits into this broader development, and to define the terms that you frequently used during the TAC #1 meeting. Helping us to understand the terms you are using will allow us to more effectively review the EPR and technical studies.

So, are the Station Lands the same as the EA Study Area found on page 3 (figure 1-1) of the draft EPR? If not, can you please describe the extent of the Station Lands?

Can you provide us with a general description of the Transit Integrated District, fully recognizing that this is still under development?

Thanks.
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Marwa Khedr [<mailto:Marwa@lwp.com>]
Sent: November 4, 2019 10:59 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Marni Dicker <marni@lwp.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Anthony Fanelli <afanelli@ellisdon.com>; Katie Bright <Katie.Bright@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>
Subject: Woodbine EA Clarification

Hi Andrea,

Thank you for taking the time to voice your concerns last Friday. As per your request, I've provided more context to clarify and answer some of the questions you had asked on our call.

The EA Marni was referring to at the TAC meeting was previously done on the north east portion of the Woodbine site, known as Block 10 (OGG project underway). Important to note that this particular EA on Block 10 has no association to the on-going transit station EA at the south end of the site. The transit station is the next asset under development, and the purpose of the current Environmental Assessment.

A larger and more detailed district map is currently at the conceptual stage and we will be developing the site through different phases and blocks. Please appreciate that the entire development is approximately 684 acres. To be most specific- The Metrolinx transit station is going to be located on the "Station Lands". The balance of area that we are referring to as "Transit Integrated District" refers to the area surrounding the station which we are currently working with architects to develop. The above is terminology that is specific to the Agreement between WEG and Metrolinx as it relates to the project.

Our apologies if this caused any confusion.

Please feel free to contact me if you have any additional questions.

Thank you,

Marwa Khedr
Project Manager
[Live Work Learn Play](#)
Office: (416)-597-2405 ext. 250
Mobile: (647)-850-5447
Email: marwa@lwp.com

1140 Sheppard Ave West, Unit 8 | Toronto | Ontario | M3K 2A2 | Tel 416-597-2405 | Fax 514.788.3334 www.liveworklearnplay.com

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From: Gretel Green <Gretel.Green@metrolinx.com>
Sent: Wednesday, November 27, 2019 10:38 AM
To: Andrea Roberts
Cc: Vera Gavrilova; Katie Bright; transitea@woodbine.com; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Jessica Atuahene-Amankwa; Georgina Collymore; Marni Dicker; Marwa Khedr; afanelli@ellisdon.com; Tunks, Carolyn
Subject: RE: Woodbine TAC 1 Meeting

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.

Andrea,
Thanks for the update.

Gretel Green, M.Sc. CISEC
Project Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.1649 | C: 647.274.4047



From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: November-27-19 9:55 AM
To: Gretel Green
Cc: Vera Gavrilova; Katie Bright; transitea@woodbine.com; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Jessica Atuahene-Amankwa; Georgina Collymore; Marni Dicker; Marwa Khedr; afanelli@ellisdon.com; Carolyn Tunks
Subject: RE: Woodbine TAC 1 Meeting

Hi Gretel
Thank you for providing the final TAC #1 minutes.

The draft TAC #2 minutes have been circulated to attendees for comment. Please note that the City requires more than 7 days to review the minutes so the disclaimer in the document will not apply here.

Cheers
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Gretel Green [<mailto:Gretel.Green@metrolinx.com>]
Sent: November 26, 2019 10:25 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; afanelli@ellisdon.com; Carolyn Tunks <carolyn.tunks@aec.com>
Subject: RE:Woodbine TAC 1 Meeting

Hi Andrea,
Please find the meeting minutes from Tac #1 attached.
We will be sending Tac #2 meeting minutes and City comment responses soon.

Hope you are enjoying the nice weather!

Gretel Green, M.Sc. CISEC
Project Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.1649 | C: 647.274.4047



From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: November-20-19 9:54 AM
To: Gretel Green
Cc: Vera Gavrilova; Katie Bright; Jessica Atuahene-Amankwa
Subject: RE: Woodbine EA Clarification

Hi Gretel,
In Katie's absence, attached please find the City's comments on the draft minutes from TAC #1. Please provide a final version, and we will circulate it to City attendees for their files.

Happy to chat if you have any questions. Thanks.
Cheers
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: November 8, 2019 8:54 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; afanelli@ellisdon.com; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: RE: Woodbine EA Clarification

Hi Andrea,

The updated meeting notes are attached. We look forward to receiving City staff review feedback.

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: November-07-19 12:18 PM
To: Katie Bright
Cc: Vera Gavrilova
Subject: FW: Woodbine EA Clarification

Hi Katie,
Please provide the updated TAC #1 meeting minutes, with the revised post meeting notes, so we can circulate those to City staff for review – as agreed on our call last week.
Thanks
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Andrea Roberts
Sent: November 4, 2019 11:07 AM
To: 'Marwa Khedr' <Marwa@lwp.com>
Cc: Marni Dicker <marni@lwp.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Anthony Fanelli <afanelli@ellisdon.com>; Katie Bright <Katie.Bright@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Subject: RE: Woodbine EA Clarification

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Can you provide us with a general description of the Transit Integrated District, fully recognizing that this is still under development?

Thanks.
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Marwa Khedr [<mailto:Marwa@lwp.com>]

Sent: November 4, 2019 10:59 AM

To: Andrea Roberts <Andrea.Roberts@toronto.ca>

Cc: Marni Dicker <marni@lwp.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Anthony Fanelli <afanelli@ellisdon.com>; Katie Bright <Katie.Bright@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>

Subject: Woodbine EA Clarification

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Our apologies if this caused any confusion.

Please feel free to contact me if you have any additional questions.

Thank you,

Marwa Khedr
Project Manager
[Live Work Learn Play](#)
Office: (416)-597-2405 ext. 250
Mobile: (647)-850-5447
Email: marwa@lwp.com

1140 Sheppard Ave West, Unit 8 | Toronto | Ontario | M3K 2A2 | Tel 416-597-2405 | Fax 514.788.3334 www.liveworklearnplay.com

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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: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Friday, August 9, 2019 2:50 PM
To: Katie Bright
Cc: Desautels, Solange (MECP); Cross, Annamaria (MECP); Shannon McNeill; Evers, Andrew (MECP); Batista, Cindy (MECP); Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Marni Dicker; Marwa Khedr; Tunks, Carolyn
Subject: RE: Woodbine TPAP - request for Project Officer

Hello Katie,

Andrew Evers (acting for Solange Desautels) and I are available next week Tuesday and Thursday morning for an hour meeting. As for the week of August 19th, our schedules are pretty open right now.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: August-09-19 2:30 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cross, Annamaria (MECP) <Annamaria.Cross@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>
Subject: RE: Woodbine TPAP - request for Project Officer

Hi Cindy,

I would like to arrange a meeting with MECP to provide a project overview and discuss reporting and schedule.

Can you please provide some timeslots that would work for MECP this month? I am thinking that two hours should be sufficient.

We would be happy to come to your office or host the meeting at Metrolinx.

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: July-15-19 10:04 AM
To: Katie Bright
Subject: RE: Woodbine TPAP - request for Project Officer

Thanks Katie!

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: July-11-19 3:56 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cross, Annamaria (MECP) <Annamaria.Cross@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>
Subject: RE: Woodbine TPAP - request for Project Officer

Hi Cindy,

Thank you for confirming that you will be the main contact. It is currently anticipated that the draft EPR will be provided to MECP in September/October 2019.

Metrolinx will address the regulatory requirement to contact MECP for advice related to identifying potentially interested Indigenous communities. Work is underway to identify the list of communities and that list will be shared with MECP.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

Sent: July-11-19 9:02 AM

To: Katie Bright; Desautels, Solange (MECP)

Cc: Cross, Annamaria (MECP); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Marni Dicker; Marwa Khedr; Carolyn Tunks; Batista, Cindy (MECP)

Subject: RE: Woodbine TPAP - request for Project Officer

Good Morning Kate,

I will be your main contact for the proposed transit project as this time. Thanks for providing the key dates below. Can you tell me when the ministry can expect to see a draft Environmental Project Report?

In addition, please send me the Aboriginal community list that are to be consulted for this project, so that the ministry can confirm Metrolinx and WEG are consulting with appropriate groups. In this email, please provide project details, any anticipated impacts, including a map of the project area.

Please do not hesitate to contact me further if you have any questions.

Regards,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: July-11-19 8:02 AM

To: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>

Cc: Cross, Annamaria (MECP) <Annamaria.Cross@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Carolyn Tunks <carolyn.tunks@aecom.com>

Subject: Woodbine TPAP - request for Project Officer

Hi Solange,

Metrolinx, in partnership with Woodbine Entertainment Group (WEG), is proposing a new GO Station located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. This project will be assessed under the Transit Project Assessment Process (TPAP) and is a Transit Oriented Development undertaking.

The project is located along the Kitchener rail corridor and is proposed to include:

- Two island platforms (north and south);
- Passenger pick up and drop off;
- Bus loop;
- Plaza structure;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

The project is currently in the pre-planning phase of the TPAP. Anticipated TPAP key dates are:

Notice of Commencement – November 2019

Notice of Completion – January 2020

Statement of Completion – March 2020

Can you please provide a MECP Project Officer for this project?

Feel free to give me a call if you need any further details or clarifications.

Thanks,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065



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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: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Friday, August 9, 2019 2:50 PM
To: Katie Bright
Cc: Desautels, Solange (MECP); Cross, Annamaria (MECP); Shannon McNeill; Evers, Andrew (MECP); Batista, Cindy (MECP); Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Marni Dicker; Marwa Khedr; Tunks, Carolyn
Subject: RE: Woodbine TPAP - request for Project Officer

Hello Katie,

Andrew Evers (acting for Solange Desautels) and I are available next week Tuesday and Thursday morning for an hour meeting. As for the week of August 19th, our schedules are pretty open right now.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: August-09-19 2:30 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cross, Annamaria (MECP) <Annamaria.Cross@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: RE: Woodbine TPAP - request for Project Officer

Hi Cindy,

I would like to arrange a meeting with MECP to provide a project overview and discuss reporting and schedule.

Can you please provide some timeslots that would work for MECP this month? I am thinking that two hours should be sufficient.

We would be happy to come to your office or host the meeting at Metrolinx.

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: July-15-19 10:04 AM
To: Katie Bright
Subject: RE: Woodbine TPAP - request for Project Officer

Thanks Katie!

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: July-11-19 3:56 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Cross, Annamaria (MECP) <Annamaria.Cross@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: RE: Woodbine TPAP - request for Project Officer

Hi Cindy,

Thank you for confirming that you will be the main contact. It is currently anticipated that the draft EPR will be provided to MECP in September/October 2019.

Metrolinx will address the regulatory requirement to contact MECP for advice related to identifying potentially interested Indigenous communities. Work is underway to identify the list of communities and that list will be shared with MECP.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

Sent: July-11-19 9:02 AM

To: Katie Bright; Desautels, Solange (MECP)

Cc: Cross, Annamaria (MECP); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Marni Dicker; Marwa Khedr; Carolyn Tunks; Batista, Cindy (MECP)

Subject: RE: Woodbine TPAP - request for Project Officer

Good Morning Kate,

I will be your main contact for the proposed transit project as this time. Thanks for providing the key dates below. Can you tell me when the ministry can expect to see a draft Environmental Project Report?

In addition, please send me the Aboriginal community list that are to be consulted for this project, so that the ministry can confirm Metrolinx and WEG are consulting with appropriate groups. In this email, please provide project details, any anticipated impacts, including a map of the project area.

Please do not hesitate to contact me further if you have any questions.

Regards,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: July-11-19 8:02 AM

To: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>

Cc: Cross, Annamaria (MECP) <Annamaria.Cross@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Carolyn Tunks <carolyn.tunks@aecom.com>

Subject: Woodbine TPAP - request for Project Officer

Hi Solange,

Metrolinx, in partnership with Woodbine Entertainment Group (WEG), is proposing a new GO Station located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. This project will be assessed under the Transit Project Assessment Process (TPAP) and is a Transit Oriented Development undertaking.

The project is located along the Kitchener rail corridor and is proposed to include:

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The project is currently in the pre-planning phase of the TPAP. Anticipated TPAP key dates are:

Notice of Commencement – November 2019

Notice of Completion – January 2020

Statement of Completion – March 2020

Can you please provide a MECP Project Officer for this project?

Feel free to give me a call if you need any further details or clarifications.

Thanks,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065



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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: Tunks, Carolyn
Sent: Tuesday, August 20, 2019 3:20 PM
To: Blacha, Madelin; Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station TPAP - identification of potentially interested Indigenous communities

Follow Up Flag: Follow up
Flag Status: Completed

FYI- mads for the contact list I think maybe this might confirm/ change things

And jarrid- for consultation tracking

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Tuesday, August 20, 2019 12:28 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Fallon Melander <Fallon.Melander@metrolinx.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Marwa Khedr <Marwa@lwlp.com>; Marni Dicker <marni@lwlp.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Shannon McNeill <Shannon.McNeill@metrolinx.com> <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com> <Jessica.Atuahene-Amankwa@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: Highway 27-Woodbine Station TPAP - identification of potentially interested Indigenous communities

Hello Katie,

This email confirms that Metrolinx has included all of the Aboriginal communities that the ministry would identify for consultation purposes for the transit project assessment process for your proposal.

Please note that this advice is subject to change as more information becomes available. Please let me know if contact information is required for any of these communities.

Regards,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: August-20-19 8:48 AM
To: Malcolmson, Heather (MECP) <Heather.Malcolmson@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Fallon Melander <Fallon.Melander@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marwa Khedr <Marwa@lwlp.com>; Marni Dicker <marni@lwlp.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Subject: Highway 27-Woodbine Station TPAP - identification of potentially interested Indigenous communities

Hello Ms. Malcolmson,

Please see the attached letter regarding identification of potential interested Indigenous communities for the Highway 27-Woodbine Station project that is being assessed under the Transit Project Assessment Process.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Tuesday, August 20, 2019 10:15 AM
To: Katie Bright; Malcolmson, Heather (MECP)
Cc: Desautels, Solange (MECP); Fallon Melander; Tunks, Carolyn; Marwa Khedr; Marni Dicker; Cathy Borsa; Joceli Pierossi; Douglas Smith; Shannon McNeill; Jessica Atuahene-Amankwa; Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station TPAP - identification of potentially interested Indigenous communities

Good Morning Katie,

Thank you for your letter requesting the ministry to confirm the Aboriginal communities who may have interest or may be impacted by the proposed transit project. The ministry should be able to confirm the Aboriginal community list this week.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎ 416-314-7225 | 📠 416-314-8452 | ✉ cindy.batista@ontario.ca

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

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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: August-20-19 8:48 AM
To: Malcolmson, Heather (MECP) <Heather.Malcolmson@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Fallon Melander <Fallon.Melander@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marwa Khedr <Marwa@lwlp.com>; Marni Dicker <marni@lwlp.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Subject: Highway 27-Woodbine Station TPAP - identification of potentially interested Indigenous communities

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Thanks and regards,

- Katie

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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Monday, September 23, 2019 12:11 PM
To: Batista, Cindy (MECP)
Cc: Desautels, Solange (MECP); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Tunks, Carolyn; Blacha, Madelin; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Following up on our discussion this morning:

Thanks for confirming the review turnaround time is doable and flagging file transfer issues. I am glad that we were able to sort out file transfer via the provincial Enterprise Attachment Transfer System (EATS). EATS will also be used when it comes time to send you the draft EPR.

Please reach out if any discussion would help to support MECP review.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Katie Bright
Sent: September-20-19 4:17 PM
To: 'Batista, Cindy (MECP)'
Cc: Desautels, Solange (MECP); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; 'Marni Dicker'; 'Marwa Khedr'; Carolyn Tunks; 'Blacha, Madelin'; 'afanelli@ellisdon.com'; 'transitea@woodbine.com'
Subject: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Further to the meeting on August 20th and my voicemail message today, please use the following link to download the technical reports prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station:

<https://we.tl/t-Tl2n31cFBI>

Please note that the link will expire in 7 days.

The reports address:

- Archaeology
- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

Please provide MECP comments by **Friday November 1**. A comment sheet is attached for your use.

The draft EPR will be provided no later than October 2 with comments due back November 1. The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
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T: 416.202.4967 C: 647.927.5065



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From: Blacha, Madelin
Sent: Monday, January 6, 2020 3:51 PM
To: Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station - technical reports for review (MECP)

Categories: Blue Category

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Monday, September 30, 2019 3:07 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hello Katie,

This email confirms that, at this time, we will only need one hard copy of the draft EPR and supporting appendices. Please send the documents to the address below.

Thank you,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎ 416-314-7225 | 📠 416-314-8452 | ✉ cindy.batista@ontario.ca

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

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: September-25-19 11:13 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

The draft EPR is on track to be sent October 1 or October 2 (one week from today) at the latest.

Your request for a hardcopy, and potentially additional hardcopies, is noted. It will be helpful to know hardcopy requirements as soon as possible and will be greatly appreciated if the need for hardcopies can be kept to a minimum. It will take some time to produce any hardcopies so those will follow after the report is submitted electronically.

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: September-25-19 11:01 AM
To: Katie Bright
Cc: Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hello Katie,

I too am happy to hear that it worked out. I ask that when Metrolinx is ready to submit its draft EPR, that a hard copy be sent to my office. Please give me a one-week heads-up when we can expect to receive it. At that time, I will confirm if other reviewers prefer a hard copy or electronic copy.

Thanks,

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: September-23-19 12:11 PM

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

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; Carolyn Tunks <carolyn.tunks@aeom.com>; Blacha, Madelin <Madelin.Blacha@aeom.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

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Please reach out if any discussion would help to support MECP review.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

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T: 416.202.4967 C: 647.927.5065

From: Katie Bright

Sent: September-20-19 4:17 PM

To: 'Batista, Cindy (MECP)'

Cc: Desautels, Solange (MECP); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; 'Marni Dicker'; 'Marwa Khedr'; Carolyn Tunks; 'Blacha, Madelin'; 'afanelli@ellisdon.com'; 'transitea@woodbine.com'

Subject: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Further to the meeting on August 20th and my voicemail message today, please use the following link to download the technical reports prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station:

<https://we.tl/t-Tl2n31cFBI>

Please note that the [link will expire in 7 days](#).

The reports address:

Archaeology

Cultural Heritage

Natural Environment

Air Quality

Noise and Vibration

Socio-Economic and Land Use

Traffic

Please provide MECP comments by **Friday November 1**. A comment sheet is attached for your use.

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Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Monday, September 30, 2019 3:07 PM
To: Katie Bright
Cc: Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Tunks, Carolyn; Blacha, Madelin; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

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.

Hello Katie,

This email confirms that, at this time, we will only need one hard copy of the draft EPR and supporting appendices. Please send the documents to the address below.

Thank you,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: September-25-19 11:13 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

The draft EPR is on track to be sent October 1 or October 2 (one week from today) at the latest.

Your request for a hardcopy, and potentially additional hardcopies, is noted. It will be helpful to know hardcopy requirements as soon as possible and will be *greatly* appreciated if the need for hardcopies can be kept to a minimum. It will take some time to produce any hardcopies so those will follow after the report is submitted electronically.

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: September-25-19 11:01 AM
To: Katie Bright
Cc: Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hello Katie,

I too am happy to hear that it worked out. I ask that when Metrolinx is ready to submit its draft EPR, that a hard copy be sent to my office. Please give me a one-week heads-up when we can expect to receive it. At that time, I will confirm if other reviewers prefer a hard copy or electronic copy.

Thanks,

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: September-23-19 12:11 PM

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

Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Following up on our discussion this morning:

Thanks for confirming the review turnaround time is doable and flagging file transfer issues. I am glad that we were able to sort out file transfer via the provincial Enterprise Attachment Transfer System (EATS). EATS will also be used when it comes time to send you the draft EPR.

Please reach out if any discussion would help to support MECP review.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065

From: Katie Bright

Sent: September-20-19 4:17 PM

To: 'Batista, Cindy (MECP)'

Cc: Desautels, Solange (MECP); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; 'Marni Dicker'; 'Marwa Khedr'; Carolyn Tunks; 'Blacha, Madelin'; 'afanelli@ellisdon.com'; 'transitea@woodbine.com'

Subject: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Further to the meeting on August 20th and my voicemail message today, please use the following link to download the technical reports prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station:

<https://we.tl/t-Tl2n31cFBI>

Please note that the [link](https://we.tl/t-Tl2n31cFBI) will expire in 7 days.

The reports address:

Archaeology

Cultural Heritage

Natural Environment

Air Quality

Noise and Vibration

Socio-Economic and Land Use

Traffic

Please provide MECP comments by **Friday November 1**. A comment sheet is attached for your use.

The draft EPR will be provided no later than October 2 with comments due back November 1. The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065

 **METROLINX**

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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: Blacha, Madelin
Sent: Monday, January 6, 2020 3:51 PM
To: Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station - technical reports for review (MECP)

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, September 25, 2019 11:44 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Tunks, Carolyn <Carolyn.Tunks@aec.com>; Blacha, Madelin <Madelin.Blacha@aec.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Yes, the following reports have been sent to MTCS:
Stage 1 Archaeological Assessment (registered by MTCS)
Stage 2 Archaeological Assessment (with MTCS for registration)
Cultural Heritage Assessment Report

The draft EPR will also be circulated to MTCS.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: September-25-19 11:14 AM
To: Katie Bright
Cc: Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station - technical reports for review (MECP)

Hello Katie,

Can you kindly confirm that the cultural heritage and archaeology reports were sent to MTCS?

Thanks,

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: September-20-19 4:17 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>; Blacha, Madelin <Madelin.Blacha@aec.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - technical reports for review (MECP)

Hi Cindy,

Further to the meeting on August 20th and my voicemail message today, please use the following link to download the technical reports prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station:

<https://we.tl/t-TI2n31cFBI>

Please note that the [link will expire in 7 days](#).

The reports address:

- Archaeology
- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

Please provide MECP comments by **Friday November 1**. A comment sheet is attached for your use.

The draft EPR will be provided no later than October 2 with comments due back November 1. The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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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: Blacha, Madelin
Sent: Monday, January 6, 2020 3:51 PM
To: Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station - draft EPR for review (MECP)

Categories: Blue Category

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 03, 2019 9:56 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - draft EPR for review (MECP)

Hi Cindy,

Thanks for following up and coordinating review by MECP staff.

I just sent a new EATS transfer to you with only the Stage 2 AA file attached. Please reach out if you have any issues with that download and we'll sort out an alternate solution.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: October-03-19 9:49 AM
To: Katie Bright
Cc: Desautels, Solange (MECP); Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station - draft EPR for review (MECP)

Good Morning Katie,

Thank you for sending the ministry the draft EPR. I was able to download this document, unfortunately, I was not able to download the Stage 2 Archaeological Assessment report. Can you kindly resend it?

I will share the draft EPR with ministry's reviewers and request that they work towards meeting Metrolinx's November 1st deadline for submission of comments.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎ 416-314-7225 | 📠 416-314-8452 | ✉ cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: October-02-19 2:41 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad

<Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com;
transitea@woodbine.com

Subject: Highway 27-Woodbine Station - draft EPR for review (MECP)

Hi Cindy,

Further to discussion regarding report reviews, please see a separate EATS notification sent to you for downloading the draft Environmental Project Report (EPR) prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station.

Also included with the EATS transfer is the final Stage 2 Archaeological Assessment report (Appendix B7 of the EPR) as registered by the Ministry of Tourism, Culture and Sport.

Note also that Appendix A of the draft EPR provides the concept design (also in Figure 3.1) and is included with the draft EPR report file.

Please provide MECP comments by **Friday November 1**. A comment sheet is attached for your use.

The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports that are already with the MECP for review. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

Your request for one complete hardcopy of the draft EPR (incl. appendices) is noted. That is to be printed and will be sent to you as soon as possible. It is understood that the pending receipt of the hardcopy is not delaying review.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Blacha, Madelin
Sent: Monday, January 6, 2020 3:50 PM
To: Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station - draft EPR for review (MECP)
Attachments: Hwy 27-Woodbine Station - report review comment sheet.xls; HWY 27- Woodbine Stn.pdf

Categories: Blue Category

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Monday, October 07, 2019 12:02 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - draft EPR for review (MECP)

Hi Cindy,

Thank you for the feedback from the SPPB.

We appreciate receiving feedback as it becomes available – thanks!

As a complete record of MECP review feedback, can you please provide one comment sheet (file reattached here) reflecting all comments once all MECP reviewers have provided feedback?

FYI, we have received the attached confirmation that TRCA has no areas of interest within the study area and no concerns with the project.

Thanks,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: October-07-19 11:36 AM
To: Katie Bright
Cc: Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP)
Subject: RE: Highway 27-Woodbine Station - draft EPR for review (MECP)

Good Morning Katie,

The ministry's Source Protection Programs Branch (SPPB) has reviewed the EPR as it relates to drinking water sources and has the following comments on the draft EPR:

The draft EPR has correctly identified that the study area is not within any vulnerable area for the protection of drinking water sources. SPPB staff would like to note that the draft EPR uses the term "source water areas of significance/concern" and should use either "drinking water source protection vulnerable areas" or "vulnerable areas for the protection of drinking water sources" instead. SPPB staff have no further comments at this time on the draft EPR.

Please let me know if you have any questions.

Thank you for sending me a hard copy of the draft EPR and supporting documentation. I received it on Friday.

Regards,

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: October-02-19 2:41 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: Highway 27-Woodbine Station - draft EPR for review (MECP)

Hi Cindy,

Further to discussion regarding report reviews, please see a separate EATS notification sent to you for downloading the draft Environmental Project Report (EPR) prepared in support of the environmental assessment (Transit Project Assessment Process) for the proposed Highway 27-Woodbine Station.

Also included with the EATS transfer is the final Stage 2 Archaeological Assessment report (Appendix B7 of the EPR) as registered by the Ministry of Tourism, Culture and Sport.

Note also that Appendix A of the draft EPR provides the concept design (also in Figure 3.1) and is included with the draft EPR report file.

Please provide MECP comments by **Friday November 1**. A comment sheet is attached for your use.

The bulk of the draft EPR (existing conditions, impacts, mitigation) is a summary of details from the technical reports that are already with the MECP for review. As a result, receipt of technical reports in advance is anticipated to significantly reduce effort in reviewing the draft EPR. Where comments from technical report review also apply to the EPR those should not be repeated and will be addressed for both.

Your request for one complete hardcopy of the draft EPR (incl. appendices) is noted. That is to be printed and will be sent to you as soon as possible. It is understood that the pending receipt of the hardcopy is not delaying review.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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October 3, 2019

CFN 62156

BY E-MAIL ONLY (transitea@woodbine.com)

Woodbine Entertainment Group
P.O. Box 156
555 Rexdale Boulevard
Toronto, Ontario, M9W 5L9

To Whom It May Concern:

**Re: Notice of Public Meeting
Metrolinx and Woodbine Entertainment Group - Highway 27 - Woodbine Station
Transit Project Assessment Process
Mimico Watershed; Regional Municipality of Etobicoke**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Public Meeting for the above noted project on September 26, 2019.

Staff has reviewed the study area associated with this Transit Project Assessment Process in accordance with TRCA's [The Living City Policies](#) (2014), and advises that there are no TRCA areas of interest within the identified study limits. As such, staff has no concerns with the project. Please remove TRCA staff from the project mailing list. If the nature or scope of the study changes, please contact staff to confirm TRCA interests.

Should you have any questions, please contact me at extension 5631 or at elizabeth.ignatius@trca.ca.

Yours truly,



Elizabeth Ignatius
Planner, Infrastructure Planning and Permits
Development and Engineering Services

BY E-MAIL

cc: Metrolinx : Carrie Sheaffer, Senior Manager, Environment
TRCA : Beth Williston, Associate Director, Infrastructure Planning and Permits

From: Blacha, Madelin
Sent: Monday, January 6, 2020 3:48 PM
To: Radoslav, Jarrid
Subject: FW: Hwy 27 - Woodbine GO Station - MECP comments
Attachments: Etobicoke Guardian - November 21 2019 (1).pdf

Categories: Blue Category

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Sent: Tuesday, November 26, 2019 1:43 PM
To: cindy.batista@ontario.ca
Cc: Gretel Green <Gretel.Green@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Hello Cindy,

Thank you. The notice of commencement was revised to include your edit and was distributed to you on November 21st through the Woodbine project email account (transitea@woodbine.com). In addition, the guide and O. Reg 231/08 were used to inform distribution and consultation requirements for the Notice of Commencement.

As requested, please find attached the newspaper proof for the notice.

Please let me know if you need anything else.

Thanks!

Jessica Amankwa
T: 416.202.0118 C: 647.294.9184

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: November-18-19 3:35 PM
To: Jessica Atuahene-Amankwa
Cc: Gretel Green; Katie Bright; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP)
Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Hello Jessica,

I made one minor edit to the notice. The number for the ministry's Freedom of Information office is now 416-314-4075.

Please refer to section 3.2.2 of the Guide for Ontario's Transit Project Assessment Process (Transit Guide) for details about distribution and consultation requirements for publishing the Notice of Commencement. Once posted, please send me a copy of the postings from the actual media outlets.

Thank you,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎416-314-7225 | 📠416-314-8452 | ✉cindy.batista@ontario.ca

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

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

From: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Sent: November-18-19 3:04 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Gretel Green <Gretel.Green@metrolinx.com>; Katie Bright <Katie.Bright@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Hello Cindy,

I'm responding in Katie's absence. For future inquiries please also copy Gretel Green (cc'd) as she will be acting in Katie's absence.

Yes, we are anticipating Notice of commencement on November 21, 2019. The final notice will be sent to the ministry via email, will be available in local newspapers (Etobicoke Guardian) and will also be posted on the project website (www.woodbine.com/transit.ca). Please find attached the draft notice.

Please reach out if you have any additional questions.

Thanks!

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



-----Original Message-----

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

Sent: November-18-19 2:38 PM

To: Katie Bright

Cc: Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP)
Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Hello Katie,

I hope all is well. I wanted to confirm with you whether Metrolinx is still planning to post its Notice of Commencement for November 21, 2019. Also, in advance of posting the notice, it is the ministry's preference that Metrolinx share the draft copy of the notice. Can we expect to see the posting very soon? Please advise.

Thanks,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
1416-314-7225 | ☎416-314-8452 | cindy.batista@ontario.ca

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-----Original Message-----

From: Batista, Cindy (MECP)

Sent: November-04-19 3:41 PM

To: Katie Bright <Katie.Bright@metrolinx.com>

Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>; Madelin Blacha <madelin.blacha@aec.com>; afanelli@ellisdon.com; transitea@woodbine.com; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Importance: High

Good Afternoon Katie,

Please find attached the remaining ministry comments on the draft EPR for the Hwy 27 - Woodbine GO Station for Metrolinx's review and response.

Regards,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment & Permissions Branch Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
1416-314-7225 | ☎416-314-8452 | cindy.batista@ontario.ca

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-----Original Message-----

From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: November-04-19 10:00 AM

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

Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlj.com>; Marwa Khedr <Marwa@lwlj.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Hi Cindy,

I believe there are some MECP comments still to come for the technical reports and draft EPR. Please provide an update. We are eager to close out receipt of MECP feedback ASAP.

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

-----Original Message-----

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

Sent: October-30-19 10:05 AM

To: Katie Bright

Cc: Batista, Cindy (MECP)

Subject: Hwy 27 - Woodbine GO Station - MECP comments

Good Morning Katie,

Please find attached the following comments thus far on the draft EPR and its supporting documentation for this transit project:

- Noise and Vibration;
- Air Quality; and,
- Hydrogeology.

Additional comments will be forthcoming. Please let me know if you have any questions and I can arrange a call with the appropriate review staff.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator Environmental Assessment Services | Environmental Assessment & Permissions Branch Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
1416-314-7225 | 416-314-8452 | cindy.batista@ontario.ca

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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.

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From: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Sent: Wednesday, October 30, 2019 10:48 AM
To: Tunks, Carolyn; Marwa Khedr; Marni Dicker; Blacha, Madelin; transitea@woodbine.com
Cc: Katie Bright; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad
Subject: FW: Hwy 27 - Woodbine GO Station - MECP comments
Attachments: GW comments-29oct2019.docx; Hwy 27-Woodbine Station_MECP_TSS_AQA.xls; EPR_NoiseVibrationReports comments_Header_Oct25.xls; Noise and Vibration Report comments_Header_Oct25.xls

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 all,

Please find attached for your review the MECP's comments on the draft EPR and air quality and noise and vibration technical reports.

Thanks,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



From: "Batista, Cindy (MECP)" <Cindy.Batista@ontario.ca>
Date: October 30, 2019 at 10:05:35 AM EDT
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: "Batista, Cindy (MECP)" <Cindy.Batista@ontario.ca>
Subject: Hwy 27 - Woodbine GO Station - MECP comments

Good Morning Katie,

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- Noise and Vibration;
- Air Quality; and,
- Hydrogeology.

Additional comments will be forthcoming. Please let me know if you have any questions and I can arrange a call with the appropriate review staff.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
1416-314-7225 | ☎416-314-8452 | cindy.batista@ontario.ca

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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: Blacha, Madelin
Sent: Monday, January 6, 2020 3:49 PM
To: Radoslav, Jarrid
Subject: FW: Hwy 27 - Woodbine GO Station - MECP comments
Attachments: MECP_EAPB_Review Memo_Nov4.docx; MECP_EAPB_Review Memo_Nov4.pdf

Importance: High

Categories: Blue Category

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

-----Original Message-----

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: Monday, November 04, 2019 3:41 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Blacha, Madelin <Madelin.Blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments
Importance: High

Good Afternoon Katie,

Please find attached the remaining ministry comments on the draft EPR for the Hwy 27 - Woodbine GO Station for Metrolinx's review and response.

Regards,

Cindy Batista | Special Project Officer
Environmental Assessment Services | Environmental Assessment & Permissions Branch Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
1416-314-7225 | 416-314-8452 | cindy.batista@ontario.ca

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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: November-04-19 10:00 AM
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Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy 27 - Woodbine GO Station - MECP comments

Hi Cindy,

I believe there are some MECP comments still to come for the technical reports and draft EPR. Please provide an update. We are eager to close out receipt of MECP feedback ASAP.

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

-----Original Message-----

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: October-30-19 10:05 AM
To: Katie Bright
Cc: Batista, Cindy (MECP)
Subject: Hwy 27 - Woodbine GO Station - MECP comments

Good Morning Katie,

Please find attached the following comments thus far on the draft EPR and its supporting documentation for this transit project:

- Noise and Vibration;
- Air Quality; and,
- Hydrogeology.

Additional comments will be forthcoming. Please let me know if you have any questions and I can arrange a call with the appropriate review staff.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator Environmental Assessment Services | Environmental Assessment & Permissions Branch Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
1416-314-7225 | 416-314-8452 | cindy.batista@ontario.ca

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From: pastport <pastport@ontario.ca>
Sent: Tuesday, August 20, 2019 8:20 AM
To: Markham, Samantha
Cc: eaasibgen@ontario.ca; marwa@lwlp.com; PastPort@ontario.ca
Subject: ENTERED INTO REGISTER: Archaeological Report for P438-0177-2019 / *
Attachments: ENTERED INTO REGISTER Archaeological Report for P438-0177-2019.pdf

Dear Samantha Markham,

The Original report for PIF P438-0177-2019, submitted by you as a condition of your licence, has been entered into the *Ontario Public Register of Archaeological Reports* without technical review. Please refer to the attached letter.

Note: the ministry makes no representation or warrant as to the completeness, accuracy or quality of reports in the register.

Development proponents and approval authorities: the Ontario Ministry of Tourism, Culture and Sport has copied you on this email as you have been identified by the consultant archaeologist as either the proponent or approval authority for this project.

Please **do not** reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: Archaeology@ontario.ca

Thank you,

Jessica Marr

Jessica.Marr@ontario.ca

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Archaeology@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes d'archéologie
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Archaeology@ontario.ca



Aug 20, 2019

Samantha Markham (P438)
AECOM
410 - 250 York London ON N6A 6K2

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Highway 27-Woodbine Station EA, Stage 1 Archaeological Assessment, Part of Lots 26 &27, Concession 2 FTH, and Lots 26 &27, Concession 3 FTH, Geographic Township of Etobicoke, York County, now the City of Toronto, Ontario ", Dated Aug 19, 2019, Filed with MTCS Toronto Office on N/A, MTCS Project Information Form Number P438-0177-2019, MTCS File Number 0010787

Dear Ms. Markham:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to Archaeology@Ontario.ca

cc. Archaeology Licensing Officer
Marwa Khedr, Live Work Learn Play
To Be Determined, Ministry of Environment and Climate Change

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

From: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Sent: Friday, September 20, 2019 2:07 PM
To: Katie Bright
Cc: Barboza, Karla (MTCS); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Marni Dicker; Marwa Khedr; Tunks, Carolyn
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

Hi Katie

Thank you for the advice. Could you please send me a map/drawing showing the project components in advance of the Oct 2, 2019 release of the draft EPR?

Thanks
Rosi

Rosi Zirger

A/Heritage Advisor

Ministry of Tourism, Culture & Sport
Culture Division | Programs & Services Branch | Heritage Programs Unit
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. M-T-W 416.314.7159 | Th-F 905 704-2996 | E-mail: rosi.zirger@ontario.ca

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: September-20-19 1:31 PM
To: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Cc: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

Hi Rosi,

Thank you for providing MTCS feedback.

The report will be updated to further clarify the impact footprint based on the current preliminary level of design and correspondingly why impacts are indirect and do not warrant a CHER. The commitment will remain to revisit this should impacts change as design progresses.

It is acknowledged that Metrolinx, in consultation with the MTCS, is currently in the process of developing and updating its heritage process and guidance materials for consultants.

The draft Environmental Project Report (EPR) is anticipated to be circulated to MTCS no later than Wednesday October 2. The deadline for draft EPR related comments will be confirmed once the report is sent and will be approximately 30 days later.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Zirger, Rosi (MTCS) [<mailto:Rosi.Zirger@ontario.ca>]
Sent: September-10-19 4:29 PM
To: Katie Bright
Cc: Barboza, Karla (MTCS); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Marni Dicker; Marwa Khedr; Carolyn Tunks
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

MTCS File: 0010787
Proponent: Metrolinx and Woodbine Entertainment Group
Subject: Highway 27 – Woodbine GO Station EA (TPAP)
Cultural Heritage Assessment Report: Existing Condition and Preliminary Impact Assessment Report
(dated July 23, 2019 prepared by AECOM Canada Ltd.)
Location: City of Toronto

Dear Katie Bright

Thank you for sending the Ministry of Tourism, Culture and Sport (MTCS) the above-noted CHAR report for the Woodbine GO Station TPAP. As you are aware MTCS's interest in this TPAP project relates to its mandate of conserving Ontario's cultural heritage, which includes:

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

MTCS has reviewed the above noted CHAR report and offers the following observations and comments to inform this TPAP :

Project Summary:

The project site is an approximately 17-acre site (outlined in purple on map below) located along the Kitchener rail corridor and is proposed to include:

- Two island platforms (north and south);
- Passenger pick up and drop off;
- Bus loop;
- Plaza structure;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

The report further states that the proposed project is anticipated to evolve from the Proposed GO station into a multi-modal transportation hub that will increase annual visitation from approximately 6 million today to potential over 16 million.

5. Existing Conditions identifies two properties within or adjacent to the study area as having potential CHVI:

CHR 1 – Woodbine Racetrack property - The potential heritage attributes for the property include the grandstand structure, various stable facilities, as well as the multiple tracks located on the property.

CHR 6 Highway 27 Bridge - single span rigid-frame road bridge ca 1955 [a Google map shows this bridge carries Grandstand Entrance Road over Highway 27). Is this bridge owned by MTO or the City?]

7. Preliminary Impact Assessment and Mitigation describes the following potential impacts to each of these properties:

CHR 1 - Woodbine Racetrack property:

Indirect: . . . all construction is anticipated to take place at the southern portion of the property, alongside the adjacent railway corridor.

MTCS Comment – It is unclear why impacts were identified as being “indirect”. The map included in the report includes a considerable portion of the training track within the project site/study area. The training track is identified as being a potential heritage attribute of the Woodbine Racetrack Property. The mapping provided simply outlines the study/project areas but does not provide details as to the location of project components. Any impact to the training track area could be a significant impact and potentially an impact to a heritage attribute.

Therefore, MTCS recommends that a Cultural Heritage Evaluation Report (CHER) be undertaken for the Woodbine Racetrack property. A clear understanding of the property’s CHVI and its heritage attributes will help to inform planning and design of the current project and will also assist in informing future development of the property.

CHR 6 – Highway 27 road bridge

Indirect: . . . potential to experience vibration impacts.

MTCS Comment - Again, since the mapping simply outlines the study/project areas without including details, the basis for identifying only vibration impacts to this bridge is unclear. More detailed mapping could be helpful.

Additionally, if this bridge is to be impacted by this or future projects, we suggest that before undertaking a CHER Metrolinx should determine ownership of this bridge. For example, if this bridge is owned by MTO, they may have already determined whether or not this bridge has CHVI.

Additional observation:

The Methodology section references two sets of material that guided preparation of this report:

- The CHAR was prepared in accordance with the *Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013) and the *Metrolinx Interim Cultural Heritage Management Process* (2013).

Establishment of baseline cultural heritage existing conditions and completion of a preliminary impact assessment based on draft guidance from MTCS on the preparation of “*Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*” and *Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (January 2019).

As you are likely aware Metrolinx continues to work with MTCS to develop its cultural heritage process which includes guidance for its consultants. MTCS’s advice has been that Metrolinx’s *Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013) is not an appropriate tool for projects. Instead a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*. For the most part this report follows MTCS advice. However, directing consultants to use with multiple and contradictory guidance will ultimately result in poor reporting, unnecessary revisions and overall confusion. While we are not requesting revisions to this report, we recommend that baseline reporting for future projects not reference Metrolinx’s CHSR or Interim Cultural Heritage Management Process (2013)

Thank you for the opportunity to review this report and provide comment. Please contact me as necessary for clarification or further discussion.

Best regards
Rosi



Rosi Zirger

A/Heritage Advisor
 Ministry of Tourism, Culture & Sport
 Culture Division | Programs & Services Branch | Heritage Programs Unit

401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
 Tel. M-W : 416.314.7159 | Th-F: 905 704-2996 | E-mail: rosi.zirger@ontario.ca

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: September 9, 2019 12:02 PM
To: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Cc: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR (feedback by Sept. 20 please)

Hi Rosi,

Thank you for the feedback.

To address your question regarding process and Transit Oriented Development:

The project under assessment is the proposed station. The assessment process being followed is the TPAP. Please review the CHAR as you would for any TPAP project.

The reference to Transit Oriented Development (TOD) was included for development context in the vicinity of the proposed station. TOD refers to higher density, mixed-use development that is connected, next to or within a short walk of transit stations and stops, and is designed to encourage transit use. Related to TOD, the station project is being undertaken in partnership with Woodbine Entertainment Group. If you are interested in additional information regarding TOD implementation at Metrolinx please [click here](#) for an April 2019 presentation to the Metrolinx Board.

Please let me know if any additional information would be helpful to support MTCS review of the CHAR.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
 Metrolinx
 10 Bay Street | Toronto | Ontario | M5J 2R8
 T: 416.202.4967 C: 647.927.5065

From: Zirger, Rosi (MTCS) [<mailto:Rosi.Zirger@ontario.ca>]
Sent: September-06-19 1:57 PM
To: Katie Bright; Barboza, Karla (MTCS)
Cc: Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Marni Dicker; Marwa Khedr; Carolyn Tunks
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR (feedback by Sept. 20 please)

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Thanks
Rosi

Rosi Zirger

A/Heritage Advisor

Ministry of Tourism, Culture & Sport
Culture Division | Programs & Services Branch | Heritage Programs Unit
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. M-T-W 416.314.7159 | Th-F 905 704-2996 | E-mail: rosi.zirger@ontario.ca

From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: September-06-19 11:33 AM

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Cc: Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>

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From: Katie Bright

Sent: August-26-19 10:31 AM

To: Barboza, Karla (MTCS); 'Zirger, Rosi (MTCS)'

Cc: Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; 'Marni Dicker'; 'Marwa Khedr'; 'Tunks, Carolyn'

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From: Blacha, Madelin
Sent: Monday, January 6, 2020 3:56 PM
To: Radoslav, Jarrid
Subject: FW: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

For consultation chapter and appendix

Madelin Blacha
Cell 647-355-1601

From: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Sent: Friday, September 20, 2019 2:07 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Shannon McNeill <Shannon.McNeill@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Tunks, Carolyn <Carolyn.Tunks@aec.com>
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

Hi Katie
Thank you for the advice. Could you please send me a map/drawing showing the project components in advance of the Oct 2, 2019 release of the draft EPR?

Thanks
Rosi

Rosi Zirger
A/Heritage Advisor
Ministry of Tourism, Culture & Sport
Culture Division | Programs & Services Branch | Heritage Programs Unit
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. M-T-W 416.314.7159 | Th-F 905 704-2996 | E-mail: rosi.zirger@ontario.ca

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Subject: RE: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

Hi Rosi,

Thank you for providing MTCS feedback.

The report will be updated to further clarify the impact footprint based on the current preliminary level of design and correspondingly why impacts are indirect and do not warrant a CHER. The commitment will remain to revisit this should impacts change as design progresses.

It is acknowledged that Metrolinx, in consultation with the MTCS, is currently in the process of developing and updating its heritage process and guidance materials for consultants.

The draft Environmental Project Report (EPR) is anticipated to be circulated to MTCS no later than Wednesday October 2. The deadline for draft EPR related comments will be confirmed once the report is sent and will be approximately 30 days later.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
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Sent: September-10-19 4:29 PM
To: Katie Bright
Cc: Barboza, Karla (MTCS); Shannon McNeill; Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Marni Dicker; Marwa Khedr; Carolyn Tunks
Subject: RE: Highway 27-Woodbine Station TPAP - CHAR MTCS comments

MTCS File: 0010787
Proponent: Metrolinx and Woodbine Entertainment Group
Subject: Highway 27 – Woodbine GO Station EA (TPAP)
Cultural Heritage Assessment Report: Existing Condition and Preliminary Impact Assessment Report

Location: City of Toronto

Dear Katie Bright

Thank you for sending the Ministry of Tourism, Culture and Sport (MTCS) the above-noted CHAR report for the Woodbine GO Station TPAP. As you are aware MTCS's interest in this TPAP project relates to its mandate of conserving Ontario's cultural heritage, which includes:

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

MTCS has reviewed the above noted CHAR report and offers the following observations and comments to inform this TPAP :

Project Summary:

The project site is an approximately 17-acre site (outlined in purple on map below) located along the Kitchener rail corridor and is proposed to include:

- Two island platforms (north and south);
- Passenger pick up and drop off;
- Bus loop;
- Plaza structure;
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- New tracks and/or realignment of the existing tracks.

The report further states that the proposed project is anticipated to evolve from the Proposed GO station into a multi-modal transportation hub that will increase annual visitation from approximately 6 million today to potential over 16 million.

5. Existing Conditions identifies two properties within or adjacent to the study area as having potential CHVI:

CHR 1 – Woodbine Racetrack property - The potential heritage attributes for the property include the grandstand structure, various stable facilities, as well as the multiple tracks located on the property.

CHR 6 Highway 27 Bridge - single span rigid-frame road bridge ca 1955 [a Google map shows this bridge carries Grandstand Entrance Road over Highway 27). Is this bridge owned by MTO or the City?]

7. Preliminary Impact Assessment and Mitigation describes the following potential impacts to each of these properties:

CHR 1 - Woodbine Racetrack property:

Indirect: . . . all construction is anticipated to take place at the southern portion of the property, alongside the adjacent railway corridor.

MTCS Comment – It is unclear why impacts were identified as being “indirect”. The map included in the report includes a considerable portion of the training track within the project site/study area. The training track is identified as being a potential heritage attribute of the Woodbine Racetrack Property. The mapping provided simply outlines the study/project areas but does not provide details as to the location of project components. Any impact to the training track area could be a significant impact and potentially an impact to a heritage attribute.

Therefore, MTCS recommends that a Cultural Heritage Evaluation Report (CHER) be undertaken for the Woodbine Racetrack property. A clear understanding of the property's CHVI and its heritage attributes will help to inform planning and design of the current project and will also assist in informing future development of the property.

CHR 6 – Highway 27 road bridge

Indirect: . . . potential to experience vibration impacts.

MTCS Comment - Again, since the mapping simply outlines the study/project areas without including details, the basis for identifying only vibration impacts to this bridge is unclear. More detailed mapping could be helpful.

Additionally, if this bridge is to be impacted by this or future projects, we suggest that before undertaking a CHER Metrolinx should determine ownership of this bridge. For example, if this bridge is owned by MTO, they may have already determined whether or not this bridge has CHVI.

Additional observation:

The Methodology section references two sets of material that guided preparation of this report:

- The CHAR was prepared in accordance with the *Metrolinx Draft Terms of Reference for Consultants: Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013) and the *Metrolinx Interim Cultural Heritage Management Process* (2013).

Establishment of baseline cultural heritage existing conditions and completion of a preliminary impact assessment based on draft guidance from MTCS on the preparation of “*Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*” and *Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (January 2019).

As you are likely aware Metrolinx continues to work with MTCS to develop its cultural heritage process which includes guidance for its consultants. MTCS's advice has been that Metrolinx's *Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes* (2013) is not an appropriate tool for projects. Instead a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment*. For the most part this report follows MTCS advice. However, directing consultants to use with multiple and contradictory guidance will ultimately result in poor reporting, unnecessary revisions and overall confusion. While we are not requesting revisions to this report, we recommend that baseline reporting for future projects not reference Metrolinx's CHSR or Interim Cultural Heritage Management Process (2013)

Best regards
Rosi



Rosi Zirger
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From: SecondaryLandUse@HydroOne.com
Sent: Tuesday, October 8, 2019 9:03 AM
To: transitea@woodbine.com
Subject: Hydro One Response: Highway 27-Woodbine Station
Attachments: 20191008-NoticeOfPIC1-Highway 27-Woodbine Station.pdf

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.

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc
483 Bay St
Toronto, ON

October 08, 2019

Re: Highway 27-Woodbine Station

Attention:
To Whom It May Concern

Following our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information. we confirm there are no existing Hydro One Transmission assets in the subject area. to the current information.

However, if plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Sent on behalf of,

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

Indigenous Communities

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 4:23 PM
To: Sharday James
Cc: transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports (Rama First Nation)

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 Sharday,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project and your October 1, 2019 response below.

To answer your question re: if this project relates to a new station or existing station: the Highway 27-Woodbine Station is a proposed new station.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>.

In response to your request a copy of environmental impact assessment reporting: the draft Environmental Project Report (EPR), the Environmental Assessment report under the Transit Project Assessment Process, is also being shared for your information and available for download here: <https://we.tl/t-f36PS5yVZm>. That report includes a summary of the various technical reports (more details below).

Please note the links will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes technical reports, in addition to archaeology and as summarized in the draft EPR, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in receiving and/or reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Sharday James [<mailto:shardayj@ramafirstnation.ca>]
Sent: October-01-19 11:52 AM
To: Katie Bright
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Rama First Nation)

Hello Katie,
Thank you for your email. Was there no stop there before or is this just an upgrade to an already existing stop? We would appreciate the copy of the Environmental Impact Assessment upon its completion. Is this location highly disturbed? We would also appreciate a copy of the Archaeological Assessment.

Thank you,
Sharday James

Sharday James

Community Consultation Worker, Communications
Chippewas of Rama First Nation
(ph) 705-325-3611, 1633
(cell)
(fax)
(url) www.ramafirstnation.ca

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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

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From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: September 25, 2019 4:28 PM
To: Chief Rodney Noganosh <chief@ramafirstnation.ca>
Cc: Sharday James <shardayj@ramafirstnation.ca>; Annette Sharpe <annettes@ramafirstnation.ca>; Cathy Edney <cathy@ramafirstnation.ca>;

transitea@woodbine.com

Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Rama First Nation)

Hello Chief Noganosh,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 1:46 PM
To: bfnchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports, request for feedback (Beausoleil First Nation)

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Hello Chief Monague,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes the draft Environmental Project Report (the Environmental Assessment report under the Transit Project Assessment Process) and associated technical reports, in addition to archaeology, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 1:48 PM
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports, request for feedback (Georgina Island First Nation)

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Hello Chief Big Canoe,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

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If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
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T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 1:53 PM
To: rknahrgang@gmail.com
Cc: lawreid@aol.com; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports, request for feedback (Kawartha Nishnawbe First Nation)

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Hello Chief Nahrgang,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes the draft Environmental Project Report (the Environmental Assessment report under the Transit Project Assessment Process) and associated technical reports, in addition to archaeology, addressing:

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- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Wednesday, October 23, 2019 3:33 PM
To: Catherine Dupont
Cc: transitea@woodbine.com
Subject: RE: Project Specific Transmittal Letter - Highway 27-Woodbine Station

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Hi Catherine,

Here is a fresh link to the report: <https://we.tl/t-XQjXFi0btr>. Please note that the link will expire in 7 days.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Catherine Dupont [<mailto:catherine.dupont@cnhw.qc.ca>]
Sent: October-23-19 3:16 PM
To: Katie Bright
Subject: Project Specific Transmittal Letter - Highway 27-Woodbine Station

Good afternoon Katie,

I was wondering if you could please provide me with a copy of the Stage 1&2 Archaeological Assessment related to the Highway 27-Woodbine Station?

I believe that a link to the document was sent few weeks ago, but unfortunately, I do not have access to it anymore.

Thank you

Regards,



NATION HURONNE-WENDAT
Bureau du Nionwentsio

Catherine Dupont
Archéologue - Projets Ontario
255, Place Chef Michel-Laveau
Wendake (Qc) G0A 4V0
Téléphone : 418-843-3767
Courriel : catherine.dupont@cnhw.qc.ca



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 1:58 PM
To: klarocca@scugogfirstnation.com
Cc: Monica Sanford; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports, request for feedback (Scugog Island First Nation)

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Hello Chief LaRocca,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes the draft Environmental Project Report (the Environmental Assessment report under the Transit Project Assessment Process) and associated technical reports, in addition to archaeology, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Friday, October 18, 2019 11:20 AM
To: Julie Kapyrka
Cc: transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Curve Lake First Nation)

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Hi Julie,

I believe the link provided has expired.

Here is a new link that will expire in 7 days: <https://we.tl/t-qvGkvLmTz8>

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Julie Kapyrka [<mailto:JulieK@curvelake.ca>]
Sent: October-18-19 10:48 AM
To: Katie Bright
Subject: RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Curve Lake First Nation)

Aaniin Katie,

I am having trouble accessing the link provided. Can you please send me the archaeological assessment?

Miigwech,



Dr. Julie Kapyrka
Lands and Resources Consultation Liaison
Curve Lake First Nation
Government Services Building
22 Winookeeda Street, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext 239 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JulieK@curvelake.ca

From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: October-10-19 1:50 PM
To: Emily Whetung <EmilyW@curvelake.ca>
Cc: Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports, request for feedback (Curve Lake First Nation)

Hello Chief Whetung,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes the draft Environmental Project Report (the Environmental Assessment report under the Transit Project Assessment Process) and associated technical reports, in addition to archaeology, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 5:13 PM
To: Sean Davison
Cc: Chief Carr; Tom Cowie; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Hiawatha First Nation)

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Hi Sean,

Thank you for reviewing the reports and providing feedback so quickly!

In response to your question, the following mitigation measure is included in the draft Environmental Project Report for this project:

Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.

The project team will keep Hiawatha First Nation on the project contact list and, unless requested to be removed from distribution, you will continue to receive project notifications.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Sean Davison [<mailto:sdavison@hiawathafn.ca>]
Sent: October-10-19 2:46 PM
To: Katie Bright; Chief Carr
Cc: Tom Cowie; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Hiawatha First Nation)

Good afternoon Katie.

I have reviewed the attachments. Thank you for the reports. At this time, I see no need to review any further reports on the project. However, should there be any archeological finds during the project, I trust all work would cease until we were notified?

Thanking you in advance;

Sean

Thank you;

Sean Davison

Community Consultation Worker
123 Paudash St.
Hiawatha First Nation, ON, K9J 0E6
P: 705-295-4421
F: 705-295-4424



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life".

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 1:52 PM
To: Chief Carr <chiefcarr@hiawathafn.ca>
Cc: Tom Cowie <tcowie@hiawathafn.ca>; Chris Howard <choward@hiawathafn.ca>; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - sharing reports, request for feedback (Hiawatha First Nation)

Hello Chief Carr,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes the draft Environmental Project Report (the Environmental Assessment report under the Transit Project Assessment Process) and associated technical reports, in addition to archaeology, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
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- Socio-Economic and Land Use
- Traffic

If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Friday, October 11, 2019 8:43 AM
To: Maxime Picard
Cc: melanievincent21@yahoo.ca; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Huron-Wendat Nation)

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Thanks Maxime.

We look forward to receiving your review feedback.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Maxime Picard [<mailto:maxime.picard@cnhw.qc.ca>]
Sent: October-11-19 8:34 AM
To: Katie Bright
Cc: melanievincent21@yahoo.ca; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Huron-Wendat Nation)

Please forget this email.

Just saw the previous one you sent me.

Sorry.



NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Maxime Picard, B. Sc. A.
Coordonnateur de projets - Ontario
255, Place Chef Michel-Laveau
Wendake (Qc) GDA 4V0
Téléphone : 418-843-3767 # 2105
Courriel : maxime.picard@cnhw.qc.ca



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Avis sur la protection et la confidentialité des informations

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De : Maxime Picard [<mailto:maxime.picard@cnhw.qc.ca>]
Envoyé : 11 octobre 2019 08:32
À : Katie Bright
Cc : melanievincent21@yahoo.ca; transitea@woodbine.com
Objet : RE: Highway 27-Woodbine Station - sharing reports, request for feedback (Huron-Wendat Nation)

Good morning Katie,

Could you please clarify why we haven't had the chance to review the draft reports as usual ?

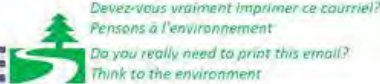
Regards,

Maxime



NATION HURONNE-WENDAT
Bureau du Nionwentsio

Maxime Picard, B. Sc. A.
Coordonnateur de projets - Ontario
255, Place Chef Michel-Laveau
Wendake (Qc) G0A 4V0
Téléphone : 418-843-3767 # 2105
Courriel : maxime.picard@cnhw.qc.ca



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De : Katie Bright [<mailto:Katie.Bright@metrolinx.com>]

Envoyé : 10 octobre 2019 16:57

À : administration@cnhw.qc.ca

Cc : Maxime Picard; melanievincent21@yahoo.ca; transitea@woodbine.com

Objet : Highway 27-Woodbine Station - sharing reports, request for feedback (Huron-Wendat Nation)

Hello Grand Chief Sioui,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

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- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Thursday, October 10, 2019 4:14 PM
To: Dave Simpson
Cc: transitea@woodbine.com
Subject: RE: highway 27-woodbine station project notification and request for feedback

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Hi Dave,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project and our correspondence below.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>.

The draft Environmental Project Report (EPR), the Environmental Assessment report under the Transit Project Assessment Process, is also being shared for your information and available for download here: <https://we.tl/t-f36PS5yVZm>. That report includes a summary of the various technical reports (more details below).

Please note the links will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes technical reports, in addition to archaeology and as summarized in the draft EPR, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If you are interested in receiving and/or reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Katie Bright
Sent: October-09-19 11:45 AM
To: 'Dave Simpson'
Cc: 'transitea@woodbine.com'
Subject: RE: highway 27-woodbine station project notification and request for feedback

Hi Dave,

Thank you for our chat this morning.

While it is understood this project is not of primary interest for the community, Alderville First Nation will remain on the project contact list.

As discussed, environmental reporting will be shared for information and comments not necessarily expected but welcomed if you have any.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Katie Bright
Sent: October-03-19 9:36 AM
To: 'Dave Simpson'
Cc: 'transitea@woodbine.com'
Subject: RE: highway 27-woodbine station project notification and request for feedback

Hi Dave,

Thank you for the feedback. Mississaugas of the Credit First Nation has also been contacted regarding this project.

Can you please confirm if Alderville First Nation would like to continue to receive project information or be removed from the contact list?

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Dave Simpson [<mailto:consultation@alderville.ca>]

Sent: October-03-19 9:30 AM

To: Katie Bright

Subject: highway 27-woodbine station project notification and request for feedback

Thank you for contacting our First Nation but the area in which this project is being conducted is in the Toronto purchase territory and is the treaty territory of the Mississauga's of New Credit First Nation. Having said that, they may have input on this project.

Thank you

Dave Simpson Consultation
Alderville First Nation
Ph. 905 352-2662
Cell 905 375-5480
consultation@alderville.ca

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From: Transit EA <transitea@woodbine.com>
Sent: Monday, January 20, 2020 10:14 AM
To: Radoslav, Jarrid
Subject: Fw: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: November 1, 2019 11:24 AM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Transit EA <transitea@woodbine.com>; Fallon Melander <Fallon.Melander@metrolinx.com>
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

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Hi Megan,

Thank you for your response.

Your feedback is respectfully received. Metrolinx will give due consideration to this through our Indigenous Relations Office (IRO). Fallon Melander (Manager, IRO) is copied here and will continue discussions with MCFN regarding the approach to engagement going forward.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Megan DeVries [mailto:Megan.DeVries@mncfn.ca]
Sent: October-29-19 2:08 PM
To: Katie Bright
Cc: Mark LaForme; transitea@woodbine.com; Fallon Melander
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Hello Katie,

Thank you for providing that information and my apologies for the confusion.

We are disappointed to understand that Metrolinx permitted AECOM to proceed with the Stage 2 archaeological assessment without the participation of our Field Liaison Representatives. It is our expectation that no environmental or archaeological fieldwork will take place without the participation of our FLRs. As we have explained to you in our previous correspondence, MCFN has an Aboriginal and Treaty Right to protect the environment and our archaeological heritage and our FLRs are our boots on the ground to ensure our interests are protected. MCFN considers it disrespectful to our rights as Indigenous peoples if our natural and cultural heritage is interfered with without our involvement.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON NOA 1H0
P: 905-768-4260 | M: 289-527-2763
<http://www.mncfn.ca>

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From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Monday, October 28, 2019 9:35 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Hi Megan,

A response was sent on October 10, 2019. I have just forwarded you a copy for ease of reference.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Megan DeVries [<mailto:Megan.DeVries@mncfn.ca>]
Sent: October-28-19 2:29 PM
To: Katie Bright
Cc: Mark LaForme; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Good afternoon,

I am writing to confirm receipt of the previous email which was sent to you on September 30, 2019. At this time, we have not received an executed Field Liaison Representative [FLR] participation agreement or any reply to our previous correspondence. Please let me know if you require the agreement to be resent or if there has been a change to the project start date.

If there are any concerns or questions you have regarding the FLR participation agreement, please feel free to get in touch with us.

It is our expectation that no fieldwork will take place without the participation of our FLRs. As we have explained to you in our previous correspondence, MCFN has an Aboriginal and Treaty Right to protect the environment and our archaeological heritage and our FLRs are our boots on the ground to ensure our interests are protected. MCFN considers it disrespectful to our rights as Indigenous peoples if our natural and cultural heritage is interfered with without our involvement.

Kind regards,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
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From: Transit EA <transitea@woodbine.com>
Sent: Monday, January 20, 2020 12:24 PM
To: Radoslav, Jarrid
Subject: Fw: Highway 27-Woodbine Station - sharing reports (Mississaugas of the Credit First Nation)

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: October 10, 2019 3:58 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Transit EA <transitea@woodbine.com>
Subject: Highway 27-Woodbine Station - sharing reports (Mississaugas of the Credit First Nation)

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Hi Megan,

This is further to the September 25, 2019 notification letter regarding the Highway 27-Woodbine Station project and your September 30, 2019 response below.

Metrolinx, an agency of the Government of Ontario, is directly engaging with MCFN regarding this project which is for a new station. There are two parties involved here: Metrolinx and Woodbine Entertainment Group (WEG). WEG has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto.

Metrolinx is familiar with MCFN Field Liaison Representatives (FLRs) and, as previously discussed, FLRs are typically engaged as warranted for Stage 3+ archaeology.

As mentioned in the notification letter, I am following up to share the archaeological assessment reports for this project. Stage 1 and 2 archaeological assessment has been completed and the study area has been 'cleared' (i.e. no further archaeological assessment required). The reports, as registered with the Ministry of Tourism, Culture and Sport, are available for download here: <https://we.tl/t-sWdX5LrdHp>. Please note the link will expire in 7 days. Please provide any feedback regarding the reports by **Friday November 1**.

Additional reporting can also be shared for your information and feedback, if desired. That includes the draft Environmental Project Report (the Environmental Assessment report under the Transit Project Assessment Process) and associated technical reports, in addition to archaeology, addressing:

- Cultural Heritage
- Natural Environment
- Air Quality
- Noise and Vibration
- Socio-Economic and Land Use
- Traffic

If MCFN is interested in reviewing additional reports please confirm the report(s) of interest. It would be helpful to hear back from you or Fawn soon as any feedback on those reports would also be requested by November 1.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Megan DeVries [<mailto:Megan.DeVries@mncfn.ca>]
Sent: September-30-19 10:45 AM
To: Katie Bright
Cc: Fawn Sault; transitea@woodbine.com
Subject: RE: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Good morning Katie,

Thank you for contacting our office. Please note that it is our policy at MCFN that all consultation should be carried out directly between the First Nation and the proponent, rather than through a consultant.

I understand that for some proponents this can be unfamiliar. Therefore, please allow me to provide you with some background:

We are getting in touch with you because your project is within the Territory of the MCFN. In 1805, the Crown and MCFN entered into the Toronto Purchase Treaty No. 13 regarding the lands in which your project is situated. MCFN has an Aboriginal and Treaty Right to the environmental stewardship of and the integrity of the archaeological resources in its Territory. MCFN formed the Department of Consultation and Accommodation [DOCA] in January 2015, in order to respond to rapid and consistent development within its Territory. Because MCFN's Territory is among the most urbanized in Canada and much of the development has taken place without consulting MCFN, much of our cultural and natural heritage has become irretrievably lost. It is DOCA's mandate to ensure that moving forward we are involved in the work that impacts the integrity of our Territory.

Both the authorities who approve this development and the proponents who drive it have certain consultation responsibilities to the Nation, as a result of MCFN's Aboriginal and treaty rights and our continued interests and concerns regarding the land. One of the ways we require proponents to engage with us is in providing transparency during the environmental and archaeological assessment process. MCFN has chosen to protect our cultural and natural heritage by having Field Liaison Representatives on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and

considered. The cultural and natural resources are part of MCFN's treaty territory and heritage, and it is our responsibility to ensure protection, on behalf of the Nation.

Therefore, MCFN insists that its Field Liaison Representatives ("FLRs") are on site whenever any environmental or archaeological fieldwork (Stages 2 through 4) is occurring within our treaty territory. Our preference is that the cost for the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with the Nation.

Please also note that MCFN requires two of its Field Liaison Representatives to be on location whenever fieldwork is taking place within its treaty territory. The reason for this is so that FLRs can provide support and security for each other in the field. This has become a requirement in light of uncommon, but unfortunate, occurrences when FLRs have felt pressured or intimidated from external persons while at work locations. We ask that you would respect this request.

Therefore, please find attached the contract that covers MCFN's participation in the upcoming fieldwork. This contract covers both environmental and archaeological fieldwork. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the Field Liaison Representatives themselves, operational costs for the department, and efforts to engage the community to garner feedback on these projects. If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

For your information, the Federal Canada Treasury Board guidelines can be located at the following web addresses. Currently, they are as follows:
Mileage (\$0.55/km): <https://www.njc-cnm.gc.ca/directive/d10/v238/s658/en#s658-tc-tm>
Meal Allowance (up to \$91.25 a day): <https://www.njc-cnm.gc.ca/directive/d10/v238/s659/en#s659-tc-tm>

The participation of the FLRs in project fieldwork is only one part of the consultation process that may be required for your development. I have CC'd our Consultation Manager, Fawn Sault, for any additional follow up that may be necessary. If you can please provide us with more detailed information about your project and the contact information for the approval or permitting authority, it would be greatly appreciated.

Please let me know if you have any questions or concerns.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor
Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON NOA 1H0
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From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: Wednesday, September 25, 2019 5:02 PM
To: Chief, R Stacey Laforme <Stacey.Laforme@mncfn.ca>
Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; transitea@woodbine.com
Subject: Highway 27-Woodbine Station - Project Notification and Request for Feedback (Mississaugas of the Credit First Nation)

Hello Chief LaForme,

Please see the attached letter regarding the Highway 27-Woodbine Station project.

I am available to discuss your community's interest in this project and, if interested, how your community would like to be engaged.

Regards,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
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Public Comments

From: Transit EA <transitea@woodbine.com>
Sent: Friday, January 17, 2020 2:00 PM
To: Radoslav, Jarrid
Subject: Fw: Proposal to have new Go Station developed at Woodbine Race Track.

From: Transit EA <transitea@woodbine.com>
Sent: January 17, 2020 1:56 PM
To: [REDACTED]
Subject: Re: Proposal to have new Go Station developed at Woodbine Race Track.

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. Your personal information will be kept confidential.

As part of the Project, a Traffic Impact Study is being completed to understand the potential impacts and determine appropriate mitigation measures for all modes of transportation, including walking and cycling. Walkways will be incorporated to ensure pedestrians can travel to and between all elements of the station and its parking and bicycle facilities. More details will be provided in the Environmental Project Report (EPR), which will be available online once the 30-day public review period commences, anticipated in February 2020.

Potential future development, outside the Study Area related to the EPR, is still ongoing. As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and be incorporated. This commitment will be included in the EPR.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: [REDACTED]
Sent: October 6, 2019 6:44 AM
To: Transit EA <transitea@woodbine.com>; [REDACTED]
Subject: Proposal to have new Go Station developed at Woodbine Race Track.

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.

Hello

I am a local resident who lives and works next door to the Woodbine Racetrack. I am glad that we are finally looking at getting more public transport in the area. Woodbine Racetrack would be an ideal location. This new go station would serve the community well.

I would like to emphasize that the station needs to be accessible not only for the car but for the pedestrian and the cyclist. Currently in the area we have several sidewalks and no bicycle paths.

I would suggest that sidewalks and bike paths be developed through out the project and beyond into the local community therefore making the area easily accessible by all modes of transport.

From a business perspective this would be advantageous as foot traffic would be increased within the project area and therefore increase the traffic to the local business within the project area.

I will be attending the meeting on Thursday, October 10, 2019.

Thank you for giving me the opportunity to present my idea.

P.S. Please keep my personal information confidential

Please keep me in the loop my email address is [REDACTED]

Sent from [Outlook](#)

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:27 PM
To: [REDACTED]
Cc: Toronto West
Subject: Re: Mailing list

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

According to the current design, the station can be accessed from Highway 27 via Grandstand Entrance Road to Entrance Road, and from Carlingview Drive to Entrance Road. Walkways will be incorporated to ensure pedestrians can travel to and between all elements of the station and parking facilities. There has not been confirmation of service on UP Express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor. We have also been meeting with local and regional transit operators to confirm how buses will be routed into the station to provide connectivity.

As part of the Project, a Traffic Impact Study is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. These results of this analysis will be documented in the EPR and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.

The Highway 27-Woodbine Station EPR will document the assessment of the Study Area identified specifically for the Highway 27-Woodbine GO Station, as defined on the project website. Information related to potential impacts and mitigation measures is currently available on the project website. Potential future development, outside the Study Area related to the EPR, is still ongoing. As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and continue to be incorporated. This commitment will be included in the EPR.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: [REDACTED]
Sent: September 28, 2019 11:05 AM
To: Transit EA <transitea@woodbine.com>
Subject: Mailing list

Good day - could you kindly add me to the mailing list regarding the new Go transit station at Woodbine please.

Best regards,
[REDACTED]

From: Transit EA <transitea@woodbine.com>
Sent: Friday, January 17, 2020 1:59 PM
To: Radoslav, Jarrid
Subject: Fw: woodbine station EA

From: Transit EA <transitea@woodbine.com>
Sent: January 17, 2020 1:54 PM
To: [REDACTED]
Subject: Re: woodbine station EA

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: [REDACTED]
Sent: October 3, 2019 3:29 PM
To: Transit EA <transitea@woodbine.com>
Subject: woodbine station EA

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Please add me to your mailing list..

Thanks ... [REDACTED]

Appendix **C6**

TPAP Consultation

Review Agency & Stakeholders

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: Friday, January 17, 2020 10:29 AM
To: Andrea Roberts
Cc: Vera Gavrilova; Jessica Atuahene-Amankwa; Gretel Green; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Tunks, Carolyn; Marni Dicker; Marwa Khedr; Blacha, Madelin; afanelli@ellisdon.com; transitea@woodbine.com; Shalin Yeboah
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Andrea,

The approach being taken is in support of the schedule and with due consideration for the comments received from the City and responses provided and reviewed by the City.

To date we are not aware of any project impacts, or feedback from the City, that would warrant the City submitting an objection.

This project is being assessed under the Transit Project Assessment Process (TPAP) and post-TPAP engagement will continue with the City through design, permits and approvals. Please note that under the TPAP objections are limited to:

- a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or
- a constitutionally protected Aboriginal or treaty right.

Following Notice of Completion such objections are submitted during the 30 day public review period and there is then a 35 day period during which the Minister may exercise their discretion to act.

We look forward to receiving the City's comments. Comments received after January 31 and in to early March will be reviewed and responded to during the 30 day public review period.

The City's ongoing participation as a stakeholder in the TPAP is appreciated and we look forward to your response.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: Wednesday, January 15, 2020 4:55 PM
To: Katie Bright
Cc: Vera Gavrilova; Jessica Atuahene-Amankwa; Gretel Green; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Carolyn Tunks; Marni Dicker; Marwa Khedr; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Shalin Yeboah
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Katie,
We look forward to receiving the tracked documents next week.

Regarding your proposed approach, please note that if Metrolinx proceeds with issuing the Notice of Completion prior to receiving and addressing the City's comments, there is a risk of a Part II Order, which would delay your schedule.

The City requests that Metrolinx include a disclaimer in written and verbal communication indicating that the City's review of the proposal is ongoing.

Thanks.
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](http://www.toronto.ca)

T: (416) 397-9526
M: (416) 688-3325



From: Katie Bright [<mailto:Katie.Bright@metrolinx.com>]
Sent: January 14, 2020 2:06 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Thank you Andrea. Your feedback has been reviewed with the WEG team. The reason comments were requested by January 31 was to support addressing feedback in the final EPR and prior to the Notice of Completion. The Notice of Completion is scheduled for mid-February. We look forward to receiving City comments in early March and will work to review and address outstanding City comments during the Public Review period as necessary. If there is any possibility of receiving comments ahead of early March, it would be really appreciated, to support closing out all comments ahead of this period. We will provide tracked change versions of both the EPR and TIS scheduled for next week.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]

Sent: Monday, January 13, 2020 4:09 PM

To: Jessica Atuahene-Amankwa

Cc: Vera Gavrilova; Katie Bright; Gretel Green; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge

Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Jessica,

We will review the revised TAC minutes and let you know if we have any further concerns. Please note though that these were not additional comments from the City; we were simply reiterating comments that had not been addressed by Metrolinx.

Thank you for the update on the TIS and EPR. Please confirm that you still intend to provide a redlined version of the documents to support our review. Also, as you are aware, the City has extended the expedited review period of 30 days to this project, despite it not being part of GO Expansion. The 30 day review period was clarified at TAC2. If the reports are submitted to the City by Jan 20th then we will provide comments back to you on March 3rd.

Regards,

Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Jessica Atuahene-Amankwa [<mailto:Jessica.Atuahene-Amankwa@metrolinx.com>]

Sent: January 13, 2020 12:03 PM

To: Andrea Roberts <Andrea.Roberts@toronto.ca>

Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>

Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hello Andrea,

I am responding to your email below on Katie's behalf. Please find attached the updated TAC 2 meeting minutes and our responses to your additional comments below.

Page 3: Add: and the City's review of this new information and revised EPR, It's not clear where this would fit. The City can add this as an additional new comment to the EPR spreadsheet, while they are reviewing.

Page 3: We have discussed at the meeting that AECOM will review the draft EPR and revise, wherever necessary, to reflect the fact that no technical reports for geology and groundwater were prepared. Please revise the minutes accordingly. This request is stated on Page 5, item 5.

Page 5: Please explain why the assumed service level is not the OnCorr service level? (MX Respond: Please note that assumed service level is consistent with the RER Full Business Case at the time of the IBC) The explanation is included on Page 5- that assumed service level is consistent with the RER Full Business Case at the time of the IBC

At meeting, AECOM advised that they would revise EPR to have 6 bus bays, with provision that number can be increased to 8 later. Please revise minutes. This should remain in the EPR comments spreadsheet, as this statement is incorrect. The EPR has been updated to clearly state that the Bus Facility will be constructed with four bus bays with provisions for four additional bus bays (up to eight in total)- which is consistent with all of our comments responses.

Delete and replace with: the reasons why As per the TIS workshop and included in the TIS workshop minutes, addressing rationale for the bus bay won't be included in the EPR but a future commitment for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met, will be included in the EPR. This statement has been added to Page 2 in the attached.

Please note that the final draft EPR and updated TIS will be circulated to the City for review the week of January 20 for comments no later than January 31.

Regards,

Jessica Amankwa

Project Coordinator – Environmental Programs & Assessment
Metrolinx

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: Monday, January 06, 2020 4:16 PM
To: Katie Bright
Cc: Vera Gavrilova
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Katie,
Happy new year! I've had a chance to review the revised TAC #2 minutes and I wanted to confirm a few items:

A few City comments have not been incorporated into the revised minutes and do not appear on the EPR tab of additional comments. These are:

- Page 3: Add: and the City's review of this new information and revised EPR,
- Page 3: We have discussed at the meeting that AECOM will review the draft EPR and revise, wherever necessary, to reflect the fact that no technical reports for geology and groundwater were prepared. Please revise the minutes accordingly.
- Page 5: Please explain why the assumed service level is not the OnCorr service level?

For the first two, can you please explain why these comments were not incorporated? These items were discussed at the meeting. For the last one, can you please respond to the question, as the post-meeting note does not cover this information?

Two comments were included on the EPR tab of additional comments, but the City believes they should be addressed in the minutes as they were discussed at or requested during the meeting:

- At meeting, AECOM advised that they would revise EPR to have 6 bus bays, with provision that number can be increased to 8 later. Please revise minutes.
- Delete and replace with: the reasons why

Thanks.
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Katie Bright
To: [Andrea Roberts](#)
Cc: [Vera Gavrilova](#); "transitea@woodbine.com"; [Gretel Green](#); [Douglas Smith](#); [Hassib Abdul Samad](#); [Joceli Pierossi](#); [Richard Borbridge](#); [Jessica Atuahene-Amankwa](#); [Georgina Collymore](#); [Tunks, Carolyn](#); "[Marni Dicker](#)"; "[Marwa Khedr](#)"; "afanelli@ellisdon.com"
Subject: RE: Highway 27-Woodbine Station - Dec 5 TIS meeting minutes
Date: Friday, January 24, 2020 8:59:48 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi Andrea,

Thank you for the update. We look forward to receiving the TIS and TAC2 meeting note feedback early next week.

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Andrea Roberts [mailto:Andrea.Roberts@toronto.ca]
Sent: Friday, January 24, 2020 8:57 AM
To: Katie Bright
Cc: Vera Gavrilova
Subject: RE: Highway 27-Woodbine Station - Dec 5 TIS meeting minutes

Hi Katie,

We'll send our comments on the TIS minutes as well as the revised TAC2 minutes early next week. We have a fair number of changes to make – it seems like we had different viewpoints on what was discussed and agreed during the meetings. Given this, we won't be responding to the TAC2 carryover comments today. These were discussed at the TAC2 meeting so they should be part of the minutes record, rather than the draft EPR record.
Thanks
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
City of Toronto <https://urldefense.proofpoint.com/v2/url?u=http-3A__www.toronto.ca_&d=DwMFAG&c=TQzoP61-bYDBLzNd0XmHrw&r=eZBl28EtMDCWtkNVsSXlAnmL9p_2jNbqXY_AQP1ds9U&m=08RmplPH9VyBsO_MsEKiNZALr-MmbpKyx0QNDg8VG28&s=AvpPS0Dkz6JrMs_6T2Rd-U-9102nmTeUmSoDHRLBWg&e=>>

T: (416) 397-9526
M: (416) 688-3325

From: Katie Bright [mailto:Katie.Bright@metrolinx.com]
Sent: January 24, 2020 8:37 AM
To: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: 'transitea@woodbine.com' <transitea@woodbine.com>; [Gretel Green](mailto:Gretel.Green@metrolinx.com) <Gretel.Green@metrolinx.com>; [Douglas Smith](mailto:Douglas.Smith@metrolinx.com) <Douglas.Smith@metrolinx.com>; [Hassib Abdul Samad](mailto:Hassib.AbdulSamad@metrolinx.com) <Hassib.AbdulSamad@metrolinx.com>; [Joceli Pierossi](mailto:Joceli.Pierossi@metrolinx.com) <Joceli.Pierossi@metrolinx.com>; [Richard Borbridge](mailto:Richard.Borbridge@metrolinx.com) <Richard.Borbridge@metrolinx.com>; [Jessica Atuahene-Amankwa](mailto:Jessica.Atuahene-Amankwa@metrolinx.com) <Jessica.Atuahene-Amankwa@metrolinx.com>; [Georgina Collymore](mailto:Georgina.Collymore@metrolinx.com) <Georgina.Collymore@metrolinx.com>; [Carolyn Tunks](mailto:Carolyn.Tunks@aecom.com) <carolyn.tunks@aecom.com>; [Marni Dicker](mailto:Marni.Dicker@lwl.com) <marni@lwl.com>; [Marwa Khedr](mailto:Marwa.Khedr@lwl.com) <Marwa@lwl.com>; afanelli@ellisdon.com <afanelli@ellisdon.com>
Subject: RE: Highway 27-Woodbine Station - Dec 5 TIS meeting minutes

Hi Vera and Andrea,

Can you please confirm timing for City feedback regarding the December 5 TIS workshop minutes? Will that be provided along with EPR comment response and TAC meeting feedback today?

Thanks,

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Katie Bright
Sent: Tuesday, December 24, 2019 11:42 AM
To: 'Vera Gavrilova'; Andrea Roberts
Cc: 'transitea@woodbine.com'; [Gretel Green](#); [Douglas Smith](#); [Hassib Abdul Samad](#); [Joceli Pierossi](#); [Richard Borbridge](#); [Jessica Atuahene-Amankwa](#);

Georgina Collymore; Carolyn Tunks; 'Marni Dicker'; 'Marwa Khedr'; 'afanelli@ellisdon.com'
Subject: Highway 27-Woodbine Station - Dec 5 TIS meeting minutes

Hi Vera and Andrea,

Please see attached for minutes of the December 5, 2019 TIS Workshop.

- Katie

Katie Bright, MCIP, RPP
Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

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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: [Vera Gavrilova](#)
To: "[Katie Bright](#)"
Cc: [Andrea Roberts](#); [Gretel Green](#); [Tunks, Carolyn](#); "transitea@woodbine.com"; [Douglas Smith](#); [Hassib Abdul Samad](#); [Joceli Pierossi](#); [Richard Borbridge](#); [Jessica Atuahene-Amankwa](#); [Georgina Collymore](#); "[Marni Dicker](#)"; "[Marwa Khedr](#)"; "afanelli@ellisdon.com"
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments
Date: Friday, January 24, 2020 4:41:36 PM
Attachments: [image002.png](#)
[CoT Follow-Up Comments - Woodbine GO TPAP - Draft EPR - 24 JAN 2020.xls](#)

Hi Katie,

Hope you had a good week. Please find attached the City's commentary on the responses:

- *CoT Follow-Up Comments - Woodbine GO TPAP - Draft EPR - 24 JAN 2020.xls*

We will update our responses as we review the revised EPR that you have shared with us. Meanwhile, if you have any questions, feel free to reach out. Have a good weekend.

Regards,
Vera

P: (416) 338-7105

C: (416) 688-0731

From: Katie Bright [mailto:Katie.Bright@metrolinx.com]
Sent: December 24, 2019 10:57 AM
To: Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Cc: [Andrea Roberts](#) <Andrea.Roberts@toronto.ca>; [Gretel Green](#) <Gretel.Green@metrolinx.com>; [Carolyn Tunks](#) <carolyn.tunks@aecom.com>; 'transitea@woodbine.com' <transitea@woodbine.com>; [Douglas Smith](#) <Douglas.Smith@metrolinx.com>; [Hassib Abdul Samad](#) <Hassib.AbdulSamad@metrolinx.com>; [Joceli Pierossi](#) <Joceli.Pierossi@metrolinx.com>; [Richard Borbridge](#) <Richard.Borbridge@metrolinx.com>; [Jessica Atuahene-Amankwa](#) <Jessica.Atuahene-Amankwa@metrolinx.com>; [Georgina Collymore](#) <Georgina.Collymore@metrolinx.com>; '[Marni Dicker](mailto:Marni.Dicker@lwl.com)' <marni@lwl.com>; '[Marwa Khedr](mailto:Marwa@lwl.com)' <Marwa@lwl.com>; 'afanelli@ellisdon.com' <afanelli@ellisdon.com>
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Vera,

Thank you for the feedback. The team will review the follow up comments.

Please see attached for the:

- Updated final TAC#2 meeting minutes
- Responses to City comments re: draft EPR – please note that this file also includes a tab for additional comments provided through TAC#2 minutes review

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Vera Gavrilova [<mailto:Vera.Gavrilova@toronto.ca>]
Sent: Monday, December 23, 2019 2:45 PM
To: Gretel Green; Carolyn Tunks; Katie Bright
Cc: 'transitea@woodbine.com'; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Jessica Atuahene-Amankwa; Georgina Collymore; 'Marni Dicker'; 'Marwa Khedr'; 'afanelli@ellison.com'; Andrea Roberts
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Carolyn, Katie & Gretel,

Hope you are keeping well. Please find attached the City's follow-up comments on Metrolinx/WEG's responses:

- *"CoT Follow-up Comments - Hwy 27-Woodbine Station - EPR Technical Reports - 23 DEC 2019.xls"*

A lot of the responses commit to revisions in the technical reports. In the absence of the next iteration of the technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

We look forward to continuing the work on the TPAP in the new year. In the meantime, have a wonderful holiday and Happy New Year!

Best regards,
Vera



Vera Gavrilova | Project Coordinator
City of Toronto, Transit Expansion Office
City Hall, East Tower, 20th Floor
Toronto, ON M5H 2N2
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Vera Gavrilova
Sent: November 27, 2019 3:24 PM
To: 'Gretel Green' <Gretel.Green@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>
Cc: Katie Bright <Katie.Bright@metrolinx.com>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge

<Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; afanelli@ellisdon.com; Andrea Roberts <Andrea.Roberts@toronto.ca>

Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Gretel & Carolyn,

Thank you for your messages. We understand Metrolinx/WEG's preference for the City to begin troubleshooting the responses now. We have circulated the responses internally for review and comment and will provide feedback within the normal review timeframe.

At the same time, we would welcome an opportunity to verify that all our comments have been addressed fully through a review of the revised technical reports. If you could share them with us as soon as they become available, that would be great.

Best regards,
Vera



Vera Gavrilova | Project Coordinator
Transit Expansion Office
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Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Gretel Green [<mailto:Gretel.Green@metrolinx.com>]

Sent: November 27, 2019 11:59 AM

To: Carolyn Tunks <carolyn.tunks@aecom.com>; Vera Gavrilova <Vera.Gavrilova@toronto.ca>

Cc: Katie Bright <Katie.Bright@metrolinx.com>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; afanelli@ellisdon.com; Andrea Roberts <Andrea.Roberts@toronto.ca>

Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Vera/ Andrea

I just wanted to add to Carolyn's email.

We think it would be beneficial to take a high level review of the comment response table at this time (if possible) to ensure that the responses are acceptable (heading in the right direction) so that the responses can inform updates to the report.

Thanks

Gretel Green, M.Sc. CISEC

Project Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.1649 | C: 647.274.4047



From: Tunks, Carolyn [<mailto:Carolyn.Tunks@aecom.com>]
Sent: November-26-19 4:45 PM
To: Vera Gavrilova; Gretel Green
Cc: Katie Bright; transitea@woodbine.com; Douglas Smith; Hassib Abdul Samad; Joceli Pierossi; Richard Borbridge; Jessica Atuahene-Amankwa; Georgina Collymore; Marni Dicker; Marwa Khedr; afanelli@ellisdon.com; Andrea Roberts
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Vera,

I connected with the team, and it is our preference that the review of the TAC #2 Minutes, and the remainder of the comment responses (not in grey) commence under the City's review.

We are still working out the timing of the revised TIS and EPR. We hope to provide more precise timing and approach for providing revised reports to the City during the transportation workshop next Thursday (Dec. 5). I realize it is more helpful to have the updated TIS/EPR in hand to verify the responses, but updating the reports is likely going to take a fair bit of time, so it will be beneficial to start the City's feedback/response process so we can proceed with other edits and updates. It may work out that the revised TIS/EPR will trickle in during your review of our responses.

Pending a successful workshop next week with some of our updated direction for the comments highlighted in grey, we can provide an updated comment / response table shortly after that meeting. However, we still think it would be valuable to have the City start the review of the rest of the comments, not related to traffic. When the updated responses come in related to the TIS, it will be a streamlined effort to review just the new traffic responses.

Thanks and have a great night,

Carolyn

From: Vera Gavrilova <Vera.Gavrilova@toronto.ca>
Sent: Tuesday, November 26, 2019 1:22 PM
To: 'Gretel Green' <Gretel.Green@metrolinx.com>
Cc: Katie Bright <Katie.Bright@metrolinx.com>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>;

Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; afanelli@ellisdon.com; Tunks, Carolyn <Carolyn.Tunks@aecom.com>; Andrea Roberts <Andrea.Roberts@toronto.ca>
Subject: RE: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Gretel,

Thank you for sharing the responses with us. At TAC#2 on Nov 14, we discussed Metrolinx/WEG providing revised versions of the technical reports to the City. At the meeting, it was still unclear if Metrolinx/WEG would be able to deliver them. Would you be able to confirm if we should be expecting the revised technical reports? If the technical reports are coming, then we would prefer to hold off on responding to Metrolinx/WEG's responses until we have the reports so we can cross reference and verify that our comments have in fact been fully addressed. Please let me know.

Best regards,
Vera



Vera Gavrilova | Project Coordinator
Transit Expansion Office
Metro Hall, 55 John St, 19th Floor
Toronto, ON M5V 3C6
Cell: (416) 688-0731
Office: (416) 338-7105
Email: vera.gavrilova@toronto.ca

From: Gretel Green [<mailto:Gretel.Green@metrolinx.com>]
Sent: November 26, 2019 11:40 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; transitea@woodbine.com; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Georgina Collymore <Georgina.Collymore@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; afanelli@ellisdon.com; Carolyn Tunks <carolyn.tunks@aecom.com>
Subject: Woodbine TAC #2 Meeting Minutes and Response to City Comments

Hi Andrea,
Please find TAC #2 meeting minutes attached for review and responses to City's comments on the Woodbine EPR technical reports.
Please note that comments that have been "greyed out" on the excel sheet will be discussed in the upcoming Transportation Impact Study workshop on December 5th.

We look forward to hearing from you.

Gretel Green, M.Sc. CISEC

Project Manager, Environmental Programs & Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

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From: [Andrea Roberts](#)
To: "[Jessica Atuahene-Amankwa](#)"
Cc: [Vera Gavrilova](#); [Katie Bright](#); [Gretel Green](#); [Douglas Smith](#); [Joceli Pierossi](#); [Hassib Abdul Samad](#); [Richard Borbridge](#); [Tunks, Carolyn](#); [Marni Dicker](#); [Marwa Khedr](#); [Blacha, Madelin](#); [afanelli@ellisdon.com](#); [transitea@woodbine.com](#)
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review
Date: Wednesday, January 29, 2020 2:15:01 PM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)
[image001.png](#)

Thanks Jessica. We will add this to the circulation.

Cheers

Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526

M: (416) 688-3325



From: Jessica Atuahene-Amankwa [mailto:Jessica.Atuahene-Amankwa@metrolinx.com]
Sent: January 29, 2020 11:59 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review

Hi Andrea,

As requested, please see attached for the updated TIS sections of the EPR (pdf clean copy and tracked changes word version).

Thank you,

Jessica Amankwa
T: 416.202.0118 C: 647.294.9184

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: January-24-20 3:42 PM
To: Jessica Atuahene-Amankwa
Cc: Vera Gavrilova; Katie Bright; Gretel Green; Douglas Smith; Joceli Pierossi; Hassib Abdul Samad; Richard Borbridge; Carolyn Tunks; Marni Dicker; Marwa Khedr; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review

Thanks for confirming, Jessica.
Cheers
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Jessica Atuahene-Amankwa [<mailto:Jessica.Atuahene-Amankwa@metrolinx.com>]
Sent: January 24, 2020 11:21 AM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review

Hi Andrea,

Thank you. Following up on my previous email, you will receive the updated TIS section of the EPR next week.

Regards,

Jessica Amankwa
T: 416.202.0118 C: 647.294.9184

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]
Sent: January-24-20 11:18 AM
To: Jessica Atuahene-Amankwa

Cc: Vera Gavrilova; Katie Bright; Gretel Green; Douglas Smith; Joceli Pierossi; Hassib Abdul Samad; Richard Borbridge; Carolyn Tunks; Marni Dicker; Marwa Khedr; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review

Thank you, Jessica. We confirm receipt of all 9 documents plus the comment log.

As the documents were received on January 23rd, City comments will be returned by March 6th.

Cheers,
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
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From: Jessica Atuahene-Amankwa [<mailto:Jessica.Atuahene-Amankwa@metrolinx.com>]
Sent: January 23, 2020 3:34 PM
To: Andrea Roberts <Andrea.Roberts@toronto.ca>
Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review

Hello Andrea,

Thank you for your email. Yes, you have the correct files.

Regarding your feedback on the approach to responding to review comments and a timeline on when to expect an updated TIS section in the draft EPR - I'll discuss these topics with the Woodbine project team and will get back to you soon .

In the meantime, as promised, please see the wetransfer link (<https://we.tl/t-k0pgzxIXza>) for the updated TIS and the remaining EPR appendices. The wetransfer link contains the following files:

- Stage 1 AA

- Stage 2 AA
- Air Quality Assessment
- Cultural Heritage Assessment Report
- Natural Environment Report
- Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report
- Socio-economic and Land Use Characteristics Study
- Traffic impact Study (pdf and tracked changes version)

Please use the attached comment sheet for any comments on the technical reports. The comment responses have been updated in a new column to further respond to your comments.

Thank you,

Jessica Amankwa

T: 416.202.0118 C: 647.294.9184

From: Andrea Roberts [<mailto:Andrea.Roberts@toronto.ca>]

Sent: January-22-20 5:58 PM

To: Jessica Atuahene-Amankwa

Cc: Vera Gavrilova; Katie Bright; Gretel Green; Douglas Smith; Joceli Pierossi; Hassib Abdul Samad; Richard Borbridge; Carolyn Tunks; Marni Dicker; Marwa Khedr; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com

Subject: RE: Hwy-27 Woodbine station revised Draft EPR for review

Hi Jessica,

Thanks for sending the revised draft EPR. We confirm receipt of the following 4 documents. Please confirm that nothing is missing:

- 2020-01-20-WoodbineStation-RPT-Final Draft EPR.docx
- 2020-01-20-WoodbineStation-RPT-Final Draft EPR.pdf
- 2020-01-20-WoodbineStation-RPT-Final Draft EPR_Tracked Changes.docx
- 2020-01-20-Woodbine-Draft EPR Appendix C_Rev2.pdf

We will circulate these to City divisions for comment. As the materials were received on January 21st, City comments will be provided by March 4th (30 business days). We will do our best to get them to you sooner if possible. When you provide the revised TIS later this week, please update us on when the City will review the revised TIS section in the draft EPR.

The City's comments on the spreadsheet provided to the City on December 24 are due this Friday. As discussed with Katie, the City will provide these comments on schedule, however, you'll see that many of our comments are "pending review of revised draft EPR". We recommend that Metrolinx

review the Friday submission and if you have any concerns or questions about the City's comments, we can set up meetings to discuss specific issues.

However, we recommend that Metrolinx hold off on formally responding to the Friday submission, and wait until the City submits its comments on the revised draft EPR. This will hopefully help us to avoid overlapping comment logs. We are planning to add a new column to the existing spreadsheet for City's comments on the revised draft EPR (so there will be two back-to-back City comment columns). Metrolinx can then formally respond to the **two** columns after the March 4th submission.

Hope this approach works for you. Thanks.

Cheers,
Andrea

Andrea Roberts
Senior Project Manager
Transit Expansion Office
[City of Toronto](#)

T: (416) 397-9526
M: (416) 688-3325



From: Jessica Atuahene-Amankwa [<mailto:Jessica.Atuahene-Amankwa@metrolinx.com>]

Sent: January 21, 2020 2:59 PM

To: Andrea Roberts <Andrea.Roberts@toronto.ca>

Cc: Vera Gavrilova <Vera.Gavrilova@toronto.ca>; Katie Bright <Katie.Bright@metrolinx.com>; Gretel Green <Gretel.Green@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: Hwy-27 Woodbine station revised Draft EPR for review

Good afternoon Andrea,

Please see the following wetransfer link <https://we.tl/t-q0i4aau2wN> for the revised draft Woodbine EPR and Appendix C (Project Communications and Consultation Materials). The link contains a clean and tracked changes copy of the EPR in both word and pdf format to support your review.

Please note that the remaining technical report appendices will be provided on Thursday (including the updated TIS). The TIS section in the EPR will be updated prior to finalizing the EPR. For any additional comments, please continue to use the attached comment response spreadsheet provided

to the City on December 24.

Thank you,

Jessica Amankwa

Project Coordinator – Environmental Programs & Assessment

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

T: 416.202.0118 C: 647.294.9184

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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.

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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: [Batista, Cindy \(MECP\)](#)
To: [Jessica Atuahene-Amankwa](#)
Cc: [Katie Bright](#); [Joceli Pierossi](#); [Douglas Smith](#); [Richard Borbridge](#); [Marni Dicker](#); [Marwa Khedr](#); [Tunks, Carolyn](#); [Blacha, Madelin](#); [afanelli@ellisdon.com](#); [transitea@woodbine.com](#); [Merza, Header \(MECP\)](#)
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for MECP review
Date: Monday, February 03, 2020 12:08:46 PM
Attachments: [image001.png](#)
[image002.png](#)

Hello Jessica,

Perfect. Thanks for letting me know. I have no further comments.

Cindy

From: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Sent: February 3, 2020 11:09 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Katie Bright <Katie.Bright@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com; Merza, Header (MECP) <Header.Merza@ontario.ca>
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for MECP review

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

Good morning Cindy,

We have resolved the two outstanding comments (noise and vibration report comment #2 and 3) through discussions with Header and closed them out on the comment sheet. Please see the attached updated comment response spreadsheet. If you have any further feedback please let us know this week.

Thanks,

Jessica Amankwa

Project Coordinator – Environmental Programs & Assessment
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

T: 416.202.0118 C: 647.294.9184



From: Katie Bright
Sent: January-30-20 3:44 PM
To: Batista, Cindy (MECP)
Cc: Jessica Atuahene-Amankwa; Joceli Pierossi; Douglas Smith; Richard Borbridge; Marni Dicker; Marwa

Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Merza, Header (MECP)

Subject: RE: Hwy-27 Woodbine station revised Draft EPR for MECP review

Hi Cindy,

Thank you for the feedback.

Follow up will occur with Header to resolve those few items.

The notice is scheduled to be published February 13 for a February 13 – March 16 public review period.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

Sent: Thursday, January 30, 2020 3:05 PM

To: Katie Bright

Cc: Jessica Atuahene-Amankwa; Joceli Pierossi; Douglas Smith; Richard Borbridge; Marni Dicker; Marwa Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Merza, Header (MECP); Batista, Cindy (MECP)

Subject: RE: Hwy-27 Woodbine station revised Draft EPR for MECP review

Hello Katie,

Please find attached an updated comment response table. I can confirm that there are no further comments from source water protection, air, stormwater and groundwater.

As for noise, there are 2 outstanding comments. I recommend a call with Header Merza (416-327-6575) directly to resolve these outstanding items.

As for my additional comments, of which we discussed on the phone last week, they are minor and can be easily incorporated into the final documentation and; therefore, I do not need to see them again.

Can you kindly confirm when the Notice of Completion will be posted?

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator
Environmental Assessment Services | Environmental Assessment & Permissions
Branch

Ministry of the Environment, Conservation & Parks

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

☎ 416-314-7225 | 📠 416-314-8452 | ✉ cindy.batista@ontario.ca

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

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

From: Katie Bright <Katie.Bright@metrolinx.com>

Sent: January 23, 2020 4:21 PM

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

Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>; Madelin Blacha <madelin.blacha@aec.com>; afanelli@ellisdon.com; transitea@woodbine.com

Subject: RE: Hwy-27 Woodbine station revised Draft EPR for MECP review

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

Hi Cindy,

The remaining EPR appendices have been sent to you via EATS:

- Stage 1 AA
- Stage 2 AA
- Air Quality Assessment
- Cultural Heritage Assessment Report
- Natural Environment Report
- Station Operations Acoustic Assessment and Construction Noise and Vibration Impact Report
- Socio-economic and Land Use Characteristics Study
- Traffic impact Study (pdf and tracked changes version)

Please provide review feedback no later than January 31.

Thanks and regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: Tuesday, January 21, 2020 4:13 PM
To: Katie Bright
Subject: RE: Hwy-27 Woodbine station revised Draft EPR for MECP review

Thanks Katie.

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: January 21, 2020 4:01 PM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwlp.com>; Marwa Khedr <Marwa@lwlp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: Hwy-27 Woodbine station revised Draft EPR for MECP review

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

Hi Cindy,

For review of the revised EPR, the following files have been sent to you via EATS:

- Final Draft EPR PDF
- Final Draft EPR Word clean
- Final Draft EPR Word tracked changes
- Appendix C

The remaining technical report appendices will be provided on Thursday (including the updated TIS). The TIS section in the EPR will be updated prior to finalizing the EPR.

Please refer to the attached spreadsheet for the latest comment response tracking. It would be appreciated if any additional comments could be added to that file.

As previously discussed (below), please provide review feedback no later than January 31.

Thank you,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: Tuesday, January 14, 2020 10:07 AM
To: Katie Bright
Subject: RE: Hwy 27 - Woodbine GO Station - response to MECP comments

Thanks Katie for the update. Please let me know if anything changes with respect to the dates below.

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: January 13, 2020 11:22 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aec.com>; Madelin Blacha <madelin.blacha@aec.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: RE: Hwy 27 - Woodbine GO Station - response to MECP comments

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Hi Cindy,

Thank you for the feedback. Responses will be provided to the additional comments re: air quality and noise.

The final draft EPR will be circulated for review the week of January 20 for comments no later than January 31.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]
Sent: Monday, January 13, 2020 11:15 AM
To: Katie Bright
Cc: Jessica Atuahene-Amankwa; Cathy Borsa; Joceli Pierossi; Douglas Smith; Hassib Abdul Samad; Richard Borbridge; Marni Dicker; Marwa Khedr; Carolyn Tunks; Madelin Blacha; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP)
Subject: RE: Hwy 27 - Woodbine GO Station - response to MECP comments

Good Morning Katie,

Please find attached the ministry's additional minor comments on noise. Please let me know if Mx has any comments.

Can you kindly confirm when we can expect to see a revised EPR?

Thanks,

Cindy

From: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Sent: December 27, 2019 2:41 PM
To: Katie Bright <Katie.Bright@metrolinx.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwp.com>; Marwa Khedr <Marwa@lwp.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Hwy 27 - Woodbine GO Station - response to MECP comments

Hello Katie,

I have shared Metrolinx's responses with the respective reviewers and I can confirm that there are no further comments relating to:

- Groundwater
- Source Water Protection Programs
- Environmental Assessments Services

Please find attached additional comments from the ministry's air quality analyst - Amanda Graham.

I will follow-up with you in the New Year regarding the noise and vibration comments.

Please confirm in advance, if possible, the date in which Metrolinx intends on submitting the revised EPR.

Thank you,

Cindy

From: Katie Bright <Katie.Bright@metrolinx.com>
Sent: December-04-19 9:59 AM
To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>; Cathy Borsa <Cathy.Borsa@metrolinx.com>; Joceli Pierossi <Joceli.Pierossi@metrolinx.com>; Douglas Smith <Douglas.Smith@metrolinx.com>; Hassib Abdul Samad <Hassib.AbdulSamad@metrolinx.com>; Richard Borbridge <Richard.Borbridge@metrolinx.com>; Marni Dicker <marni@lwl.com>; Marwa Khedr <Marwa@lwl.com>; Carolyn Tunks <carolyn.tunks@aecom.com>; Madelin Blacha <madelin.blacha@aecom.com>; afanelli@ellisdon.com; transitea@woodbine.com
Subject: Hwy 27 - Woodbine GO Station - response to MECP comments

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

Hi Cindy,

Thank you for providing MECP comments regarding the Highway 27-Woodbine Station draft EPR and technical reports. The associated responses are attached. Please review and reach out if there is anything to discuss.

The following files have been sent to you via EATS:

- Revised air quality report (clean and track change copies);
- Revised noise and vibration report (clean and track change copies); and
- BaP ADI/ADO files - "v2" shows the results for only the sensitive receptor (hotel), and "v3" shows results for all receptors.

We anticipate the revised EPR will be circulated to MECP in early 2020.

Regards,

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065



From: Transit EA <transitea@woodbine.com>
Sent: Thursday, November 21, 2019 12:01 PM
To: Zirger, Rosi (MTCS)
Cc: Barboza, Karla (MTCS)
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.pdf

Good afternoon Rosi,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, is now commencing for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared.

Please find attached the Notice of Commencement and Online Survey which includes further information on the Highway-27 Woodbine Station, the TPAP, and associated project documentation and consultation opportunities.

As a part of our continued consultation and outreach efforts for this project under the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the project. Please refer to the attached Notice for further details and use the following link to access the online survey:

<https://www.surveymonkey.com/r/PQ3WJ7P>

To complete the environmental assessment, the Statement of Completion date is targeted for March 2020. If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com.

For more information, please visit www.woodbine.com/transit.ea.

Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project

Transit EA <transitea@woodbine.com>

Thu 2019-11-21 11:53 AM

To: Transit EA <transitea@woodbine.com>

Bcc: stefan.linder@cn.ca <stefan.linder@cn.ca>; michael.vallins@cn.ca <michael.vallins@cn.ca>; EnviroOnt <EnviroOnt@tc.gc.ca>; steven.thomas@gtaa.com <steven.thomas@gtaa.com>; stephane_imberty@viarail.ca <stephane_imberty@viarail.ca>; SecondaryLandUse@HydroOne.com <SecondaryLandUse@HydroOne.com>; YuSan.Ong@hydroone.com <YuSan.Ong@hydroone.com>; steven.strong@ontario.ca <steven.strong@ontario.ca>; jason.white@ontario.ca <jason.white@ontario.ca>; rafoom-boateng@trca.on.ca <rafoom-boateng@trca.on.ca>;

1 attachments (382 KB)

2019-11-21-WoodbineStation-60606819-NOC-FINAL.pdf;

Good afternoon,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, is now commencing for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared.

Please find attached the Notice of Commencement and Online Survey which includes further information on the Highway-27 Woodbine Station, the TPAP, and associated project documentation and consultation opportunities.

As a part of our continued consultation and outreach efforts for this project under the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the project. Please refer to the attached Notice for further details and use the following link to access the online survey: <https://www.surveymonkey.com/r/PQ3WJ7P>

To complete the environmental assessment, the Statement of Completion date is targeted for March 2020. If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com.

For more information, please visit www.woodbine.com/transit.ea.

Indigenous Communities

Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:13 AM
To: 'chief@ramafirstnation.ca'
Cc: 'shardayj@ramafirstnation.ca'; 'annettes@ramafirstnation.ca'; 'cathye@ramafirstnation.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Noganosh,

Further to our email and letter correspondence titled “Highway 27- Woodbine Station Project Notification and Request for Feedback”, dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:17 AM
To: 'emilyw@curvelake.ca'
Cc: 'juliek@curvelake.ca'; 'kaitlinh@curvelake.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Whetung,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:21 AM
To: 'chiefcarr@hiawathafn.ca'
Cc: 'tcowie@hiawathafn.ca'; 'choward@hiawathafn.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Carr,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:45 AM
To: 'administration@cnhw.qc.ca'
Cc: 'maxime.picard@cnhw.qc.ca'; 'melanievincent21@yahoo.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Grand Chief Sioui,

Further to our email and letter correspondence titled “Highway 27- Woodbine Station Project Notification and Request for Feedback”, dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project)
The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

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Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:32 AM
To: 'rknahrgang@gmail.com'
Cc: 'lawreid@aol.com'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Nahrgang,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2W3

T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:41 AM
To: 'klarocca@scugogfirstnation.com'
Cc: 'msanford@scugogfirstnation.com'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief LaRocca,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:07 AM
To: 'donna.bigcanoe@georginaisland.com'
Cc: 'natasha.charles@georginaisland.com'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Big Canoe,

Further to our email and letter correspondence titled “Highway 27- Woodbine Station Project Notification and Request for Feedback”, dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project)
The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:50 AM
To: 'dmowat@alderville.ca'
Cc: 'jjohnson@alderville.ca'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Mowat,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:01 AM
To: 'bfncchief@chimnissing.ca'
Cc: 'danamonague@chimnissing.ca'; Fallon Melander; Toronto West; transitea@woodbine.com
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief Monague,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concern.

Kind regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



Radoslav, Jarrid

From: Jessica Atuahene-Amankwa
Sent: Thursday, November 21, 2019 9:36 AM
To: 'Stacey.Laforme@mncfn.ca'
Cc: 'Fawn.Sault@mncfn.ca'; 'Megan.DeVries@mncfn.ca'; Fallon Melander; transitea@woodbine.com; Toronto West
Subject: Notice of Commencement and Online Survey - Hwy 27- Woodbine Station Project
Attachments: 2019-11-21-WoodbineStation-NoC-FINAL.PDF

Hello Chief LaForme,

Further to our email and letter correspondence titled "Highway 27- Woodbine Station Project Notification and Request for Feedback", dated September 25, 2019, I am writing to inform you that Metrolinx is issuing a formal Notice of Commencement and Online Survey for the Highway 27-Woodbine Station (the Project). The Project will be completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 213/08* made under the *Environmental Assessment Act, Transit Projects and Metrolinx Undertakings*.

Along with the formal commencement of the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. Please refer to the project website www.woodbine.com/transit.ea and the attached Notice of Commencement and Online Survey for additional details. Please let me know if you have any questions or concerns.

Kind Regards,

Jessica Amankwa

Junior Project Coordinator – Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.0118 C: 647.294.9184



From: Katie Bright
Sent: Friday, January 17, 2020 10:24 AM
To: Megan DeVries
Cc: Jessica Atuahene-Amankwa; Mark LaForme; Fallon Melander
Subject: RE: Highway 27-Woodbine Station

Hi Megan,

Thank you for your feedback. As you have noted, there is ongoing discussion between Metrolinx and MCFN regarding the approach to engagement for Metrolinx projects. Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with your community.

Given the current practice, the Stage 1 and 2 archaeological assessments for this project were shared for your information and have been entered in to the Ontario Public Register of Archaeological Reports.

Metrolinx's Indigenous Relations Office (IRO) will continue discussions with MCFN regarding the approach to engagement going forward. Fallon Melander (Manager, IRO) is copied here.

- Katie

Katie Bright, MCIP, RPP

Manager, Environmental Programs and Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.4967 C: 647.927.5065

From: Megan DeVries [<mailto:Megan.DeVries@mncfn.ca>]
Sent: December-19-19 9:43 AM
To: Jessica Atuahene-Amankwa
Cc: Mark LaForme; Fallon Melander
Subject: Highway 27-Woodbine Station

Hi Jessica,

Thank you for your voicemail yesterday.

MCFN received the project notification for Highway 27-Woodbine Station in September 25 2019. I contacted Katie Bright on September 30 2019 to request the participation of our Field Liaison Representatives in the environmental and archaeological technical studies for the project. On October 10 2019 I received an email from Katie Bright denying this request (attached). The Stage 1/2 archaeological report was circulated to MCFN alongside that response. We contacted Metrolinx regarding our disappointment that archaeological fieldwork had occurred without our participation (attached). Without in-field confirmation of the activities that took place via our representatives, it is unfair for Metrolinx to request that we affirm the contents of the report by AECOM meet MCFN's standards. This is why we request the level of participation that we do. Based on this, at this time MCFN is unable to provide meaningful comment on the results and recommendations provided by AECOM that the study is free of further archaeological concern to our Nation.

We hope that Metrolinx will reflect seriously upon our concerns with the lack of meaningful consultation that occurred for this and other projects and work cooperatively with us to develop a process that will satisfactorily address its obligations as a Crown agency to MCFN as a Nation. I have CC'd Fallon Melander, Manager of Indigenous Relations at Metrolinx, with whom our office has recently had a productive meeting to discuss improving our relationship moving forward. I would ask that you connect with her for more information regarding MCFN's expectations for consultation in 2020.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
P: 905-768-4260 | M: 289-527-2763
<http://www.mncfn.ca>

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Elected Officials

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 2:08 PM
To: Radoslav, Jarrid
Subject: Fw: Woodbine EA - Notice of Commencement
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.PDF; ATT00001.htm

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Sent: November 21, 2019 8:36 AM
To: Transit EA <transitea@woodbine.com>
Subject: Fwd: Woodbine EA - Notice of Commencement

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.

FYI

Sent from my iPhone

Begin forwarded message:

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Date: November 21, 2019 at 7:05:34 AM EST
To: Councillor Michael Ford <councillor_mford@toronto.ca>
Cc: "transitea@metrolinx.com" <transitea@metrolinx.com>
Subject: Woodbine EA - Notice of Commencement

Dear Councillor Ford:

Please find attached the Notice of Commencement for the new Woodbine GO Station, proposed by Woodbine Entertainment Group in partnership with Metrolinx. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

As a part of our continued consultation and outreach efforts for this project under the Transit Project Assessment Process, we are also introducing an [online survey](#) to build on the Public Meeting held on October 10, 2019. We invite you to share this survey with your constituents to receive their feedback.

Should you have any questions or comments, please feel free to contact me.

Kind Regards,

LUIZA SADOWSKI

Senior Manager, Community/Stakeholder Relations | Toronto West
Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

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: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 2:08 PM
To: Radoslav, Jarrid
Subject: Fw: Woodbine EA - Notice of Commencement
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.PDF; ATT00001.htm

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Sent: November 21, 2019 8:36 AM
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Subject: Fwd: Woodbine EA - Notice of Commencement

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.

FYI

Sent from my iPhone

Begin forwarded message:

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Date: November 21, 2019 at 7:00:09 AM EST
To: "kirsty.duncan.c1c@parl.gc.ca" <kirsty.duncan.c1c@parl.gc.ca>
Cc: "transitea@metrolinx.com" <transitea@metrolinx.com>
Subject: Woodbine EA - Notice of Commencement

Dear MP Duncan:

Please find attached the Notice of Commencement for the new Woodbine GO Station, proposed by Woodbine Entertainment Group in partnership with Metrolinx. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

As a part of our continued consultation and outreach efforts for this project under the Transit Project Assessment Process, we are also introducing an [online survey](#) to build on the Public Meeting held on October 10, 2019. We invite you to share this survey with your constituents to receive their feedback.

Should you have any questions or comments, please feel free to contact me.

Kind Regards,

LUIZA SADOWSKI

Senior Manager, Community/Stakeholder Relations | Toronto West
Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

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From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Sent: Thursday, November 21, 2019 8:36 AM
To: transitea@woodbine.com
Subject: Fwd: Woodbine EA - Notice of Commencement
Attachments: 2019-11-21-WoodbineStation-60606819-NOC-FINAL.PDF; ATT00001.htm

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.

FYI

Sent from my iPhone

Begin forwarded message:

From: Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Date: November 21, 2019 at 7:10:34 AM EST
To: "doug.fordco@pc.ola.org" <doug.fordco@pc.ola.org>
Cc: "transitea@metrolinx.com" <transitea@metrolinx.com>
Subject: Woodbine EA - Notice of Commencement

Dear Premier Ford:

Please find attached the Notice of Commencement for the new Woodbine GO Station, proposed by Woodbine Entertainment Group in partnership with Metrolinx. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

As a part of our continued consultation and outreach efforts for this project under the Transit Project Assessment Process, we are also introducing an [online survey](#) to build on the Public Meeting held on October 10, 2019. We invite you to share this survey with your constituents to receive their feedback.

Should you have any questions or comments, please feel free to contact me.

Kind Regards,

LUIZA SADOWSKI

Senior Manager, Community/Stakeholder Relations | Toronto West
Communications | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
T: 416.202.4692 | C: 416.989.5051

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.

Other Stakeholders / Public Comments

Notice of Commencement and Online Survey - Hwy 27-Woodbine Station Project

Transit EA <transitea@woodbine.com>

Thu 2019-11-21 2:49 PM

To: Transit EA <transitea@woodbine.com>

Bcc

[REDACTED] tdyole@gcgaming.com <tdyole@gcgaming.com>; Gavin Dew <gdew@gcgaming.com>;
cdemarta@shorelinescasinos.com <cdemarta@shorelinescasinos.com>; Tyler Charlebois <Tyler.Charlebois@humber.ca>;
info@emeryvillagebia.ca <info@emeryvillagebia.ca>; info@albionisingtonsquare.org <info@albionisingtonsquare.org>; Jamie
Dykstra <jdykstra@woodbine.com>; gerkarmck@gmail.com <gerkarmck@gmail.com>

📎 1 attachments (313 KB)

2019-11-21-Woodbine Station-NOC-Newspaper_FINAL.pdf;

Good afternoon,

As previously communicated in the Notice of Public Meeting delivered on September 26, 2019, Woodbine Entertainment Group (WEG) has proposed a new GO Station to be developed in partnership with Metrolinx, located at 555 Rexdale Boulevard (Woodbine Racetrack) in the City of Toronto. The proposed Highway-27 Woodbine Station is part of Ontario's broader strategy to deliver more transit solutions to the Greater Toronto and Hamilton Area (GTHA), including improved options for residents of the Etobicoke community and surrounding areas.

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, is now commencing for the proposed Highway 27-Woodbine Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared.

Please find attached the Notice of Commencement and Online Survey which includes further information on the Highway-27 Woodbine Station, the TPAP, and associated project documentation and consultation opportunities.

As a part of our continued consultation and outreach efforts for this project under the TPAP, we are also introducing an online survey to build on the Public Meeting held on October 10, 2019. We invite you to complete the online survey to provide feedback on the potential impacts, proposed mitigation measures and monitoring requirements associated with the project. Please refer to the attached Notice for further details and use the following link to access the online survey: <https://www.surveymonkey.com/r/PQ3WJ7P>

To complete the environmental assessment, the Statement of Completion date is targeted for March 2020. If you have any questions or concerns, please do not hesitate to contact the project team at transitea@woodbine.com.

For more information, please visit www.woodbine.com/transit.ea.

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:25 PM
To: [REDACTED]
Cc: Toronto West
Subject: Highway 27-Woodbine Station - Response to Public Meeting Feedback

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

According to the current design, the station can be accessed from Highway 27 via Grandstand Entrance Road to Entrance Road, and from Carlingview Drive to Entrance Road. There has not been confirmation of service on UP Express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor. We have also been meeting with local and regional transit operators to confirm how buses will be routed into the station to provide connectivity.

As part of the Project, a Traffic Impact Study is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to the intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. These results of this analysis will be documented in Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.

The Highway 27-Woodbine Station EPR will document the assessment of the Study Area identified specifically for the Highway 27-Woodbine GO Station, as defined on the project website. Information related to potential impacts and mitigation measures is currently available on the project website. Potential future development, outside the Study Area related to the EPR, is still ongoing. As the future development of the District unfolds, transit, pedestrian and cycling connections will grow and be incorporated. This commitment is included in the EPR.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:27 PM
To: [REDACTED]
Cc: Toronto West
Subject: Re: Mailing list

Hi [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

According to the current design, the station can be accessed from Highway 27 via Grandstand Entrance Road to Entrance Road, and from Carlingview Drive to Entrance Road. Walkways will be incorporated to ensure pedestrians can travel to and between all elements of the station and parking facilities. There has not been confirmation of service on UP Express to the station. The service concept for this station is still being decided; however, the design allows for different options that would accommodate a variety of service scenarios on the corridor. We have also been meeting with local and regional transit operators to confirm how buses will be routed into the station to provide connectivity.

As part of the Project, a Traffic Impact Study is being completed to understand the potential impacts and determine appropriate mitigation measures. With respect to intersections identified on the Public Meeting display boards, these describe the existing conditions of the surrounding intersections and their current operations. This baseline information is necessary in order to understand the potential impacts that will result from project construction. Potential impacts as a result of the Project will be mitigated through road modifications, such as changes to signal timing and lane configurations. These results of this analysis will be documented in the EPR and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020.

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More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

From: [REDACTED]
Sent: September 28, 2019 11:05 AM
To: Transit EA <transitea@woodbine.com>
Subject: Mailing list

Good day - could you kindly add me to the mailing list regarding the new Go transit station at Woodbine please.

Best regards,
[REDACTED]

From: Transit EA <transitea@woodbine.com>
Sent: Thursday, January 9, 2020 1:25 PM
To: [REDACTED]
Cc: Toronto West
Subject: Highway 27-Woodbine Station - Response to Public Meeting Feedback

H [REDACTED]

Thank you for your interest in the Highway 27-Woodbine Station. You have been added to the project mailing list so you can receive updates as the study progresses. In response to your feedback provided at the Public Meeting, we are happy to provide you with additional details related to the project.

Regarding the station design and operations, the Project assumes 1,000 parking spaces on opening day. It is expected that construction will be completed in 2023 and the station will be ready for service in 2023-2024. We anticipate Etobicoke North GO Station will close in order to deliver more service on the Kitchener corridor. It is too early to confirm a date for the closure, but it will likely be coordinated with the opening of a station at Highway 27-Woodbine.

As part of the Project, a Traffic Impact Study and a Noise and Vibration Impact Report are being conducted to understand the potential impacts and determine appropriate mitigation measures. The results of these studies will be documented in the Environmental Project Report (EPR) and associated technical reports, which will be available online once the 30-day public review period commences, anticipated in February 2020. Information related to potential impacts and mitigation measures is currently available on the project website.

More information is available on at the project website: www.woodbine.com/transit.ea.

Thanks,

The Project Team

Appendix **C7**

Agency Review

- MECP
- MHSTCI
- City of Toronto
- TRCA

Review Comments Spreadsheet
Highway 27 - Woodbine Station

* Actions:
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because

** Status:
O = Open, not resolved
P = Pending incorporation in design
C = Closed, implementation complete



Review Code:	Document Name:	Revised By:
Designer:	Contract Name:	Revision Date:
% Completion:	Contract No:	Revision Number:

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. #/ Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	Status O / P / C** (Reviewer)
	MECP - Source Protection Programs Branch (SPPB)				The draft EPR has correctly identified that the study area is not within any vulnerable area for the protection of drinking water sources	Noted.	3	
	MECP - Source Protection Programs Branch (SPPB)				SPPB staff would like to note that the draft EPR uses the term "source water areas of significance/concern" and should use either "drinking water source protection vulnerable areas" or "vulnerable areas for the protection of drinking water sources" instead.	The term "source water areas of significance" will be replaced with "drinking water source protections vulnerable areas".	1	
	MECP - Source Protection Programs Branch (SPPB)				SPPB staff have no further comments at this time on the draft EPR.	Noted.	3	

Review Comments Spreadsheet
Highway 27 - Woodbine Station

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Review Code:		Document Name:		Revised By:		Revision Date:		Revision Number:		Status		MECP Response		AECOM Response		MECP Response - January 30, 2020		AECOM Response Jan 31 2020	
Designer:		Contract Name:		Contract No.:		Spec Section/ Page #		Review Comment (Metrolinx, Third Party Reviewers)		Response & Details (Designer)		O / P / C ** (Reviewer)							
% Completion:																			
Item No.	Discipline	Reviewer Name	Reviewer ID	Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Status (Reviewer)	MECP Response	AECOM Response	MECP Response - January 30, 2020	AECOM Response Jan 31 2020								
EPR																			
1	Noise & Vibration	Header Merza	MECP	Table 4-8 and Table 4-9	These two tables are identical. Table 4-9 should be deleted.	Table 4-9 will be removed.	C												
2	Noise & Vibration	Header Merza	MECP	Table 4-13 and 4-14	These two tables are identical. Table 4-14 should be deleted.	Table 4-14 will be removed.	C												
3	Noise & Vibration	Header Merza	MECP	Table 4-17	The height of the two storey hotel is listed as 1.5 metres above ground level. This is incorrect. The correct height is 4.5 metres above ground level.	The 1.5 metre receptor was used since the section of the hotel with 1 storey windows is significantly closer to the project noise sources. However, upon further modeling it appears the two storey receptor placed further back does result in a slightly higher (<1 dB) noise level. A receptor placed further back on the building at 4.5 metres can be used instead.	C												
4	Noise & Vibration	Header Merza	MECP	Table 5-7	This table is missing the Track Modifications (last column). This table should be the same as Table 25 of the September 16, 2019 Noise & Vibration Report.	The track modifications column will be added.	C												
5	Noise & Vibration	Header Merza	MECP	References	Reference to the Federal Transit Administration (FTA) Manual dated May 2006 should be changed to FTA Manual dated September 2018.	The reference date will be updated.	C												
Noise and Vibration Report																			
1	Noise & Vibration	Header Merza	MECP	Table 1	The height of the two storey hotel is listed as 1.5 metres above ground level. This is incorrect. The correct height is 4.5 metres above ground level.	The 1.5 metre receptor was used since the section of the hotel with 1 storey windows only is significantly closer to the project noise sources. However, upon further modeling it appears a two storey receptor placed further back does result in a slightly higher (<1 dB) noise level. A receptor placed further back on the building at 4.5 metres can be used instead.	C												
2	Noise & Vibration	Header Merza	MECP	Table 4	The listed sound power levels are very low and not realistic. Realistic and much higher sound power levels should be used in the noise modelling.	While sound power levels had to be estimated for this project, AECOM has since been provided generator, transformer and exhaust fan manufacturer sound data for a similar Metrolinx Station in detailed design stages and the levels have been found to be comparable to the ones used on this project. Sound levels will need to be verified during detailed design as the equipment levels, quantities, and locations were estimated at this preliminary stage of the project.	O	Table 4, November 2019 Noise and Vibration Impact Report: The listed sound power levels are very low and not realistic. Realistic and much higher sound power levels should be used in the noise modelling. Distance and time weighting should not be used. Overall sound power levels should be included	Time weighting has not been used for sources (sources are all steady within the noise assessment) and the levels listed in Table 4 are overall sound power levels with the exception of line sources, which are listed as power level per metre. As previously mentioned, sound power levels will need to be verified during detailed design as the equipment levels, quantities, and locations were estimated at this preliminary stage of the project. This commitment will be more clearly stated in the technical report and the EPR.	Table 4, January 2020 Noise and Vibration Impact Report: The listed sound power levels for the TunnelPump, TunnelExhaust_Fan, BldgExhaustFan, and BldgHeatPump are very low and not realistic. Realistic and much higher sound power levels should be used in the noise modelling. Data could be used of similar equipment at comparable stations. The sound power levels for the BusAccel and BusBrake are distance weighted. Distance and time weighting should not be used. Overall sound power levels (raw data) should be included instead	As discussed on the January 31st phone call, the overall sound power levels for the BusBrake and BusAccel sources will be presented in Table 4 instead of per metre values. Exhaust fan and heat pump values can be left as is as levels are similar to equipment data provided for similar GO Stations.								
3	Noise & Vibration	Header Merza	MECP	Table 25	The modelled Peak Partical Velocity for Track Modifications at the Saand Building is significantly higher than the other four construction operations. A pre-construction condition inspection and vibration monitoring during corridor construction work should be recommended for the Saand Building.	Agreed. This recommendation is provided on page 27 of the report.	O	Page 27, November 2019 Noise and Vibration Impact Report: Delete the red font text from the recommendation "If use of vibratory rollers can be restricted to at least 8 m from the Saand building, the ZOI could be reduced to avoid the building. If this restriction is not possible, a pre-construction condition inspection and vibration monitoring avoid the building. If this restriction is not possible, a pre-construction condition inspection and vibration monitoring during corridor construction work would be required at the building"	"A pre-construction condition inspection and vibration monitoring during corridor construction work will be required for the Saand Building if vibratory rollers will be used within the Zone of Influence (8 metres from the building) specified by the City of Toronto By-law." If this is not the case, there would be no basis for the recommendation of construction monitoring as the building would be outside the Zone of Influence and have vibration levels significantly below recommended FTA criteria.	Page 27, January 2020 Noise and Vibration Impact Report: Delete the red font text from the recommendation "A pre-construction condition inspection and vibration monitoring during corridor construction work will be required for the Saand Building if vibratory rollers will be used within the Zone of Influence (8 metres from the building) specified by the City of Toronto By-law."	Noise report and EPR revised as follows: <i>A pre-construction condition inspection and vibration monitoring during corridor construction work is currently recommended for the Saand Building as potential vibratory roller activities may be used within the zone of influence of the building. This requirement will be re-evaluated when detailed construction drawings are available.</i>								
4	Noise & Vibration	Header Merza	MECP	References	Reference to the Federal Transit Administration (FTA) Manual dated May 2006 should be changed to FTA Manual dated September 2018.	The reference date has been updated.	C												

Date Approved:

Print Date: 2/6/2020

Woodbine Station_MECP_Comments_Responses_AECOM_Jan31 2020.xlsx
Form DR-F01 Rev.1 Oct.2011

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Highway 27 - Woodbine Station

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Review Code:	Document Name: Air Quality Assessment	Revised By:
Designer:	Contract Name:	Revision Date:
% Completion:	Contract No.:	Revision Number:

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. # / Spec Section / Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	MECP Response	AECOM Response	Status O / P / C** (Reviewer)
1	Air Quality	Amanda Graham		Air Quality Assessment, Section 1, page 1	Please clarify what is meant by "future development". If future development will include sensitive or critical receptors in the study area they should be assessed as discrete receptors in Section 6 of the report.	Sensitive or critical receptors related to the Project Site have been assessed. Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area, is still ongoing and if warranted, will be addressed through separate studies related to that development.	3			
2	Air Quality	Amanda Graham		Air Quality Assessment, Section 1, page 1	The report states that the Project is "...anticipated to evolve from the proposed GO station into a multi-modal transportation hub that will increase annual visitation from approximately 6 million today to potentially over 16 million". Please elaborate on what other works will be completed to achieve the multi-modal transportation hub aside from the Project.	Refer to response above in comment 1. As the future development of the district unfolds, future transit connections will be incorporated. Details of a future multi-modal hub are not yet determined. Discussions with regional transit operators are ongoing.	3			
3	Air Quality	Amanda Graham		Air Quality Assessment, Section 1, page 1	Section 1 states that the proposed Project will include electrification enabling infrastructure at the station. Please clarify which trains will be electrified and when this is anticipated to occur.	Metrolinx has received EA approval to electrify a segment of the GO Kitchener corridor from the Union Station Rail Corridor (USRC) west to Bramalea GO Station, which includes the new station. The Statement of Completion for the GO Rail Network Electrification TPAP was issued in December, 2017, and the TPAP can be viewed online here: http://www.metrolinx.com/en/electrification/electric.aspx . This project will be part of the GO Expansion program which is currently in Procurement and electric trains are expected by the mid-2020s. Metrolinx does not own the rail corridor west of Bramalea and may operate a mixed diesel-electric fleet on corridors with segments that cannot be electrified.	3	For clarity, the report should provide additional information regarding the distribution of diesel and electric trains that are expected to use the Highway 27-Woodbine Station. The report should also specify whether the diesel trains will meet U.S. EPA Tier 4 emission standards.	The future breakdown of the diesel-electric fleet for the corridor is a component of the wider GO Expansion project (under development) and is not specific to this station or assessed under this TPAP. While electrification enabling infrastructure is included as part of the station project requirements, the assessment of electrification and associated operations in the corridor are addressed through the Electrification TPAP and any future addenda to that TPAP.	
4	Air Quality	Amanda Graham		Air Quality Assessment, Section 2, page 3	Section 2 states that "...modeled impacts from the existing rail corridor encompassing the current and future operation of the Kitchener GO rail service and future airport rail service were excluded from this assessment as it was assumed changes to the rail corridor service levels would be more appropriately assessed as a modification or addendum to the existing full rail corridor's environmental assessment...". As a result of the Project, trains will be decelerating, idling and accelerating in the study area. Therefore, emissions from these new train activities should be part of the scope of this Project. The Air Quality Assessment should be revised to include emissions from all existing and future train activities along the rail corridor in the study area.	The previous rationale will be replaced with the following rationale: No sensitive or critical receptors (i.e. permanent residences, health care facilities, educational institutions, child care facilities, or nursing homes/long-term care facilities) have been identified within the 500 m study area of the Project. A hotel has been identified and is situated at the very limits of the Study area. The impacts to air quality from the rail corridor are not anticipated to be a significant factor due to several factors: the distance and location of the nearest sensitive/critical receptor from the project site, the relatively low idling time expectations, the trend of predominant wind patterns in the area (predominately blowing from north/northwest), and the industrial land use of the surrounding area. For these reasons, the impacts from the rail corridor were not included in this assessment.	1	Section 2 outlines why modelling emissions from trains is not required for this project's Air Quality Impact Assessment. While the justification provided is acceptable for this project, it is expected that future projects will assess emissions from trains. Section 2 should also include a statement regarding how including electrification enabling infrastructure at the station will reduce local air quality impacts compared to operating only diesel trains.	AECOM will include the following comment on electrification of the corridor to highlight the potential reduction of air quality impacts: Metrolinx will gradually replace Tier 2 and 3 diesel locomotives with Tier 4 diesel locomotives, which will help reduce oxides of nitrogen and particulate matter emissions from diesel locomotives by at least 70 %.	
5	Air Quality	Amanda Graham		Air Quality Assessment, Section 2.2, page 7	The PM2.5 annual averaging period should be added to No. 5 on the list of criteria air contaminants.	PM2.5 will be added to the list.	1			
6	Air Quality	Amanda Graham		Air Quality Assessment, Table 2-1, page 9	Footnote No. 1 in Table 2-1 describing the NO2 CAAQS should be revised to indicate that the CAAQS Air Quality threshold for NO2 is based on the 3 year average of the annual 98th percentile of the daily maximum 1-hour average concentrations, rather than the 90th percentile 24-hour average.	The footnote in Table 2-1 for NO2 will be updated accordingly.	1			
7	Air Quality	Amanda Graham		Air Quality Assessment, Table 2-1, page 9	Footnote No. 2 in Table 2-1 describing the SO2 CAAQS should be revised to indicate that the CAAQS Air Quality threshold for SO2 is based on the 3 year average of the annual 99th percentile of the daily maximum 1-hour average concentrations, rather than the 98th percentile 24-hour average.	The footnote in Table 2-1 for SO2 will be updated accordingly.	1			
8	Air Quality	Amanda Graham		Air Quality Assessment, Section 2.3, page 10	The list of CCME developed standards should also include NO2.	NO2 will be added to this paragraph.	1			

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9	Air Quality	Amanda Graham		Air Quality Assessment, Section 3.1	It is typically recommended that background concentrations be determined by calculating the 90th percentile of 5 years rather than 3 years of data. Future reports should use 5 years of ambient data to determine background concentrations.	Acknowledged. Future reports will use 5 years.	3			
10	Air Quality	Amanda Graham		Air Quality Assessment, Table 3-3	The background concentrations presented in Table 3-3 are the maximum 90th percentile of each of the 3 years of ambient data collected. While this is acceptable for 1-hour, 8-hour and 24-hour averages, annual average background concentrations should be the average of the annual means for the 3 years of ambient data. Please revise Table 3-3 and associated calculations of % of standard, cumulative concentrations and cumulative % of standard throughout the report. The exception to this is benzo(a)pyrene where ambient data was selected from three different stations. Since data from three different stations should not be averaged, the maximum annual average of each of the 3 years of data can be used as background.	Table 3-3 will be updated accordingly, as well as Table 6-1, 6-2 and 6-3.	1			
11	Air Quality	Amanda Graham		Air Quality Assessment, Section 3.1	It appears that background concentrations for contaminants that have a CAAQS criteria were calculated using the 90th percentile rather than the CAAQS statistical form. For clarity, this should be discussed in Section 3.1 in addition to a short explanation as to how the background and cumulative concentrations would differ if the CAAQS statistical form was used.	A short explanation on why the 90th percentile was used instead of CAAQS statistical form will be added to Section 3.1. 2012 MTO methodology was followed for this project.	1			
12	Air Quality	Amanda Graham		Air Quality Assessment, Section 5.1	Section 5.1 should include an AERMOD input table as well as the release heights and plume widths used in the assessment.	AERMOD input tables will be added to Appendix D with reference provided in Section 5.1.	1			
13	Air Quality	Amanda Graham		Air Quality Assessment, Table 6-1	The maximum modelled concentrations presented in Table 6-1 do not match those in Appendix D for SO2 (annual), PM2.5 (annual), benzene (annual), benzo(a)pyrene (24-hour) and 1,3-butadiene (annual). Please clarify this discrepancy and revise the cumulative concentration, % of standard and cumulative % of standard calculations as needed.	Table 6-1 will be updated to reflect Appendix D.	1			
14	Air Quality	Amanda Graham		Air Quality Assessment, Table 6-3	The % change values presented in Table 6-3 should be recalculated as they do not appear to be correct.	Table 6-3 will be updated.	1			
15	Air Quality	Amanda Graham		Air Quality Assessment, Section 6.5.1	Please note that the ministry recommends that non-chloride dust suppressants be applied.	Non-chloride dust suppressants will be added.	1			
16	Air Quality	Amanda Graham		Air Quality Assessment, Section 6.5.2	Section 6.5.2 should also discuss mitigation measures for operation of the new GO station including but not limited to emergency generators.	While sound power levels had to be estimated for this project, AECOM has since been provided generator, transformer and exhaust fan manufacturer sound data for a similar Metrolinx Station in detailed design stages and the levels have been found to be comparable to the ones used on this project. Sound levels will need to be verified during detailed design as the equipment levels, quantities, and locations were estimated at this preliminary stage of the project.	3	The response provided does not address how air quality impacts from emergency generators were considered for this project.	Specific impacts from emergency generators at the station were not included in the quantitative assessment of the Woodbine station, as this information is not known. The new facility will be screened for EASR/ECA requirements during detailed design, which will include any emergency generators or similar NOx emitting sources. This has been added as a commitment in the AQ report and EPR.	
17	Air Quality	Amanda Graham		Air Quality Assessment	Please provide the b(a)p model input and output files for review.	This will be provided as an attachment.	1			
18	Air Quality	Amanda Graham		Air Quality Assessment, Section 2				The new text added to Section 2 regarding provisions for 8 bus bays compared to the originally assessed 4 bus bays does not adequately explain why an additional 4 bus bays were added. It also does not provide details regarding how an additional 4 bus bays will impact the number of busses, and associated air emissions, in the study area or why doubling the number of bus bays is expected to have a minor impact on local air quality. Please provide these details in Section 2.	The air quality assessment used projected worst-case bus schedule information in order to estimate a 24-hr distribution of emissions. The report will be revised to include additional details as per below. Since the bus schedule was based in the worst-case schedule, the maximum number of buses was not revised for the provision of the 4 additional bus bays. Thus, the total emissions from this source were not affected. The footprint of the area source representing the bus bays may be expanded; however, it is not anticipated that this source area expansion will have significant impacts on the modelling results.	
19	Air Quality	Amanda Graham		Air Quality Assessment, Table 2-1				Please remove the text stating that the updated SO2 AAQCs will take effect on July 1, 2023 in Table 2-1. It is expected that the AAQC list will be updated in the spring of 2020.	The effect date has been removed and it is assumed that the 2023 AAQC is still applicable for the purposes of this report.	

Review Comments Spreadsheet

Highway 27 - Woodbine Station

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1	Groundwater	Maria Picotti	MECP	Groundwater Review of Highway 27 – Woodbine Station Municipal Class Environmental Assessment Schedule “C” Reference No. WMD 44,526 Memo	The submitted Environmental Project Report contained an appropriate level of detail regarding the hydrogeological setting of the study area and discussion of the potential hydrogeological impacts.	Noted	3	
2	Groundwater	Maria Picotti	MECP	Groundwater Review of Highway 27 – Woodbine Station Municipal Class Environmental Assessment Schedule “C” Reference No. WMD 44,526 Memo	The proponent should be aware that in the event site conditions require construction dewatering greater than 50,000 L/day, a Permit to Take Water (PTTW) or EASR registration for the construction dewatering is required. The proponent will need to determine whether dewatering will be required for any portion of construction, where deeper works may encounter permeable water-bearing units or artesian conditions. As such, the MECP may be further involved in the detailed review during the PTTW application process.	Noted. If required, PTTW and/or EASR will be acquired during detailed design, prior to construction. The MECP will be engaged at that time. This future commitment is noted in Section 5.2.1.3 and Table 8-1.	3	
3	Groundwater	Maria Picotti	MECP	Groundwater Review of Highway 27 – Woodbine Station Municipal Class Environmental Assessment Schedule “C” Reference No. WMD 44,526 Memo	Although the area is municipally serviced, it appears there may be two domestic water well records within the 500m radius of the site. The proponent should identify, before construction begins, if there are any water wells that may be affected. If there are such wells, the proponent should create and implement a monitoring program that can predict and/or confirm actual effects during construction, as well as a mitigation plan for the replacement of such supplies temporarily and, if needed, permanently, preferably before there are significant effects.	Noted. Although two domestic water wells are within the Study Area, they are not anticipated to be impacted by the Project, given the proximity from the Project Site. The Study Area is applied for a conservative assessment of all environmental impacts, however, construction is anticipated to be refined to the Project Site. As noted in Section 5.2.1.2 (intended as the construction mitigation section; subheading to be revised), a dewatering management plan will be developed prior to construction activities to identify any potential impacts.	3	
4	Groundwater	Maria Picotti	MECP	Groundwater Review of Highway 27 – Woodbine Station Municipal Class Environmental Assessment Schedule “C” Reference No. WMD 44,526 Memo	PTTW applications should also detail the planned disposal method for the water taken, that the water quality meets the water quality criteria for the chosen method of disposal, and a groundwater depressurization assessment in the event of artesian conditions. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.	PTTW and/or EASR will be acquired during detailed design, prior to construction. This future commitment is noted in Section 5.2.1.3 and Table 8-1. If required, the application will meet the necessary detail pending the significance of the impacts. For example, where warranted, the application may contain detail related to: - disposal method - water quality - groundwater depressurization - impacts and mitigation	3	

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5	Groundwater	Maria Picotti	MECP	Groundwater Review of Highway 27 – Woodbine Station Municipal Class Environmental Assessment Schedule “C” Reference No. WMD 44,526 Memo	The MECP strongly supports the commitment of the development of an Environmental Management Plan (EMP) during the Detail Design phase of the project. The EMP should include, but not be limited to plans for encountering highly productive zones, dewatering interferences with surface water and groundwater users, and groundwater and surface water monitoring plans.	Noted. As outlined in Section 8.2.2 of the EPR, an Environmental Mitigation and Monitoring Plan (EMMP) is a commitment of the EPR. The EMMP shall include all mitigation measures, categorized by project phase, and shall identify the party responsible for implementation.	3	
6	Groundwater	Maria Picotti	MECP	Groundwater Review of Highway 27 – Woodbine Station Municipal Class Environmental Assessment Schedule “C” Reference No. WMD 44,526 Memo	The MECP strongly supports the recommended completion of an environmental work plan (Phase I Environmental Site Assessment (ESA) during the Detail Design phase of the project with a potential for environmental contamination to determine the presence and extent of contamination.	Noted. As outlined in Table 8-1 of the EPR, a Phase I ESA is a future commitment noted in the EPR.	3	

City of Toronto Review Comments Spreadsheet

Highway 27 - Woodbine Station

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1	EAPB Memo- Draft Environmental Project Report for Highway 27 – Woodbine Station	Cindy Batista		general	it is our recommendation that Metrolinx, who is caught by the Transit Regulation, be cited on the title page of the draft EPR as well as introduced as a co-proponent upfront in the Executive Summary and in any other relevant sections of the draft EPR (e.g. page i of the Executive Summary).	Metrolinx will be identified as the TPAP proponent. This will be clarified in the EPR Executive Summary and Section 1.1. All technical studies will also be updated with this clarification.	1		As the proponent of the TPAP, Metrolinx should be identified on the title page of the EPR. In addition, it is recommended that Metrolinx be added to the headings of the EPR document and other documents, were applicable, or remove WEG entirely and perhaps just have the project name? Leave it to Metrolinx to decide. Added MX to title page. Removed WEG from headers.
2	EAPB Memo- Draft Environmental Project Report for Highway 27 – Woodbine Station	Cindy Batista		Executive summary	it is recommended that when referring to the 'Project' that the words "Environmental Assessment" be removed.	The Project vs. the EA will be clarified in the EPR Executive Summary and Section 1.1, as well as any applicable references throughout the EPR. All technical studies will also be updated with this clarification.	1		References to 'Environmental Assessment' can still be found throughout the EPR. "Individual" environmental assessment is a term used to describe the application for and the process of seeking approval under Part II of the Environmental Assessment Act. The Transit Projects Regulation exempts proponents from all public transit projects from the requirements under Part II and Part II.1 of the Act. TPAP is a focused/streamlined impact/affects assessment and therefore, it is more accurate to say that an impact assessment or an effects assessment was prepared for the project. Please make changes to the EPR and supporting documentation, where applicable. When referring to project documentation, please state the Environmental Project Report, as opposed to the environmental assessment. Revised throughout the EPR.
3				Executive summary	For section ES2 of the Executive Summary additional information about the project description is recommended including the exact location of the proposed new station (i.e. address) and which GO rail corridor the station will be located.	The station address remains 555 Rexdale Blvd, Etobicoke ON, M9W 5L2 since the draft plan of subdivision has not been initiated. If the address changes, it will be worked out through the site plan application.	3	C	
4				Introduction	Page 1, section 1.1 Project Overview states that "This project has been assessed under the Transit Project Assessment Process (TPAP) and is a Transit Oriented Development undertaking" but it does not explain what this means. It is recommended that the proponents explain in a sentence or two what a Transit Oriented Development project is in this section of the draft EPR.	TOD is a commercial term that describes private sector development of a transit station and will be removed from Section 1.1 of the EPR.	3	C	
5				Introduction	The Minister does not have authority to either approve or refuse a transit project. If the 35-days expires, the proponent can proceed with issuing its Statement of the Completion - it is not held back by a Minister's 'decision'. It is recommended that the text here be amended to reflect that the Minister may exercise his/her discretion to act following the 30-day review period for an EPR as opposed to saying he will make a decision.	Text will be revised to say that Minister may exercise her/her discretion to act following the 30-day review period.	1		As per the regulation, the Minister has a 35-day period to act as opposed to 35-day review. Please make revisions throughout the document to better align with the transit guide and regulation. Revised throughout the EPR.
6				Noise	Tables 4-8 and 4-9 and tables 4-13 and 4-14 are the same. It is recommended that tables 4-9 and 4-14 be removed from the draft EPR.	Comment addressed under the Noise tab.	3	C	
7				Consultation	It is important that the proponents provide the ministry with an updated record of consultation in advance of issuing the Notice of Completion of the EPR for our review.	Noted. An updated consultation record will be provided to the Ministry	3	C	

8				Stormwater Management	<p>The draft EPR did not provide an adequate discussion about drainage or stormwater management (SWM). The draft EPR did not talk about the subject matter in Existing Conditions and did not assess changes or potential issues in the preferred design of the project.</p> <p>The SWM was only briefly discussed under Section 6.3 Climate Change Adaptation. The draft EPR committed that "A detailed SWM Plan will be developed prior to construction"; however, the objective in the SWM was not clearly defined in the draft EPR.</p> <p>It is recommended that an assessment of SWM be performed and objectives defined for the proposed project during the TPAP. A SWM Plan can then be developed during the detailed design stage.</p>	<p>The SWM approach to the site will minimize the overall discharge from the new station development so as to not overload the City's existing infrastructure. Existing drainage patterns will be maintained, with site water currently flowing from East to West. Bio-swailes and on-site infiltration galleries will be used where possible to treat excess rainwater. A full detailed SWM plan will be provided once the site topographic survey, site grading and drainage plan have been developed. These objectives will be clarified in the EPR.</p>	1	C	
9				Source Protection	<p>The term "source water areas of significance/concern" was used in the draft EPR; however, it is recommended that either "drinking water source protection vulnerable areas" or "vulnerable areas for the protection of drinking water sources" be used instead. Please revise the draft EPR to replace with the preferred terms as suggested by the ministry.</p>	<p>The term "source water areas of significance" will be replaced with "drinking water source protections vulnerable areas".</p>	1	C	
10				SAR	<p>Species at Risk Branch has no concerns with the findings of the Natural Environmental Report with respect to species at risk and agree that the mitigation and species at risk protocols are sound, and if followed, would preclude the necessity of a permit under the Endangered Species Act.</p> <p>A permit or other form of permission may be necessary if species at risk are encountered during development; however, the proposed protocols in the report do make this clear.</p>	<p>Noted.</p>	3	C	

Review Comments Spreadsheet

Highway 27 - Woodbine Station

*** Actions:**
 1 = Will comply
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**** Status:**
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Review Code:	Document Name:	Revised By:
Designer:	Contract Name:	Revision Date:
% Completion:	Contract No.:	Revision Number:

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. #/ Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	Status O / P / C** (Reviewer)
1	Cultural Heritage Resources	Rosi Zirger	Ministry of Heritage, Sport, Tourism and Culture Industries	DRAFT EPR dated Sept 30, 2019 (AECOM)				
2				4.6 Cultural Heritage page 52	As a general comment, we reiterate this ministry's previous advice to Metrolinx, that the EPR should include only salient information/data from the technical studies. Including unnecessary and irrelevant content obscures the information that is relevant and makes the EPR difficult to read. Additionally, we note that the term Cultural Heritage Resources is the umbrella term that includes archaeological resources and also, built heritage resources and cultural heritage landscapes. Since this draft EPR addresses archaeological resources under a separate heading, for accuracy and clarity, we suggest renaming this section: Built Heritage Resources and Cultural Heritage Landscapes	Noted. Thank you for your comment. Cultural Heritage Resources will be revised to Built Heritage Resources and Cultural Heritage Landscapes	1	
3				4.6.1 Methodology page 52-53	We question the necessity of including the methodology subsection at all. The text paraphrases content from the technical study and in some cases adds inaccuracies. However, if this subsection is to remain, we suggest significantly simplifying the text as follows: <i>A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was undertaken on July 23, 2019 by AECOM Canada Ltd. for Study Area. A Cultural Heritage Report consisted of data collection, background historic research, review of secondary source material and field review conducted in May 2019 to identify the presence of known and potential built heritage resource and cultural heritage landscapes in or adjacent to the study area.</i>	The methodology section is a standard section of the EPR that supports good planning and scientific approaches and enables the reader to understand the method behind the study. It will be reviewed to ensure there are no inaccuracies and the text will be simplified as suggested.	1	
4				4.6.2 Description of Existing Conditions page 53-55	Since the intended purpose of this subsection is to describe the existing conditions e.g. known and potential built heritage resource and cultural heritage landscapes, we suggest that only the salient information/data is included. At present the table includes properties that may meet a basic screening criteria, but were determined not to have CHVI. We offer the following suggested text: <i>The preliminary data collection determined that there are no properties within or adjacent to the Study Area that have been formally designated, recognized or otherwise protected as being a property having CHVI. The field investigation identified a total of nine properties as meeting the initial basic screening criteria. However, of those, only the following two properties were considered to have potential for having CHVI. At this time no further Cultural Heritage Evaluation Reports have been undertaken.</i> The table 4-20 should include only those properties with potential CHVI e.g. CHR 1 and CHR6	The suggested text will be incorporated into Section 4.6.2. Table 4-20 will be updated to only include the two properties with potential CHVI.	1	
5				4.7 Archaeology	To reiterate this Ministry's previous advice, the draft EPR should include only the salient portions of the technical studies. For archaeological assessments, the Executive Summary of AAs articulates the outcomes and recommendations. They should be included in the Draft EPR. Also, if further AA is required the Draft EPR should disclose the areas where a Stage 2 + AA is required as per the maps included in the Stage 1AA. Please see below for suggested text/revisions to be included in the draft EPR to address the archaeological component of this project	Please see response in Item 9 for revisions made to the text to be more succinct.	3	

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. #/ Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	Status O / P / C** (Reviewer)
6				4.7.1 Methodology page 55-56	Similar to our comment above, we question the necessity of including the methodology subsection. The text paraphrases content of the technical study and describes technical requirements of the AA(s). Additionally, the following two subsections continue describing screening criteria and other technical requirements yet the actual existing conditions are never described.	As per Item 3, the methodology is a standard section of the EPR. In the instance of Archaeology and Cultural Heritage, the methodology/ approach defaults to the legislative technical requirements. Revisions will be made to the Methodology and Existing Conditions Section in an effort to be more succinct. Please refer to Item 9 for revisions.	3	
7				4.7.2 Known Archaeological Sites page 56	It is unclear why this subsection is included at all. Proximity to known sites is a screening criteria and identifying registered sites within 1 km is a technical requirements of the AA. We suggest deleting this subsection entirely.	This section will be removed, and added to the Existing Conditions section.	1	
8				4.7.3 Description of Existing Conditions page 56	The text included under this subsection does not relate to or describe existing conditions. We suggest deleting the text. See suggested revised text below.	Please see response below (Item 9) for adjustments to Existing Conditions Section.	3	
9				Suggested EPR text to address the Existing Conditions for the archaeological component of this project . NOTE: the added italicised text has been taken verbatim for the AA report and added to existing EPR text.	AECOM completed a Stage 1 Archaeological Assessment (AA) using background research to describe the geography, land use history, previous archaeological field work and current condition of the lands within the Study Area. The Archaeology Study Area is defined as extending 50 m from the edge of the Project Site to create a slightly larger area of investigation, which is required to allow for slight variances. The Stage 1 AA is provided in Appendix B6. The Stage 1 AA was conducted to meet the requirements of the MTCS Standards and Guidelines for Consultant Archaeologists (2011). The objective of the Stage 1 AA background study is to document the archaeological and land use history and present conditions within the Study Area. <i>The Stage 1AA determined that some areas may retain archaeological potential and recommended a Stage 2AA for lands identified as retaining archaeological potential.</i> AECOM also completed a Stage 2 AA for areas of manicured lawn within Study Area identified by the Stage 1 AA as retaining archaeological potential. These areas included a small corridor of manicured lawn to the south of Entrance Road adjacent to the railway Right-of-way (ROW), as well as a patch of manicured lawn at Grandstand Entrance Road and Highway 27 (see Figure 5-2). The Stage 2 AA is provided in Appendix B7. <i>The Stage 2 AA did not result in the identification of any archaeological material, features, or sites. The majority of the Project Area was determined to have been intensively and extensively previously disturbed, typical of major city centres. As such, all areas subject to Stage 2 assessment within this report are considered free of archaeological concerns and no further work is required.</i>	The suggested text provided is from the Methodology Section (not existing conditions). The methodology section will be revised to be more succinct based on the MTCS suggestion by removing the bulleted list and the last paragraph of this section. The existing conditions section will be updated to be more succinct by removing the first paragraph which was previously a description of a technical requirement.	1	
10				5.6 Cultural Heritage page 87	Consistent with our previous comment, we suggest renaming this section: Built Heritage Resources and Cultural Heritage Landscapes	Noted. As per Item 2, this will be updated.	1	
11				5.6.1 Potential Effects page 87	As a note: the first two sentences provide a good introduction to this section. They also describe the existing conditions. No further comments	Noted. Thank you for your comment.	3	
12				5.6.2 Mitigation and Monitoring page 87-	We concur with these alternate measures. No further comment.	Noted. Thank you for your comment.	3	
13				5.7 Archaeology				
14				5.7.1 Potential Effects page 89	As a note: the first two paragraphs describe the exiting conditions. They also provide a good introduction to this section.	Noted. Thank you for your comment.	3	
15				5.7.2 Mitigation and Monitoring	We concur with these alternate mitigation measures. No further comment.	Noted. Thank you for your comment.	3	
16				Table 8-1 Summary of Future Commitments . . .	For consistency (if revised elsewhere in the EPR) we suggest renaming Cultural Heritage to: Built Heritage Resources and Cultural Heritage Landscapes	Thank you for your comment. As per Item 2, this will be updated throughout the reports.	1	

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 City Planning

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Review Code:	Document Name: EPR Technical Reports	Revised By:
Designer:	Contract Name:	Revision Date:
% Completion: TPAP	Contract No:	Revision Number:

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. #/ Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	Status O / P / C** (Reviewer)	CoT Response (23 December 2019)
1	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	General comments for Traffic Impact Study (TIS)	All transportation data sources used in the analysis should be included in appendices in the back of the TIS Report. This includes but is not limited to turning movement count sheets, signal timing plans, transit data, pedestrian count data etc. with the dates clearly indicated. If transportation data have been adopted from other studies, then that source data must also be included.	The transportation data sources will be included as appendices at the back of the report.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
2	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	General comments for Traffic Impact Study (TIS)	What level of analysis or correspondence was done with area transit providers with regards to service planning for bus bay requirements? You have assumed 4 bays but how was this concluded?	WEG is engaging with the following regional transit operators regarding the project and connection opportunities: - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and traffic report will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed.	1	P	Please also note in the EPR that municipal transit agencies are and will be consulted as detailed design progresses to determine specific needs in terms of bus bays.
3	City Planning - Transit Implementation Unit,		Traffic Impact Study	General comment (Study area size)	What is the rationale to for the study area? How does this relate to movement patterns in the area and to/from the new station?	The report will be updated to explain the rationale for selecting the study area for the traffic impact assessment.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

4	City Planning - Transit Implementation Unit,		Traffic Impact Study	4.2 Transit Network (page 30, TIS)	S. 4.2.1 refers to a potential southerly extension of the Finch West LRT from Humber College. Has such an extension been assumed in developing the TIS? If so, how does this impact station access considerations, ridership, and traffic demand in the area? Has a timeframe for this extension been assumed? If the GO station were available before the LRT extension, would there be an 'interim' network in place to provide local transit access, and if so, what would that look like?	Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. As the future development of the District unfolds, future transit connections will be incorporated. Details of a future multi-modal hub are not yet determined, including how the FWLRT may connect to the new station. Discussions with regional transit operators are ongoing to ensure that future connections, capacity, infrastructure, etc. are appropriate. The TIS will be updated to clarify that a potential future connection is assumed, and was not considered as part of the assessment.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
5	City Planning - Transit Implementation Unit,		Traffic Impact Study	4.2 Transit Network (page 30, TIS)	S. 4.2.1 states that "[t]he proposed Transit Station, once implemented, is anticipated to trigger a set of modifications to the existing transit services provided by other transit agencies serving the Study Area." What might these changes to existing transit services look like? Have local transit agencies (i.e., Brampton Transit, MiWay, and TTC) been consulted on possible changes? Can potential capital and operating costs be estimated? How might strong transit connections impact ridership at the station, or affect other modes (e.g., demand for parking or vehicular traffic volumes)?	WEG is engaging with the following regional transit operators regarding the project and connection opportunities: - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) Costs are not a requirement of the EPR, or typically included. Transit operators will typically adjust their routes to take advantage of potential new ridership generated by a new GO Station and are responsible for the costs associated with these route and service changes.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

6	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	General comments for Traffic Impact Study (TIS)	In concept, what are the well-connected, safe and comfortable active transportation facilities that will contribute to a significant modal share of cyclists and pedestrians have you identified for accessing the Project Site? Have you integrated your thinking with BA Groups Transportation/Mobility Choice initiatives developed for Plan of Subdivision of the Woodbine Lands.	The BA Group 2017 Report was reviewed and considered in the development of the preparation of this TIS. It should be noted that potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. Note that the EPR focuses on the opening day phase of the station and integration with the surrounding Woodbine Districts will be addressed once those developments advance. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	Please note/clarify in the EPR that potential future development on the remaining Woodbine lands have not been included as they have not been finalised and are subject to change.
7	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	General comments for Traffic Impact Study (TIS)	What mitigation strategy consultation will take place with local stakeholders such as businesses and residences? What kind of strategies will you develop to help them during construction? Are there any precedents you will be investigating and applying to this project?	A Public Meeting was held in October 2019 to understand public and stakeholder concerns. An online survey will also be provided as a remote opportunity for further engagement, to be launched on November 21, 2019. All comments received will be responded to in the Consultation Summary Report (to be provided in EPR Appendix C). Feedback received during consultation will be considered in the mitigation strategy. Specific mitigation and monitoring will be identified in the Environmental Mitigation and Monitoring Plan (EMMP) which will be developed prior to construction with consideration for other similar projects as applicable. These measures typically include complaint protocols for local residents and businesses during construction.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
8	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	General comments for Traffic Impact Study (TIS)	Were cyclists counted or are they included in pedestrian counts? In the appendices, they appear on some sheets as zero percent at some observed intersections but not identified at all at other intersections. Is this an oversight?	The report will be updated to explain the rationale for not accounting for cyclist volumes in the modelling exercise.	1	P	Comment is pending until the City's review of the revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

9	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	General comments for Traffic Impact Study (TIS)	The project scope needs to be expanded to ensure active transportation connections are made to existing/planned infrastructure. This includes: extending the multiuse trail on the east side of Hwy 27 north to Bethridge Rd sidewalks, extending sidewalks west along Entrance Rd to Carlingview Drive sidewalks and making appropriate connections between the station and the Woodbine Casino developments planned public road at Grandstand Entrance Rd/Neararctic Drive.	Additional information regarding existing conditions will be added to the TIS. Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report. Text will be added to the TIS and EPR confirming that Woodbine will provide shuttle service to the Grandstand building as an interim connectivity solution.	1	P	Public street frontage and access would help support active transportation connections. Has shifting the station closer to Carlingview with a public street extension off Carlingview been analysed or considered? This could provide connections into site with entrance plaza, walkways and other public realm elements Also provide rationale and demonstrate how proposed access (private road), compared to public road (with sidewalks and other public realm connections), meets Mx DRM and GO Rail Station Access Plan requirements.
10	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Section 1. Introduction, Page 1	Project description should touch on the future planning for a Union-Pearson (UP) Express stop. Is a future UP Express stop proposed at this location? In addition, the report is silent on the issue of the potential closure of Etobicoke North GO Station. If Etobiocke North is closed, this will have a significant impact the the catchement area for a future Woodbine GO Station, and these impacts should be described.	Platforms will be constructed to enable the UP trains as well as GO trains to stop at Woodbine GO Station. There has not been confirmation of service on UP Express to Woodbine Station but it will be constructed to allow for it in the future. This was not included in the assessment. The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS.	1	P	Please note in the EPR that while the platforms will be designed to accommodate UPX trains, service has not been included in this assessment.

11	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Section 2.2.2, Page 4	The GO Station will generate peak usage during the AM and PM peak periods. The consultants analysis should also assess operations during the AM peak hour.	Additional modelling will be undertaken to assess traffic operations within the Study Area in the AM peak hour in the existing conditions and the 2023 horizon year.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
12	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 19	What are the frequencies of all these existing transit services (peak and average off peak)?	As per the City's Transportation Impact Study Guidelines, the existing transit service frequencies and ridership levels are required only for routes serving the proposed development (in this case the station). Since there are no transit routes serving the Project Site, only a description of the transit route and the location of nearest transit stops was included in the report. Note that MX is leading discussions with local and regional transit authorities, with route and service adjustments at the responsibility and cost of those transit authorities.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

13	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Section 4.1.1.2 Trip Generation, Page 19	<p>Trip Generation assumption for the future GO Station is based on ITE Trip Generation Manual, 10th Edition (Land Use Code 90). The sample size for this land use is extremely small and ITE cautions users on relying on this data. The consultant should undertake surveys of comparable stations at Malton and Etobicoke North to supplement the ITE information. The consultant is required to document their trip generation assumptions and attach to the report. In addition, a Transit and active transportation assessment has not been undertaken by the consultant in accordance with the TIS guidelines. How were 4-6 bus bays determined appropriate without a proper transit assessment and engagement with the area transit operators?</p>	<p>WEG is currently in discussions with the following regional transit operators regarding the project and connection opportunities:</p> <ul style="list-style-type: none"> - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) <p>The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and traffic report will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed.</p> <p>The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was</p>	1	P	<p>Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.</p>
14	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Section 4.1.1.2 Trip Generation, Page 19. Table 4-3 Page 21	<p>The report states that 1,146 surface parking spaces will be provided. It's unclear how the parking supply was determined. Metrolinx GO Rail Station Access Plan dated December 12, 2016 indicated the Etobicoke North GO Station has a parking supply of 688 spaces with a auto model split of 82%. The objective Metrolinx identified for this GO station was a long term objective of reducing the auto model split to 38-40%. Reference to a possible relocation of the of the GO station is mentioned. Over supplying vehicular parking spaces runs contrary to Metrolinx objectives to reduce the auto split to GO Stations and to increase active transportation modes.</p>	<p>The concept design has been reduced to 1,000 parking spaces in agreement with MX. This will be clarified in the EPR.</p> <p>Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report.</p>	1		<p>Recognizing WEG's agreement with Metrolinx specifies a number of parking spaces, Metrolinx's assumptions in determining that number should be described in the EPR as well.</p> <p>This would include assumptions concerning future population and employment in the area, if any such assumptions have been made, with the caveat that any estimates subject to change as plans for the area (e.g., much of the Woodbine lands) continue to evolve.</p>

15	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Section 4.1.1.2, Page 21	Site trip distribution is based on 2016 TTS data. The consultant is required to provide their data sheets as part of the TIS submission. In addition, O-D surveys of the Malton and Etobicoke North GO Stations would be good indicators of the catchment area for the future GO station and therefore inform the distribution of trips to the area transportation network.	Additional details on trip distribution including the directional split of inbound and outbound traffic and their distribution on the network roads will be provided in a table format.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
16	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 21	Please provide a map/graphic of planned street network improvements referred to here for appropriate context and understanding of these improvements.	Figure 4-1 illustrates the planned street network in 2023. Modifications to private roads on WEG-owned lands will be confirmed at the SPA phase.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
17	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 24	Both and existing conditions and the planned network need to be graphically illustrated to have a contextual understanding of changes and additions to the road network.	Figure 3-1 shows the existing street network and Figure 4-1 illustrates the planned street network in 2023. Modifications to private roads on WEG-owned lands will be confirmed at the SPA phase.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
18	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Table 4-5, Pages 26 and 27.	The queuing analysis indicates a significant number of movements exceed the 95th percentile queue available under the 2023 Future Background and Future Totals with no recommendations for mediation.	Table 4-6 presents the proposed modification to the length of storage lanes for the movements where the 95th percentile queues exceed the available storage lengths. Also please note that the 95th percentile queues already exceed their respective available storage length in the Future Background Scenario. Having said that, the 95th percentile queues are not considered to exceed the available storage lengths due to Site-generated traffic but due to background traffic.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
19	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 31	Summary of Traffic Operations should also include exiting conditions for comparative analysis.	The existing conditions analysis results are presented in Section 3.1.2.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
20	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 31	(Highway 27 / Belfield Road) With most movements failing why is this intersection measured as LOS of D? Please explain.	The overall intersection LOS is calculated by Synchro based on weighted average of vehicle delays for all the intersection movements, and not only the movements with unacceptable LOS and / or v/c ratios shown in Table 4-4.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

21	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 31	(Highway 27 / Nearctic Drive) With most movements failing why is this intersection measured as LOS of A? Please explain.	The overall intersection LOS is calculated by Synchro based on weighted average of vehicle delays for all the intersection movements, and not only the movements with unacceptable LOS and / or v/c ratios shown in Table 4-4.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
22	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Page 31	(Rexdale Boulevard / Queens Plate Drive (East)What is bringing the overall LOS up to C when the only movement here measured is an E? What is accounting for this delay?	The overall intersection LOS is calculated by Synchro based on weighted average of vehicle delays for all the intersection movements, and not only the movements with unacceptable LOS and / or v/c ratios shown in Table 4-4.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
23	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study		What TDM strategies will be applied to develop a parking supply phasing plan beyond the horizon year to tie in with the development phasing of the Woodbine Master Plan. You state that your analysis identifies a need for over 1000 park'n ride spaces are required upon implementation of this station. How will Metrolinx work with Woodbine Entertainment, the City of Toronto, TTC and other all other public and private mobility service providers to reduce the parking rate at this station over the long-term to better align with the Provincial Policy Statement, the City's Official plan and good planning principles?	The concept design has been reduced to 1,000 parking spaces in agreement with MX. This will be clarified in the EPR. Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

24	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Section 4.1.2.2, Page 29	The consultant is required to include functional plans and vehicular tracking plans for all recommended road improvements as part of the TIS submission.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
25	City Planning - Transportation Planning, Etobicoke York		Traffic Impact Study	Table 4-6, Page 29	Modifications to storage lane lengths are recommended for 6 movements. Functional plans for these improvements need to be submitted. In addition, the SB LTL at Rexdale Blvd/Humberwood Blvd appears to require a physical road widening of Humberwood Blvd to achieve. In addition, lengthening the SB storage length from 35m to 120m removes a NB LT into the plaza on the westside of the street. This is a very congested intersection and requires careful consideration and discussion with BA Group on improvements recommended as part of the Woodbine application.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
26	City Planning - Transportation Planning, Etobicoke York		Socio-economic & Land Use		In concept, what are the well-connected, safe and comfortable active transportation facilities that will contribute to a significant modal share of cyclists and pedestrians have you identified for accessing the Project Site? Have you integrated your thinking with BA Group's Transportation/Mobility Choice initiatives developed for Plan of Subdivision of the Woodbine Lands.	The BA Group 2017 Report was reviewed and considered in the development of the preparation of this TIS. It should be noted that potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. Note that the EPR focuses on the opening day phase of the station and integration with the surrounding Woodbine Districts will be addressed once those developments advance. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	The Socio-Economic and Land Use Report does not address zoning. In order to confirm that the transit use and commercial parking lot are permitted uses, WEG needs to file for a PPR with Toronto Buildings -- this should be done as soon as possible, as the process to deal with these issues needs to be determined prior to SPA application. Public street frontage is needed to address issues raised re: planning process review/approvals, facilitating safe public access for all modes and provides for active transportation connections and pedestrian safety.
27	City Planning - Transportation Planning, Etobicoke York		Socio-economic & Land Use		What mitigation strategy consultation will take place with local stakeholders such as businesses and residences? What kind of strategies will you develop to help them during construction? Are there any precedents you will be investigating and applying to this project?	Refer to comment 7 response.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
28	City Planning - Transportation Planning, Etobicoke York		Noise & Vibration Study		What mitigation strategy consultation will take place with local stakeholders such as businesses and residences? What kind of strategies will you develop to help them during construction? Are there any precedents you will be investigating and applying to this project?	Refer to comment 7 response.	3	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Engineering & Construction Services

* Actions:
 1 = Will comply
 2 = Discuss, clarification required
 3 = Not applicable because

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Review Code:	Document Name:	EPR Technical Reports	Revised By:
Designer:	Contract Name:		Revision Date:
% Completion: TPAP	Contract No:		Revision Number:

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. #/ Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	Status O / P / C** (Reviewer)	CoT Response (23 December 2019)
1	Engineering & Construction Services - Third Party & Utility Review			EPR Technical Reports	<p>Based on our record, there are municipal services crossing the CNR, within the project site area. The proponent and/or its consultant is fully responsible to verify and confirm the locations of all existing municipal infrastructure which could be impacted by the project.</p> <p>Please refer to the link www.toronto.ca/mapping regarding the process of obtaining drawings/as-builts associated with the Toronto Water infrastructure. The City cannot and shall not be responsible in verifying the accuracy of the information provided. It is the proponent and its consultant's responsibility to verify and confirm such information.</p> <p>Please investigate and confirm if City's Easement exist over the City's infrastructure, crossing the railway tracks. If available provide a copy of the Easement agreement. Please note that encroachment into existing City's Easement is not permitted.</p> <p>For the work proposed within the vicinity of the existing City's infrastructure, Infrastructure protection is required: a) For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided. b) Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario. c) It is the contractors' responsibility to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction, on their own expense.</p>	<p>Noted. The City will be engaged for site services as part of the SPA process, expected to commence early 2020.</p> <p>As-builts have been obtained from the City on their local infrastructure (sanitary, storm, water). WEG has engaged with the City in preliminary meetings and are aware of the City's infrastructure constraints at the Woodbine Districts. SUE will be undertaken during detailed design and City background drawings will be used for the Project until then.</p> <p>Noted. This easement information will be reviewed and discussed with the City during the SPA process.</p> <p>Noted. These are routine requirements and will be identified in the Environmental Mitigation and Monitoring Plan (EMMP) which will be developed prior to construction.</p>	3	P	The comments, issued by the City for this design stage, are informative in nature. The consultant must obtain and gather all information as required in proposing the station design. The City will review the proposal and provide additional comments when the design drawings and supporting reports are submitted.

City of Toronto Review Comments Spreadsheet

Highway 27 - Woodbine Station
Transportation Services

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1	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 2.1.1 Turning Movement Count	The turning movement counts that were used in the transportation impact studies (BA Group) for the Woodbine Casino Development are also used for this analysis. They were collected in March and April of 2017 and are 2.5 years old. New 2019 turning movement counts should be undertaken for this traffic analysis.	When the study commenced in April 2019, turning movement counts were less than two years old. The report was finalized (draft) within the subsequent 3-4 months. It is anticipated that the change in traffic volumes at the Study Area intersections will have minimal impact on traffic operations and the analyses results. A comparison between the 2017 counts (obtained from BA Group) and the 2019 counts (obtained from LEA Consulting) during the PM peak hour suggest that the 2017 counts are more conservative and represent 'worst-case' traffic operations. A similar comparison between the AM peak counts of the two data sources will be conducted. A summary of the 2017 and 2019 counts comparison will be provided as an appendix for justification.	3	C	As per Item No. 3 (below), please provide detailed calculations for any background growth rates that were applied to the older turning movement counts. In the absence of revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
2	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 2.2.2 Horizon Year and Peak Period	The Friday pm peak and Saturday peak hours were used in the transportation impact studies (BA Group) for the Woodbine Casino Development because it was agreed that these were the peak usage times of the generator. This is not the case with the proposed Woodbine GO Station. A weekday am peak hour analysis must also be undertaken. This is a commuter rail station that may replace an existing commute rail station (Etobicoke North). The peak hour of both the generator and the surrounding road network both occur during the weekday am and pm peak periods. Regardless of how many trips are generated by the Woodbine Casino Development, it is still considered a background development for this analysis. The Woodbine GO Station must assessed as a separate standalone development and as such, both weekday am and pm peak hours must be assessed.	The traffic analysis is based on a broader area than the development of the GO station. The Study Area is defined as the assessment of 10 key intersections surrounding the Woodbine Districts block in which the Project Site is contained. The intersections selected are anticipated to be impacted by the project. Based on this Study Area, the Friday PM hour is the peak hour, and expected to be representative of the 'worst-case'. Additional modelling will be undertaken to assess traffic operations within the Study Area in the AM peak hour in the existing conditions and in the 2023 horizon year.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

3	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.1.1 Growth Rates Table 4-1 Estimated Annual Growth Rates	All growth rate calculations should be documented and included in an appendix in the TIS Report.	A table showing the growth rate calculations will be included in an appendix.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
4	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.1.1 Background Developments	Trip generation details from each background development should be documented and included in an appendix in the TIS Report. A summary table should be provided indicating the trips generated from each background development and a total for all background developments.	Trip generation details from each background development are available and will be included in an appendix.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
5	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.1.2 Trip Generation	Trip generation data for similar existing GO Transit Train Stations should be obtained from Metrolinx. They have a wealth of data that is much more accurate than using the ITE Trip Generation Manual. Alternatively, the Transportation Consultant should undertake trip generation surveys at near-by GO Transit Train Station (i.e. Etobicoke North, Malton) during the weekday am and pm peak periods.	The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS.	3	O	Our comment has nothing to do with the decommissioning of Etobicoke North GO Station. We are discussing the accuracy of the trip generation using ITE rates. We still question the validity of using ITE Trip Generation Manual to properly estimate future trips to and from the new Woodbine GO Station. ITE Land Use Code 90: Park-and-Ride Lot with Bus or Light Rail Service Land Use does not directly correlate with a commuter rail station. Also, the sample size is very small (i.e. 3 studies) to make this data reliable and thus be representative of conditions occurring in the Toronto and GTA context. The Transportation Consultant should conduct its own weekday a.m. and p.m. peak hour (period) trip generation surveys at near-by GO Stations such as Etobicoke North or Malton or even at other GO Station in Toronto and the GTA. This data can then be used to develop trip generation rates that reflect the suburban Toronto context in which the new Woodbine GO Station will be located.
6	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.1.2 Trip Generation	The trip generation for the Proposed GO Station should be summarized in a clear summary table with trip reductions clearly indicated.	Table 4-3 presents the trip generation for the proposed GO Station. No trip reduction were considered.	3	O	Table 4-3 is lacking important details. All calculations showing trip generation rates used should be properly documented in the tables, body of the report and/or in an appendix. For example, the ITE Land Use Code 90 rates are not indicated at all in the entire report. It is also not clear how the 1,146 parking spaces and 20 PPUDO spaces translates into 510 trips (122 inbound and 388 outbound) during the p.m. peak hour.

7	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.1.2 Trip Generation	The PPUDO trips should be estimated using count data obtained from Metrolinx or obtained in the through field surveys. Metrolinx's GO Rail Station Access Plan is a high level document and its use as a basis for estimating future PPUDO trips is not a sound methodology. The use of Transportation Tomorrow Survey (TTS) data would probably be more accurate.	MX supports the use of traffic studies to determine PPUDO future trip requirements for impacts on traffic flow, the size of the PPUDO is defined by the Metrolinx Asset Protection Package. With that said, the TIS will be updated to reflect the nature of the PPUDO trips where the total trips entering and existing the site should be equal.	3	O	The concerned expressed in this comment is with how the trip generation for the PPUDO has been estimated, not the size of the PPUDO. Please provide more details and calculations of how the PPUDO trips were estimated.
8	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.1.2 Trip Distribution and Trip Assignment	Please provide a table showing each travel route and the inbound and outbound trip distribution and assignment percentages.	A summary table will be added to the report.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
9	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Traffic Impact Study Report Section 4.1.2.2 Proposed Signal Timings, Land Configurations and Road Improvements Table 4-6 Proposed Modifications to Length of Storage Lanes	Have the proposed modifications to storage lanes been geometrically tested to see if they are feasible? For example, more than tripling the length of the southbound left-turn lane at the Rexdale Boulevard and Humberwood Boulevard Intersection from 35 m to 120 m would push it past the plaza driveway all the way to Hullrick Drive.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be provided as part of the SPA process and will include more detailed information to be developed during detailed design.	3	O	If details are not available (i.e. can a proposed lengthening of a turn lane be physically implemented), then it should not be proposed as a mitigation measure.
10	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 4.6.3 Active Transportation	The Woodbine Casino Development will be building a new public street network that is based on a complete streets approach. How will proposed active transportation measures for the Woodbine GO Station integrate with the bicycle facilities and infrastructure being proposed as part of the Woodbine Casino Development?	Integration of current initiatives including potential active mobility options with future development will be reviewed and implemented, where necessary, as the larger Woodbine Districts is developed (e.g., site plans). The development is still in progress and more details cannot be provided at this time as they are not available. High-level qualitative recommendations on the active transportation network will be added to the report. Text will be added to the TIS and EPR confirming that Woodbine will provide shuttle service to the Grandstand building as an interim connectivity solution.	1	P	Transportation Services is requesting that this issue is revisited throughout the project. Integration of all existing and future transportation modes is key to a successful commuter rail station. The new Woodbine GO Station should not be built and operate in isolation from the rest of the neighbourhood and larger Rexdale community including the redevelopment of the north Woodbine property.

11	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.1.1.1 Potential Effects - Construction	Will there be impacts to the Humberwood neighbourhood on the north side of Rexdale Boulevard? They have been the most vocal community in terms of existing and future traffic impacts.	The Humberwood neighbourhood is outside of the Study Area and were not specifically assessed. Given the proximity to the Project, and implementation of mitigation, impacts to this neighbourhood are not anticipated. A Public Meeting was held in October 2019 to understand public and stakeholder concerns. An online survey will also be provided as a remote opportunity for further engagement, to be launched on November 21, 2019. All comments received will be responded to in the Consultation Summary Report.	3	P	The Rexdale Boulevard and Humberwood Boulevard intersection and part of the Transportation Impact Assessment Study Area. Under future condition scenarios, this intersection is projected to operate at capacity with some turning movements projected to have long queues and delays. Is it recommended that traffic impacts at this intersection are clearly discussed and if the impacts are caused by background developments (i.e. Woodbine Casino), then this should also be stated so area residents clearly understand how the impacts are occurring.
12	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.1 Potential Effects - Construction	The TIA should also identify and address impacts for during-construction phase. If staging plans aren't developed, then the TIA should also be amended to include this consideration.	Construction staging will be developed as the design progresses. It is anticipated that construction laydown will occur on WEG-owned lands.	3	P	During the detailed design stage, construction staging plans and access management plans must be developed and reviewed by City of Toronto staff.
13	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.1 Potential Effects - Operations	The impacts outlines in the Traffic Impact Study Report are much more extensive than the three locations listed in this section. There is no mention of delay and queuing issues and may intersections and individual movements across the Study Area.	The section will be reviewed and updated. Note that the Socio-Economic and Land Use Characteristics Report is intended to present a high level overview of social and economic impacts and includes a summary of the Noise, Air and Traffic Reports. The Traffic Impact Study is the document for providing more specific impacts related to traffic.	1	P	Put a statement in the Socio-Economic and Land Use Characteristics Study Report that the transportation impacts indicated in Section 5.6.1.1 are a summary of the worst impacts and that a complete list of impacts can be found in the Traffic Impact Assessment Report.
14	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.1 Potential Effects - Operations	Are these permanent impacts resulting from the ultimate condition? These needs to be clarified.	These are anticipated impacts that will be mitigated through the proposed measures provided in Section 5.6.1.2 <u>Operations</u> .	3	C	Okay. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
15	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.1 Potential Effects - Operations	Are these impacts also accounting for future background development? Given that Project Co is the same developer for the masterplan around station, it would be wise to account for future impacts and mitigation measured derived from this future demand.	The Project assesses the Project Site and Study Area. Traffic impacts related to future development at the Woodbine Districts will be addressed in separate subsequent traffic impact studies related to those specific developments. These future studies would consider surrounding development and existing conditions (i.e., the station) once the future development is known and an integrated approach would be reviewed at that time.	3	C	See the response for Item No. 11 (above).

16	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.2 Mitigation and Monitoring - Construction	Traffic and Transit Management Plans (TTMPs) and Traffic Control Plans (TCPs) will be required before permits are issued and construction can proceed.	Noted. This will be completed as the design develops. Section 5.6.1.2 <u>Construction</u> will be revised to include this commitment.	1	C	Okay. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
17	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.2 Mitigation and Monitoring - Construction	This should also involve all other City divisions who may be involved in the process such as Engineering and Construction Services, Transportation Services and Toronto Water.	Noted. This will be completed as the design develops. Section 5.6.1.2 <u>Construction</u> will be revised to include these City divisions.	1	C	Okay. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
18	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station EA Socio-Economic and Land Use Characteristics Study Report Section 5.6.1.2 Mitigation and Monitoring - Operations	<i>"Consultation with the City of Toronto will be completed to address the modifications to signal timing and lane configurations."</i> All traffic and signal studies would have to be vetted by CoT before any modifications are accepted.	Noted. This will be completed as the design develops. Section 5.6.1.2 <u>Operations</u> will be revised as follows: "Traffic and signal studies will be provided to the City of Toronto in order to address the modifications to signal timing and lane configurations."	1	C	Okay. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

City of Toronto Review Comments Spreadsheet

Highway 27 - Woodbine Station
Parks, Forestry & Recreation

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1	Parks, Forestry & Recreation - Landscape Architecture Unit			TAC #1 slide deck, slide 10&12 - Socio-Economic Environment	The design/layout of the station, parking and driveway configuration should take pedestrian/cycling/multi-use network of paths into consideration so that it supports the future subdivision build out, including potential draw for the future park (currently planned at 2.91ha).	Noted. Refer to responses to comments 4 and 6 in the City Planning Tab for additional explanation.	3	O	These responses do not provide any further clarification. Please respond to the initial comment.
2	Parks, Forestry & Recreation - Landscape Architecture Unit			TAC #1 slide deck, slide 14 - Pedestrian and Cycling Network	The station concept should be more pedestrian/multi-user friendly to support the future development (including park users) and not just be designed as a passenger pick-up and drop off, or a park and use station only.	Noted. Refer to responses to comments 4 and 6 in the City Planning Tab for additional explanation.	3	O	These responses do not provide any further clarification. Please respond to the initial comment.
3	Parks, Forestry & Recreation - Landscape Architecture Unit			Air Quality Assessment	No comments at this time.	Noted.	3	C	No further comments at this time.
4	Parks, Forestry & Recreation - Landscape Architecture Unit			Archaeological Assessment	No comments at this time.	Noted.	3	C	No further comments at this time.
5	Parks, Forestry & Recreation - Landscape Architecture Unit			Cultural Heritage Assessment	No comments at this time.	Noted.	3	C	No further comments at this time.
6	Parks, Forestry & Recreation - Landscape Architecture Unit			Natural Environment Report - page 23, Section 5.3.1	Urban Forestry and Metrolinx have previously agreed that any trees removed within Metrolinx property shall be incorporated into a vegetation compensation strategy with a 1:1 ratio, therefore existing trees within Metrolinx lands shall be acknowledged in any tree inventory and arborist report being prepared.	Vegetation compensation will be addressed in the Arborist Report as a future commitment, to be completed during detailed design. The compensation ratio will be at a minimum 1:1. Refer to EPR Section 5.1.2.2.1 and Table 8-1. The report will be shared with the City for review.	1	P	As the arborist report has not been completed at this time, CoT relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
7	Parks, Forestry & Recreation - Landscape Architecture Unit			Natural Environment Report - page 23, Section 5.3.1	What is the status of the tree inventory and arborist report for the City's review and comment?	An Arborist Report will be completed during detailed design and shared with the City for review. Refer to EPR Section 5.1.2.2.1 and Table 8-1.	3	C	This Action has been revised from 3 to 1 because the response is the same as 6 above suggesting compliance. As the arborist report has not been completed at this time, CoT relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

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8	Parks, Forestry & Recreation - Landscape Architecture Unit			Natural Environment Report - page 23, Section 5.3.1	Tree injury and removals outside of Mx owned lands and subject to municipal by-laws require Urban Forestry permit applications accompanied by the submission of landscape/tree compensation plans.	Vegetation compensation will be addressed in the Arborist Report as a future commitment, to be completed during detailed design. Refer to EPR Section 5.1.2.2.1 and Table 8-1. Permitting requirements will also be identified in the Arborist Report. The report will be shared with the City for review.	3	P	This Action has been revised from 3 to 1 because the response is the same as 6 above suggesting compliance. As the arborist report has not been completed at this time, CoT relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
9	Parks, Forestry & Recreation - Landscape Architecture Unit			Acoustic Assessment and Construction Noise and Vibration Impact	No comments at this time.	Noted.	3	C	No further comments at this time.
10	Parks, Forestry & Recreation - Landscape Architecture Unit			EA Socio-Economic and Land Use Characteristics Study - Figure 4-2 and Section 5.4	Are there any plans/opportunities to have an additional connection (tunnel?) to the new station based on the inventory of businesses and potential users of the GO station from the south side of the rail lines? How will this impact property requirements?	As part of this Project there will not be a connection to property south of the rail corridor and as such, no property impacts are anticipated. Note that properties to the south of the rail corridor are industrial, and their primary pedestrian and vehicular access points are at southern portion of the properties, not situated along the rail corridor. The site can be accessed from the south via Clubhouse Road (which is off of Hwy 427) to Entrance Road. Exclusive access to the station will be through WEG-owned lands.	3	C	No further comments at this time.
11	Parks, Forestry & Recreation - Landscape Architecture Unit			EA Socio-Economic and Land Use Characteristics Study - page 28, Section 5.6.3.2	This section notes safe and accessible pedestrian and cyclist connections to and from the station between all elements of the station and parking facilities. How will connections to existing adjacent businesses and future land uses as users of this station be addressed in the design?	Additional information regarding existing conditions will be added to the TIS. Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Integration of current initiatives including potential active mobility options with future development will be reviewed and implemented, where necessary, as the larger Woodbine Districts is developed (e.g., site plans). The development is still in progress and more details cannot be provided at this time as they are not available. High-level qualitative recommendations on the active transportation network will be added to the report. Text will be added to the TIS and EPR confirming that Woodbine will provide shuttle service to the Grandstand building as an interim connectivity solution.	1	P	PFR may make further comments pending a review of the revised report.

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12	Parks, Forestry & Recreation - Landscape Architecture Unit			Traffic Impact Study - pages 15-18, Figure 4-1	Revise the report to include an overall plan that illustrates the layout of proposed/planned street network outlined in Section 4.1 and to support the technical version illustrated in Figure 4-1.	Figure 4-1 illustrates the planned street network in 2023. Modifications to private roads on WEG-owned lands will be confirmed at the SPA phase.	3	C	CoT relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Fire Services

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Designer:	Contract Name:	Revision Date:
% Completion: TPAP	Contract No:	Revision Number:

Item No.	Discipline	Reviewer Name	Reviewer ID	Dwg. #/ Spec Section/ Page #	Review Comment (Metrolinx, Third Party Reviewers)	Response & Details (Designer)	Action 1 / 2 / 3* (Designer)	Status O / P / C** (Reviewer)	CoT Response (23 December 2019)
1	Fire Services				No fire safety related comments at this time.	Noted.	3		No further comments at this time.

City of Toronto Review Comments Spreadsheet

Highway 27 - Woodbine Station
Transit Expansion Office

* Actions:
1 = Will comply
2 = Discuss, clarification required
3 = Not applicable because

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1	Transit Expansion Office			Air Quality Report	This report assumes 4 bus bays; however, 6-8 bus bays will be constructed. Please update report to address this difference or to confirm that findings and results are not impacted by this difference.	The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and air quality report will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed.	1	P	Please continue to engage TTC, Transportation Services, and Transportation Planning in bus bay discussions.
2	Transit Expansion Office			Natural Environment Report	Please clarify why access was not granted to consultants to perform complete review (including fenced in areas).	The practice track was not accessible during field investigations; however, this does not impact the results of the natural environment assessment. Given that the assessment is not intrusive, a fulsome review was still undertaken. This will be clarified in Section 2.2 of the NER.	1	P	Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
3	Transit Expansion Office			Natural Environment Report	A tree compensation program is being negotiated between the City and Metrolinx for GO Expansion. It appears that this report assumes that this program would apply to the WEG project. Please clarify and confirm whether Metrolinx intends to add the WEG project to the scope of the ongoing discussions related to the GO Expansion compensation program.	Note this is not a GO Expansion project. Vegetation compensation will be addressed in the Arborist Report as a future commitment, to be completed during detailed design. Refer to EPR Section 5.1.2.2.1 and Table 8-1. The report will be shared with the City for review.	3	O	Given that this is not a GO Expansion Project, please remove the reference to the agreement between the City and Metrolinx as this agreement is only for GO Expansion projects. Please clarify in the report that WEG will comply with all relevant bylaws.
4	Transit Expansion Office			Noise & Vibration Report	This report assumes 4 bus bays; however, 6-8 bus bays will be constructed. Please update report to address this difference or to confirm that findings and results are not impacted by this difference.	The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and noise report will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed.	1	P	Please continue to engage TTC, Transportation Services, and Transportation Planning in bus bay discussions.
5	Transit Expansion Office			Traffic Impact Study	Metrolinx's business case for Woodbine GO Station assumes the closure of Etobicoke North GO Station, with some traffic expected to be diverted from Etobicoke North GO Station to Woodbine GO Station. Please confirm whether analysis includes these expected diverted trips. If not, please revise analysis and recommendations.	The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS	3	O	Please revise the report to reflect the discussion during the December 5th meeting (i.e., although the traffic impacts on the closure were not directly assessed, they were indirectly assessed because the number of parking spots did include the closure as a consideration).

6	Transit Expansion Office			Traffic Impact Study	Private roads at Woodbine are being analyzed in this report. A description of these private roads should be included alongside the road network descriptions.	The description for all the three private roads are already included in Section 4.1.	3	O	Existing and realigned private roads are not described in 4.1; only new private roads are. Please add.
7	Transit Expansion Office			TAC #1 deck; slide 5	Please confirm whether the new roadway to be built will be public or private.	Please refer to the Draft TAC #1 meeting minutes. The road will be private.	3	C	Closed.
8	Transit Expansion Office			TAC #1 deck; slide 8	Please confirm whether the railbridge over Hwy 27 will be widened.	Hwy 27 Bridge widening has not been identified for this project.	3	C	Closed.
9	Transit Expansion Office			TAC #1 general	Please provide the draft minutes to the City for review; and provide the information requested during the meeting (including map showing various study areas, information on how the number of bus bays was selected, preliminary servicing / stormwater management reports)	Please refer to the Draft TAC #1 meeting minutes, provided on Nov 8.	3	C	Closed.
10	Transit Expansion Office			TAC #1 general	Please confirm when WEG intends to initiate the Site Plan Approval process.	WEG anticipates initiating the SPA process in early 2020 once the concept design has further developed. Note that an SPA level of detail is not available during the EA stage of a TPAP.	3	C	Closed.
11	Transit Expansion Office			Natural Environment Report, Section 3.2.2, page 8 and Section 5.3.1, page 23	"[U]nder the Metrolinx Act 2006, Metrolinx is exempt from municipal permitting and approval requirements within Metrolinx-owned lands; however, Metrolinx works in co-operation with the City of Toronto to meet the requirements of municipal by-laws, where applicable and possible." As the project site is situated on lands owned by WEG (with the exception of the rail corridor), the City's expectation is that WEG will fully comply with the City's permitting and approvals requirements.	WEG will be complying with the City's permitting and approvals requirements. NER Section 3.2.2 and EPR Section 7 have been updated for clarification.	1	P	Acknowledged. Comment is pending until the City's review of revised technical reports. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
12	Transit Expansion Office			General - Closure of Etobicoke North GO	The City requests to be appraised of Metrolinx's decision on the potential closure of Etobicoke North GO, as the plans to close Etobicoke North GO may impact the City's review of designs for Woodbine GO.	The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. Note that the TIS used the 2023 horizon year which assumes that Etobicoke North will still be open at that time.	3	C	Acknowledged. Further commentary regarding Etobicoke GO's closure and its impacts on this TPAP is deferred to City Planning and Transportation Services Divisions.
13	Transit Expansion Office			Socio-Economic & Land Use Characteristics Study, Section 5.5, pages 25 & 26	The City requests information on anticipated impacts to wet utilities as soon as possible. Please clarify when WEG will be commencing data collection (e.g. acquiring as-builts, conducting SUE) and when the City will receive plans regarding existing and new wet utilities.	The City will be engaged for site services as part of the SPA process, to commence early 2020. As-builts have been obtained from the City on their local infrastructure (sanitary, storm, water). WEG has engaged with the City in preliminary meetings for the casion development , and are aware of the City's infrastructure constraints at the Woodbine Districts. SUE will be undertaken during detailed design and City background drawings will be used for the Project until then.	3	O	Please clarify that the preliminary meetings with City staff were related to the Casino development; and not the station development

14	Transit Expansion Office			Socio-Economic & Land Use Characteristics Study, Section 5.4.1.1 Construction, page 24	Please clarify what lands are envisioned for laydown and construction staging. Please confirm that, if no temporary property requirements outside the project site at 555 Rexdale Blvd are anticipated, all construction activity (including corridor access for track installation and/or realignment) will be confined to WEG-owned lands.	Note that the EA is based on a concept design. Construction staging will be developed as the design progresses. It is anticipated that construction laydown will occur on WEG-owned lands.	3	C	Closed.
15	Transit Expansion Office			Socio-Economic & Land Use Characteristics Study, Section 5.6.1.2, page 27	Please note that this work must be coordinated with the City's capital works program (https://map.toronto.ca/toinview/).	Noted. Coordination with the City's capital works program will be done prior to construction. Clarification will be added to the report.	1	C	Acknowledged. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
16	Transit Expansion Office			Socio-Economic & Land Use Characteristics Study, Section 5.6.1.1, page 2, re: construction	Please advise how materials will be brought to site and what roads are envisioned as haul routes. Please confirm that this information will be taken into account when accessing traffic impacts due to construction.	A haul route analysis has yet to be performed at this stage of design. Material sourcing locations will vary and this won't be known until sub-trades are contacted once the design advances. Section 5.6.1.1 revised to note that a haul route analysis will be performed in detailed design.	1	C	Acknowledged. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
17	Transit Expansion Office			Traffic Impact Study, page 2, Figure 1-1	Please confirm that the project site will not extend past the southerly boundary of the rail corridor. The figure seems to suggest an overlap with buildings on the south side of the tracks.	The figure will be updated.	1	C	Acknowledged. In the absence of the revised technical reports, the City relies on Metrolinx to ensure that all required revisions are fully and accurately incorporated.
18	Transit Expansion Office			Traffic Impact Study, page 164 of PDF	Current plans depict two island platforms with a single track on the south side of the southern platform. Please advise if there is intent to increase the porosity of the rail corridor and supply a connection to the neighborhood on the south side of the corridor via a tunnel or an overpass.	The track configuration will be as follows: 1-Track 2-Track Island Platform 3-Track 4-Track Island Platform 5-Track 6-Track This will be clarified in Section 3 of the EPR. As part of this Project there will not be a connection to property south of the rail corridor and as such, no property impacts are anticipated. Note that properties to the south of the rail corridor are industrial, and their primary pedestrian and vehicular access points are at southern portion of the properties, not situated along the rail corridor. The site can be accessed from the south via Clubhouse Road (which is off of Hwy 427) to Entrance Road. Exclusive access to the station will be through WEG-owned lands.	1	C	Acknowledged. Further commentary regarding north-south connections is deferred to City Planning and Transportation Services Divisions.
19	Transit Expansion Office			General - Stormwater & Groundwater	Please advise when Metrolinx/WEG will be providing information on stormwater and groundwater management strategies for the City's review and comment. The City is encouraging the co-proponents to share this information as soon as possible.	SWM reports are being prepared in early 2020 and discussions with the City will take place at that time.	3	P	Please clarify if stormwater management and hydrogeological reports will be provided at the TPAP stage.

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Highway 27 - Woodbine Station
Engineering & Construction Services

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1	Engineering & Construction Services - Third Party & Utility Review		Hwy 27-Woodbine Station DRAFT Environmental Project Report	<p>The proponent and/or its consultant is fully responsible to verify and confirm the locations of all existing municipal infrastructure which could be impacted by the project.</p> <p>Please refer to the link www.toronto.ca/mapping regarding the process of obtaining drawings/as-builts associated with the Toronto Water infrastructure. The City cannot and shall not be responsible in verifying the accuracy of the information provided. It is the proponent and its consultant's responsibility to verify and confirm such information.</p> <p>Please investigate and confirm if City's Easement exist over the City's infrastructure, crossing the railway tracks. If available provide a copy of the Easement agreement. Please note that encroachment into existing City's Easement is not permitted.</p> <p>For the work proposed within the vicinity of the existing City's infrastructure, Infrastructure protection is required:</p> <p>a) For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided. b) Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario. c) It is the contractors' responsibility to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction, on their own expense.</p>	<p>Noted. The City will be engaged for site services as part of the SPA process, expected to commence early 2020.</p> <p>As-builts have been obtained from the City on their local infrastructure (sanitary, storm, water). WEG has engaged with the City in preliminary meetings and are aware of the City's infrastructure constraints at the Woodbine Districts. SUE will be undertaken during detailed design and City background drawings will be used for the Project until then.</p> <p>Noted. This easement information will be reviewed and discussed with the City during the SPA process.</p> <p>Noted. These are routine requirements and will be identified in the Environmental Mitigation and Monitoring Plan (EMMP) which will be developed prior to construction.</p>	3	C	City relies on Metrolinx to ensure that all actions are carried out at appropriate times and the City is engaged in a timely manner.
2	Engineering & Construction Services - Bridges, Structures & Expressways		Draft EPR	No comments.	Thank you.	3	C	<p>Bridges, Structures & Expressways (BS&E) has not bridge-related issues.</p> <p>BS&E would like to advise that Rexdale Blvd over Jockey Club Rd Bridge is planned for rehabilitation in 2020-2023.</p>
3	Engineering & Construction Services in consultation with LeighFisher		General Comment: Noise and Vibration Assessment	<p>Cumulative Effects No discussion on cumulative effects with other reasonably foreseeable developments is provided. A discussion on whether there may be noise emission sources not accounted for in background ambient measurements that could contribute to overall noise levels should be included.</p>	<p>A cumulative effects assessment is not part of the scope of assessment for this Project.</p> <p>Noise emission sources are accounted for within the Noise and Vibration Study Area (500 m from the project site). Furthermore, future developments are typically responsible for ensuring they meet noise level limits, as it would not be feasible to estimate noise levels from future facilities without knowing locations and details of the planned Facilities. The noise from Woodbine Station operations are predicted to be far below ambient noise levels at the hotel location, and would have a negligible impact on overall noise.</p> <p>Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing and may be assessed under subsequent studies that impact these areas.</p>	3	C	Comment is closed.

4	Engineering & Construction Services in consultation with LeighFisher			General Comment: Noise	Health Impacts of Noise Emissions Health impacts from operational and construction noise are not discussed or assessed. A discussion of possible human health impacts within the context of the Health Canada guidance document Guidance for Evaluating Human Health Impacts in Environmental Assessment: Noise (2017) should be provided.	A health impact assessment is not part of the scope of assessment for this Project. Nonetheless, adverse health impacts are not anticipated as the predicted noise and vibration levels will have a minor effect on sensitive receptors and are not expected to exceed ambient noise levels or vibration assessment criteria. Mitigation measures are also provided to further reduce impacts. This Project has considered all potential impacts and recommended mitigation measures to effectively mitigate and manage those potential impacts.	3	C	Comment is closed.
5	Engineering & Construction Services in consultation with LeighFisher			Appendix B3 (Section 2.1)	Noise and Vibration Assessment assumes the Future "Build" Conditions includes 4 bus bays. During TAC#1, Metrolinx indicated the proposed station will include at least 6 and possibly up to 8 bus bays. A discussion on how this revised number of possible buses will affect impact and mitigation measure conclusions reached regarding noise and vibration should be included.	The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and technical reports will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation and this has been clarified in the Noise and Vibration Report. During detailed design and prior to permitting, the number of bus bays will be confirmed.	1	P	Noted. Please provide revised EPR and Technical Reports for review, once available.
6	Engineering & Construction Services in consultation with LeighFisher			Draft EPR (Table 5-1) & Appendix B3 (Section 4.3)	Sequence It is not clear whether the construction zones identified in the referenced table were assessed separately or whether construction within each of these zones will occur simultaneously? Clarification is required whether the noise impacts were assessed cumulatively for all construction equipment operating simultaneously at different zones or whether the construction zone activities will not occur simultaneously.	Construction noise was assessed using the FTA's General Assessment method, which predicts noise levels from the two loudest pieces of equipment operating simultaneously in each construction zone for one hour at a noise sensitive receptor. Noise levels were assessed for each construction zone separately to help identify which zones are expected to create which type of noise level. The predicted levels from each construction zone can be logarithmically summed up to estimate cumulative noise levels.	3	O	Provide a table showing the log sum of construction areas where simultaneous construction could occur in the appropriate section.
7	Engineering & Construction Services in consultation with LeighFisher			General Comment: Air Quality Assessment	Cumulative Effects No discussion on cumulative effects with other reasonably foreseeable developments was observed. A discussion on whether there may be air emission sources not accounted for in background ambient measurements that could contribute to overall air quality concentrations should be included.	Please see response to # 3. Air Quality emission sources are accounted for within the Air Quality Study Area (500 m from the project site). Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing and may be assessed under subsequent studies that impact these areas.	3	C	Comment is closed.
8	Engineering & Construction Services in consultation with LeighFisher			General Comment: Air Quality	Health Impacts of Air Emissions Health impacts from operational and construction air emissions are not discussed or assessed. A discussion of possible human health impacts within the context of the Health Canada guidance document Guidance for Evaluating Human Health Impacts in Environmental Assessment: Air Quality (2017) should be provided.	Please see response to #4. The Air Quality Report does references literature related to health effects from Atmospheric Environment. Impacts to human health resulting from air quality emissions is not anticipated. This Project has considered all potential impacts and recommended mitigation measures to effectively mitigate and manage those potential impacts related to air emissions.	3	O	A few contaminants and averaging periods were above air quality criteria (e.g. 1-hour NO2 - table 6-1) but no discussion on potential impacts human health. It is not clear how the comment "Impacts to human health resulting from air quality emissions is not anticipated" was determined. Nowhere in the report is there any discussion of whether the predicted exceedances of air quality criterion constitute a health concern. Provide a qualitative discussion on potential health concerns based on model predicted
9	Engineering & Construction Services in consultation with LeighFisher			Draft EPR (Tables 4-4 & 4-6)	CAAQS and Background Values The maximum 90th percentile values over three years were used as background for all contaminants for short-term averages. It is not clear why 90th percentile values were used for 24-hour PM2.5, 1-hour NO2, and 1-hour SO2 as this is not how the CAAQS are defined, and CAAQS are the thresholds that were used in the assessment for those contaminants per the footnotes to Table 4-4. An explanation of how this apparent discrepancy might impact any conclusions reached in the assessment should be included.	A short explanation on why the 90th percentile was used instead of CAAQS statistical form will be added to Section 3.1. 2012 MTO methodology was followed for this project.	1	P	Noted. Please provide revised EPR for review, once available.
10	Engineering & Construction Services in consultation with LeighFisher			Appendix B2 (Section 2.5)	Quality Assessment The air quality assessment assumes the Future "Build" Conditions includes 4 bus bays. During TAC#1, Metrolinx indicated the proposed station will include at least 6 and possibly up to 8 bus bays. A discussion on how this revised number of possible buses will affect impact and mitigation measure conclusions reached regarding air quality should be provided.	The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and technical reports will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation and this has been clarified in the Air Quality Report. During detailed design and prior to permitting, the number of bus bays will be confirmed.	1	P	Noted. Please provide revised EPR and Technical Reports for review, once available.

11	Engineering & Construction Services in consultation with LeighFisher			Appendix B2 (Table 5-3)	<p>Modelled values</p> <p>Since ozone concentrations are variable throughout the day, a more reasonable estimate of NO2 could be determined by using diurnal varying ozone, averaged by season. An explanation on how the conclusions reached in Section 6.1 would change with a more reasonable estimate of NO2 concentrations should be provided.</p>	The conclusions reached in Section 6.1 for NO2 are currently a result of limitation by ozone based on the average ozone levels from three years of monitoring data. Using this altered methodology of NO2 estimation with seasonal based averaged ozone levels could potentially reduce the NO2 levels. As currently calculated, the NO2 impacts are maximized based on the three year averaged ozone concentration, and a significant reduction of ozone due to seasonal fluctuation would be required to alter the current NO2 impact levels for the project.	3	C	Comment is closed.
12	Engineering & Construction Services in consultation with LeighFisher			Appendix B2 (Section 6.1, Table 6-1)	<p>Modelled Values</p> <p>It is not clear why maximum concentrations are presented in Table 6-1 when the comparison is being made against standards that are defined as (lower) percentile values (e.g. the CAAQS 1-hour NO2 should be compared against a 98th percentile of maximum daily values over the year, averaged over 5 years). An explanation of the rationale for comparing a maximum modeled value against a standard that is meant to be statistical in nature should be provided and what impacts it may have on conclusions should be addressed.</p>	The use of the maximum modelled value presents the worst-case impact scenario in order to encapsulate all potential meteorological conditions. A revision of this methodology to match the statistical evaluation of each contaminant standard (e.g. CAAQS 1-hour NO2 with a 98 th percentile of maximum daily values) would reduce the air quality impacts to a more refined and realistic level.	3	O	Using a maximum to determine whether there is an "exceedance" is overstating the potential Project impact. Regardless, there is no discussion of potential health impacts from project effects in the report. The report only infers AQ criterion are exceeded. See follow-up comment to Comment #8. Comment left Open in conjunction with Comment #8 as they are related.

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 City Planning

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1	City Planning - Transportation Planning, Etobicoke- York District			Section 4.8, Page 57 to 63	Please see comments on Traffic Impact Study document and update Section 4.8 of EPR accordingly.	Please refer to responses in the Technical Reports comment spreadsheet. Revisions made to the TIS will be reflected in the EPR.	1	P	Pending review of revised draft EPR
2	City Planning - Transportation Planning, Etobicoke- York District			Section 5.8, Pages 93-96	Please see comments on Traffic Impact Study document and update Section 5.8 of EPR accordingly.	Please refer to responses in the Technical Reports comment spreadsheet. Revisions made to the TIS will be reflected in the EPR.	1	P	Pending review of revised draft EPR
3	City Planning - Transportation Planning & Transit Implementation Unit			Figure 3-1A	The context plan should show more of the context surrounding the immediate station infrastructure, including expected future conditions (e.g., future roads and blocks, proposed structures, et cetera).	The context plan shows the Project Site at a smaller scale (zoomed out) within the context of the immediate surrounding area. Additional surrounding context is shown in Figure 1-1. Future development is not known at this time and cannot be speculated in the EPR, which assesses only the new station subject to the TPAP.	3	O	Acknowledging development plans for lands adjacent to the station are still unknown, this should be noted/discussed as a limitation of the EPR that could impact station operations in the future.
4	City Planning - Transit Implementation Unit			Figure 3-1B	Preliminary comments on the Context and Site Plan drawings are provided here to inform the EPR. However, City Planning request that a separate process be established to review the design of the station, its facilities and pedestrian, cycling and transit access plans to / from the station. This separate process should include a workshop format and separate commenting opportunity by the City, and culminate in a Site Plan application to the City for review. The City requests MX provide a timeline and process for the design of the station and facility.	A Station Design Workshop with the City was held on December 10, 2019; however, this will not be captured within the EPR as it was separate discussion from the EA undertaking. Future meetings related to station design and SPA are anticipated, outside of the TPAP.	3	P	Acknowledged station access plans are continuing to be refined through detailed design/the SPA process, however, please ensure high level recommendations are included in the EPR, as indicated elsewhere (e.g., WEG response to Comment 5).
5	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The location of the station facilities is far from HWY 27. There is a long walk from HWY 27 to the station entrance, which will make incorporating pedestrian and cyclist access challenging. Locating the station and its entrances closer to HWY 27 would help mitigate these access issues.	Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	The term "opening day" is confusing in this context and should not be used. It implies that the EPR is only focussed on opening day which is incorrect. The EPR needs to identify more clearly that the project is an initial phase, how long the facilities as planned are to operate before future phases are anticipated. Please note the above comment also applies to similar references to "opening day" conditions in comments 6, 11, 20, 22, 38, 41, 46, 55, and 59

6	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The entrance building and Plaza should be located where the current surface parking space on the east side of the station. This is a great opportunity to create Transit Oriented Development with office uses that can incorporate the station and provide underground parking instead of surface parking.	As discussed in the TAC #2 meeting, surface parking will be provided rather than a parking lot structure so that provisions can be made to reduce the spaces further if needed. Note that the EPR focuses on the opening day phase of the station and future development is not known at this time. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development.	3	P	Please note that the surface parking condition is not intended to be permanent, while noting that any future plans are preliminary and subject to change. See response above to Comment 5 regarding the reference to "opening day".
7	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The Entrance Road and the Grandstand Entrance Road should be public roads. The buses and other vehicular access should be able to access the Station from a public road.	The roads on WEG-owned lands will remain private. This will be clarified in the EPR.	1	O	Why is this identified as 1 under Action column ? Response indicates roads will remain private. As City staff noted in the December 2019 design workshop, the lack of public road access presents challenges to servicing the station and ensuring universal public access to the station. It may also present safety and liability risks to WEG, Metrolinx, and municipal transit operators, as users would be required to cross private property to get to/from the station.
8	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	There are a lot of existing mature trees that are impacted as part of this development. It is not clear what the relationship of the existing trees are with the proposed design. Additional setback should be deployed in order to maintain the existing trees along Entrance Road and trees should be incorporated into the design of the redevelopment.	The NER found that the site is mostly manicured open space with weedy herbaceous species. Mature trees were not observed; however, an Arborist Report will be completed during detailed design, which is noted as a future commitment in EPR Section 5.1.2.2.1 and Table 8-1. Permitting requirements will also be identified in the Arborist Report. The report will be shared with the City for review. Landscaping setbacks will be determined during the SPA development.	3	P	Any zoning requirements for a landscaped setback need to be identified. WEG needs to file for a PPR with Toronto Buildings -- this should be done as soon as possible, as the process to deal with these issues needs to be determined prior to SPA application.
9	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The surface parking where appropriate should comply with the requirements of the Toronto Green Standard and Greening Surface Parking Guideline. There should be one tree planted per every 5 surface parking space with no parking space being more than 30m away from a tree canopy.	As noted in TAC #2 meeting minutes, the Toronto Green Standard will be followed during the SPA process. This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
10	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The walkways to the station should have a minimum width of 2.1 to 3m, depending on the foot traffic.	Noted. The EPR assesses a concept level design. Details confirming the width of the walkways will be determined during detailed design. Also please note that the sidewalk is not within the City ROW.	3	P	This should be 1 since Metrolinx/WEG will be addressing it through SPA.

11	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	<p>Pedestrian Flow Modelling</p> <p>There should be a pedestrian flow modeling done with the anticipation of the future developments on the east and potentially the west portion of the station to understand how much space is needed and which sidewalks are more likely to be used.</p>	<p>Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report.</p> <p>This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.</p>	1	P	<p>Why is this identified as 1 under Action column? Response indicates pedestrian modelling will not be undertaken and refers to SPA process.</p> <p>Add this under the future commitments of the EPR similar to response to comment # 8</p> <p>See response above to Comment 5 regarding the reference to "opening day".</p>
12	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The MUP should at least be 3.5m wide.	Noted. The EPR assesses a concept level design. Details confirming the width of the multi-use path will be determined during detailed design.	3	P	<p>Should this be a 3 under Action column? A MUP is being provided, however, the width will be determined through detailed design. At a minimum, the City needs to know if the City bridge over Hwy 27 will need to be widened as part of the station design.</p> <p>This should be 1 since they will be addressing it through SPA.</p>
13	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	A landscape plan and photometric lighting plan are required.	The EPR assesses a concept level design. A landscaping plan is typically completed during detailed design (60-90%). Landscaping will be determined during detailed design.	3	P	<p>This should be 1 since they will be addressing it through SPA.</p> <p>Add this under the future commitments of the EPR similar to response to comment # 8</p>
14	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The luminance level for pedestrian area should be between 10 to 20 lux. The luminance level for the passenger parking areas should not be more than 30 lux. Refer to City of Toronto Best Practices for Effective Lighting Guidelines.	The EPR assesses a concept level design. Lighting details will be determined during the detailed design phase.	3	C	This should be 1 since Mx/WEG will be addressing it through SPA.
15	City Planning - Urban Design, Etobicoke-York District & Transit Implementation Unit			Context Plan & Site Plan	Generally the City does not support PPUDOs. If MX insists on providing a PPUDO, then the PPUDO should be designed to minimize its impacts on the site design and to minimize curb cuts. For example, it could be located in the portion of the easterly parking spaces accessed through the curb cuts provided for the parking space on the east side of the Bus Layover to reduce the number of curb cuts and conflicts.	The PPUDO is an integral part of the station. It must be positioned directly in front of the station so that passengers awaiting pick-up inside the station have a clear line of sight to the PPUDO.	3	C	<p>This should be 1 since Mx/WEG will be addressing it through SPA.</p> <p>The PPUDO if necessary could be positioned on the east side of the station accessed through the surface parking.</p>

16	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	There are no spaces envisioned for landscaping and tree planting. The plan should significantly change to incorporate these spaces.	The EPR assesses a concept level design. Landscaping elements will be determined in more detail, during the detailed design phase.	3	O	This should be 1 since they will be addressing it through SPA. The compliance with TGS Soil Volume Requirements should be assessed at this stage so that enough room for landscaping is reserved.
17	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The median of the Entrance Road where not required for left turn should have tree planting and landscaping.	The EPR assesses a concept level design. Landscaping elements will be determined in more detail, during the detailed design phase.	3	P	This should be 1 since Mx/WEG will be addressing it through SPA.
18	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The walkway shown on the east side of the station is drawn to end on the tracks. A landscape and hardscape plan should be provided with the paving treatments shown for each pedestrian zone.	The EPR assesses a concept level design. Walkways will be determined in detail, during the detailed design phase.	3	P	This should be 1 since Mx/WEG will be addressing it through SPA.
19	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	The slop percentage of the pedestrian walkways and accesses should not be more than 4%.	The EPR assesses a concept level design. Walkways will be determined in detail, during the detailed design phase.	3	P	This should be 1 since Mx/WEG will be addressing it through SPA.
20	City Planning - Urban Design, Etobicoke-York District			Context Plan & Site Plan	Sidewalks along Grandstand Entrance Rd & Signalized Intersection at Bethridge Rd HWY 27 or Grandstand Entrance Road don't have sidewalks. How would a pedestrian or cyclist access the site from the first intersection? A signalized intersection at Bethridge Road on HWY 27 should be provided with pedestrian and cyclist access that would extend to the site	Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report. Text will be added to the TIS and EPR confirming that Woodbine will provide shuttle service to the Grandstand building as an interim connectivity solution.	1	P	This is not a '1' under Action column. Metrolinx/WEG have indicated TCS will not be provided therefore they will not comply with this comment. The City accepts that a traffic signal may not be appropriate for this location at this time (e.g., it may impact the loop ramps from Highway 27). However, the TIS/EPR should still describe any proposed measures to improve safety/access for pedestrians and cyclists from the east. See response above to Comment 5 regarding the reference to "opening day".
21	City Planning - Transit Implementation Unit			Context Plan & Site Plan	City Planning requests a reduction in surface parking.	As discussed in the TAC meetings, MX provided the parking space specification to WEG during early negotiations and is now considered a contractual requirement. The concept design has been reduced to 1,000 parking spaces in agreement with MX. This will be clarified in the EPR and this number may be reduced during SPA discussions.	3	P	This could be a 1 under Action column. Response does not specify how much of a parking reduction is appropriate and we have seen a reduction from 1500 spaces to 1000.

22	City Planning - Transit Implementation Unit			Context Plan & Site Plan	To inform the location, size and capacity of the facilities, demand modelling should be undertaken to project the number of riders arriving by private vehicle, transit, bicycle, and by foot.	The BA Group 2017 Report was reviewed and considered in the development of the preparation of this TIS. It should be noted that potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. Note that the EPR focuses on the opening day phase of the station and integration with the surrounding Woodbine Districts will be addressed once those developments advance. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	Metrolinx/WEG have not agreed to undertake demand modeling and will not comply with this comment. So, why is it given a 1 under Action column? See response above to Comment 5 regarding the reference to "opening day".
23	City Planning - Transit Implementation Unit			Context Plan & Site Plan	WEG should undertake a Transportation Demand Management Study to propose measures to reduce single passenger vehicle use and increase Transit use and active transportation.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.	3	P	FYI, a TDM plan was required by the City as part of the expanding gaming application. City staff have provided comments on the TDM plan and it will be form a requirements as part of the Plan of Subdivision. Therefore, should this be a 1 under Action column?
24	City Planning - Transit Implementation Unit			Context Plan & Site Plan	Bicycle parking should be provided according to City standards.	The EPR assesses a concept level design. Bicycle parking will be determined in detail, during the detailed design phase.	3	P	WEG will be required to comply with the TGS. Please confirm that WEG will comply.
25	City Planning - Transit Implementation Unit			Context Plan & Site Plan	Electric charging stations (preferably at least Level 2 chargers) and priority parking for EVs should be provided to off-set carbon emissions and encourage electric vehicles.	The EPR assesses a concept level design. Details related to electric charging would be determined during the detailed design phase.	3	P	WEG will be required to comply with the TGS. Please confirm that WEG will comply.
26	City Planning - Transit Implementation Unit			Potential Effects on Climate Change	Please provide a rationale for providing +/- 1000 surface parking spaces and how this reduces effects on climate change.	Although 1,000 parking spaces will be provided, the station is still providing mode share option rather than vehicles commuting entirely. This will be clarified in the EPR. It should also be noted that the concept design has been reduced from 1,500 to 1,000 parking spaces in agreement with MX. As per the TIS workshop held on December 5th, justification for the parking spaces will be added to the EPR. This number may also be reduced during SPA discussions. Improved access to higher order transit will reduce GHG from longer-distance automobile trips. TGSs will be applied to parking facility design.	1	P	See comments on Item 21 above.

27	City Planning - Transit Implementation Unit			8.1.3.1 Permits & Approvals Municipal	City Planning expects to be part of a design process for the station and facilities. Construction plans as noted in the EPR are towards the final stage of design, whereas the City requests to be involved in the process at this time, well before the construction drawings and plans are developed, and inclusive of a Site Plan Review process.	A Station Design Workshop with the City was held on December 10, 2019; however, this will not be captured within the EPR as it was separate discussion from the EA undertaking. Future meetings related to station design and SPA are anticipated, outside of the TPAP.	3	P	Mx/WEG need to file for a Preliminary Project Review (PPR) with Toronto Buildngs to identify any zoning variances -- this should be done as soon as possible, as the process to deal with these issues needs to be determined prior to SPA application.
28	City Planning - Transit Implementation Unit			EPR Commitments Table, Traffic and Transportation	Commitments must include pedestrian and cycling facilities and local transit access (i.e. sidewalks, bicycle parking, bicycle route, public transit access and facilities, pedestrian crossings etc).	High-level qualitative recommendations on the active transportation network will be added to the EPR and TIS.	1	P	Pending review of revised draft EPR
29	City Planning - Transit Implementation Unit			EPR Commitments Table, Permits and Approvals Required, Municipal	Commitments must include arrangements for design review, site plan application, permits and approvals consistent with the Planning Act and other requirements, as well as the larger discussion between the City and Mx Sponsors on all GO Stations and Market TOD Approach (and potential GO Expansion Master Agreement)	This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
30	City Planning - Transit Implementation Unit			p.114 - Section 8.1.3 Permits & Approvals -- Municipal	The report notes that "Although Metrolinx, as a Provincial Agency, is not subject to municipal permits and approvals (Metrolinx Act, 2006), Metrolinx will endeavour to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, and shall submit applications for review and information." However, WEG is required to obtain municipal permits and approvals -- including Site Plan Approval -- for private lands.	WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR.	1	P	Point of clarification: municipal permits and approvals includes ensuring zoning compliance, which may require zoning by-law amendments or minor variances. In order to assess zoning compliance, WEG needs to file for a PPR with Toronto Buildngs - this should be done as soon as possible, as the process to deal with these issues needs to be determined prior to SPA application.
31	City Planning - Transit Implementation Unit			p.114 - Section 8.1.3 Permits & Approvals -- Municipal	The report states that "As appropriate, Metrolinx and WEG shall continue to communicate and engage with the City of Toronto during detailed design and construction planning to ensure that municipal concerns are addressed in the construction plans prior to commencement of construction activities, as applicable." Request that the report add "coordinated with the site plan approval process" following "detailed design and construction planning" so the text reads "...Metrolinx and WEG shall continue to communicate and engage with the City of Toronto during detailed design and construction planning, coordinated with the site plan approval process, to ensure..."	This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
32	City Planning - Transit Implementation Unit			p. 121 - Permits and Approvals Required - Municipal	Similar to the above comments on page 114, the City would like to note that while Metrolinx may not be subject to municipal permits and approvals under the Metrolinx Act, 2006, WEG is required to obtain municipal permits and approvals, including Site Plan Approval, for private lands.	WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR.	1	P	Please see follow-up comment in response to item 30, above.
33	City Planning - Transportation Planning, Etobicoke-York District			General comments for Traffic Impact Study (TIS)	All transportation data sources used in the analysis should be included in appendices in the back of the TIS Report. This includes but is not limited to turning movement count sheets, signal timing plans, transit data, pedestrian count data etc. with the dates clearly indicated. If transportation data have been adopted from other studies, then that source data must also be included.	The transportation data sources will be included as appendices at the back of the report.	1	P	Pending review of revised draft EPR

34	City Planning - Transportation Planning, Etobicoke-York District			General comments for Traffic Impact Study (TIS)	What level of analysis or correspondence was done with area transit providers with regards to service planning for bus bay requirements? You have assumed 4 bays but how was this concluded?	WEG is engaging with the following regional transit operators regarding the project and connection opportunities: - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and traffic report will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed. As per the TIS Workshop held on December 5th, the number of bus bays will continue to be reviewed, and rather than addressing rationale, the EPR will reflect up to 8 bus bays with a future commitment for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met.	1	O	Will defer to the TTC and other municipal transit providers in terms of their respective requirements, however, preliminary discussions with Metrolinx and municipal providers have suggested that a minimum of <u>six</u> (6) bays would be needed rather than four, with the potential for up to eight to be provided. Please confirm and update EPR, as needed.
35	City Planning - Transit Implementation Unit			General comment on Traffic Impact Study	Study Area Size What is the rationale to for the study area? How does this relate to movement patterns in the area and to/from the new station?	The report will be updated to explain the rationale for selecting the study area for the traffic impact assessment.	1	P	Pending review of revised draft EPR
36	City Planning - Transit Implementation Unit			Traffic Impact Study 4.2 Transit Network (page 30, TIS)	S. 4.2.1 refers to a potential southerly extension of the Finch West LRT from Humber College. Has such an extension been assumed in developing the TIS? If so, how does this impact station access considerations, ridership, and traffic demand in the area? Has a timeframe for this extension been assumed? If the GO station were available before the LRT extension, would there be an 'interim' network in place to provide local transit access, and if so, what would that look like?	Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. As the future development of the District unfolds, future transit connections will be incorporated. Details of a future multi-modal hub are not yet determined, including how the FWLRT may connect to the new station. Discussions with regional transit operators are ongoing to ensure that future connections, capacity, infrastructure, etc. are appropriate. The TIS will be updated to clarify that a potential future connection is assumed, and was not considered as part of the assessment.	3	P	Pending review of revised draft EPR
37	City Planning - Transit Implementation Unit			Traffic Impact Study 4.2 Transit Network (page 30, TIS)	S. 4.2.1 states that "[t]he proposed Transit Station, once implemented, is anticipated to trigger a set of modifications to the existing transit services provided by other transit agencies serving the Study Area." What might these changes to existing transit services look like? Have local transit agencies (i.e., Brampton Transit, MiWay, and TTC) been consulted on possible changes? Can potential capital and operating costs be estimated? How might strong transit connections impact ridership at the station, or affect other modes (e.g., demand for parking or vehicular traffic volumes)?	WEG is engaging with the following regional transit operators regarding the project and connection opportunities: - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) Costs are not a requirement of the EPR, or typically included. Transit operators will typically adjust their routes to take advantage of potential new ridership generated by a new GO Station and are responsible for the costs associated with these route and service changes.	3	P	Can this response be updated? I understand a meeting of area Transit providers was held and interest expressed by TTC and Mi-Way in serving the new GO station. Have service plans/route details been provided to expand on the requests for additional bus bays? As this EPR relates to a transit station and includes bus bays, it should provide some rationale.

38	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study General comments for Traffic Impact Study (TIS)	In concept, what are the well-connected, safe and comfortable active transportation facilities that will contribute to a significant modal share of cyclists and pedestrians have you identified for accessing the Project Site? Have you integrated your thinking with BA Groups Transportation/Mobility Choice initiatives developed for Plan of Subdivision of the Woodbine Lands?	The BA Group 2017 Report was reviewed and considered in the development of the preparation of this TIS. It should be noted that potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. Note that the EPR focuses on the opening day phase of the station and integration with the surrounding Woodbine Districts will be addressed once those developments advance. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	See response above to Comment 5 regarding the reference to "opening day".
39	City Planning - Transportation Planning, Etobicoke-York District			General comments for Traffic Impact Study (TIS)	What mitigation strategy consultation will take place with local stakeholders such as businesses and residences? What kind of strategies will you develop to help them during construction? Are there any precedents you will be investigating and applying to this project?	A Public Meeting was held in October 2019 to understand public and stakeholder concerns. An online survey will also be provided as a remote opportunity for further engagement, launched on November 21, 2019. All comments received will be responded to in the Consultation Summary Report (to be provided in EPR Appendix C). Feedback received during consultation will be considered in the mitigation strategy. Specific mitigation and monitoring will be identified in the Environmental Mitigation and Monitoring Plan (EMMP) which will be developed prior to construction with consideration for other similar projects as applicable. These measures typically include complaint protocols for local residents and businesses during construction.	3	P	Request that EMMPs are shared with the City as detailed design/construction plans progress.
40	City Planning - Transportation Planning, Etobicoke-York District			General comments for Traffic Impact Study (TIS)	Were cyclists counted or are they included in pedestrian counts? In the appendices, they appear on some sheets as zero percent at some observed intersections but not identified at all at other intersections. Is this an oversight?	The report will be updated to explain the rationale for not accounting for cyclist volumes in the modelling exercise.	1	P	Pending review of revised draft EPR

41	City Planning - Transportation Planning, Etobicoke-York District			General comments for Traffic Impact Study (TIS)	The project scope needs to be expanded to ensure active transportation connections are made to existing/planned infrastructure. This includes: extending the multiuse trail on the east side of Hwy 27 north to Bethridge Rd sidewalks, extending sidewalks west along Entrance Rd to Carlingview Drive sidewalks and making appropriate connections between the station and the Woodbine Casino developments planned public road at Grandstand Entrance Rd/Neararctic Drive.	Additional information regarding existing conditions will be added to the TIS. Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report. Text will be added to the TIS and EPR confirming that Woodbine will provide shuttle service to the Grandstand building as an interim connectivity solution.	1	P	See response above to Comment 5 regarding the reference to "opening day".
42	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Section 1. Introduction, Page 1	Project description should touch on the future planning for a Union-Pearson (UP) Express stop. Is a future UP Express stop proposed at this location? In addition, the report is silent on the issue of the potential closure of Etobicoke North GO Station. If Etobicoke North is closed, this will have a significant impact the the catchment area for a future Woodbine GO Station, and these impacts should be described.	Platforms will be constructed to enable the UP trains as well as GO trains to stop at Woodbine GO Station. There has not been confirmation of service on UP Express to Woodbine Station but it will be constructed to allow for it in the future. This was not included in the assessment. The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS	1	P	Pending review of revised draft EPR
43	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Section 2.2.2, Page 4	The GO Station will generate peak usage during the AM and PM peak periods. The consultants analysis should also assess operations during the AM peak hour.	Additional modelling will be undertaken to assess traffic operations within the Study Area in the AM peak hour in the existing conditions and the 2023 horizon year.	1	P	Pending review of revised draft EPR

44	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 19	What are the frequencies of all these existing transit services (peak and average off peak)?	As per the City's Transportation Impact Study Guidelines, the existing transit service frequencies and ridership levels are required only for routes serving the proposed development (in this case the station). Since there are no transit routes serving the Project Site, only a description of the transit route and the location of nearest transit stops was included in the report. Note that MX is leading discussions with local and regional transit authorities, with route and service adjustments at the responsibility and cost of those transit authorities.	3	P	Acknowledged, please ensure ongoing discussions/future work are noted in the EPR
45	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Section 4.1.1.2 Trip Generation, Page 19	Trip Generation assumption for the future GO Station is based on ITE Trip Generation Manual, 10th Edition (Land Use Code 90). The sample size for this land use is extremely small and ITE cautions users on relying on this data. The consultant should undertake surveys of comparable stations at Malton and Etobicoke North to supplement the ITE information. The consultant is required to document their trip generation assumptions and attach to the report. In addition, a Transit and active transportation assessment has not been undertaken by the consultant in accordance with the TIS guidelines. How were 4-6 bus bays determined appropriate without a proper transit assessment and engagement with the area transit operators?	The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS As per the TIS Workshop held on December 5th, the number of bus bays will continue to be reviewed, and rather than addressing rationale, the EPR will reflect up to 8 bus bays with a future commitment for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met. This commitment will be included in the EPR	1	P	Pending review of revised draft EPR
46	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Section 4.1.1.2 Trip Generation, Page 19. Table 4-3 Page 21	The report states that 1,146 surface parking spaces will be provided. It's unclear how the parking supply was determined. Metrolinx GO Rail Station Access Plan dated December 12, 2016 indicated the Etobicoke North GO Station has a parking supply of 688 spaces with a auto model split of 82%. The objective Metrolinx identified for this GO station was a long term objective of reducing the auto model split to 38-40%. Reference to a possible relocation of the of the GO station is mentioned. Over supplying vehicular parking spaces runs contrary to Metrolinx objectives to reduce the auto split to GO Stations and to increase active transportation modes.	The concept design has been reduced to 1,000 parking spaces in agreement with MX. This will be clarified in the EPR. Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report.	3	P	Same as Item Nos. 21 and 26 above. See response above to Comment 5 regarding the reference to "opening day".
47	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Section 4.1.1.2, Page Page 21	Site trip distribution is based on 2016 TTS data. The consultant is required to provide their data sheets as part of the TIS submission. In addition, O-D surveys of the Malton and Etobicoke North GO Stations would be good indicators of the catchment area for the future GO station and therefore inform the distribution of trips to the area transportation network.	Additional details on trip distribution including the directional split of inbound and outbound traffic and their distribution on the network roads will be provided in a table format.	1	P	Pending review of revised draft EPR/TIS

48	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 21	Please provide a map/graphic of planned street network improvements referred to here for appropriate context and understanding of these improvements.	Figure 4-1 illustrates the planned street network in 2023. Modifications to private roads on WEG-owned lands will be confirmed at the SPA phase.	3	O	Similar to responses to comments 3, 4, and 7 and recognizing discussions are underway, the City still has concerns regarding public/private road accesses to the station and their respective future and near-term configurations having a significant impact on station operations.
49	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 24	Both and existing conditions and the planned network need to be graphically illustrated to have a contextual understanding of changes and additions to the road network.	Figure 3-1 shows the existing street network and Figure 4-1 illustrates the planned street network in 2023. Modifications to private roads on WEG-owned lands will be confirmed at the SPA phase.	3	O	Similar to responses to comments 3, 4, and 7 and recognizing discussions are underway, the City still has concerns regarding public/private road accesses to the station and their respective future and near-term configurations having a significant impact on station operations.
50	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Table 4-5, Pages 26 and 27.	The queuing analysis indicates a significant number of movements exceed the 95th percentile queue available under the 2023 Future Background and Future Totals with no recommendations for mediation.	Table 4-6 presents the proposed modification to the length of storage lanes for the movements where the 95th percentile queues exceed the available storage lengths. Also please note that the 95th percentile queues already exceed their respective available storage length in the Future Background Scenario. Having said that, the 95th percentile queues are not considered to exceed the available storage lengths due to Site-generated traffic but due to background traffic.	3	P	Please note the queues are due to background traffic in the TIS/EPR.
51	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 31	Summary of Traffic Operations should also include exiting conditions for comparative analysis.	The existing conditions analysis results are presented in Section 3.1.2.	3	P	Pending review of revised draft EPR/TIS
52	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 31	(Highway 27 / Belfield Road) With most movements failing why is this intersection measured as LOS of D? Please explain.	The overall intersection LOS is calculated by Synchro based on weighted average of vehicle delays for all the intersection movements, and not only the movements with unacceptable LOS and / or v/c ratios shown in Table 4-4. It should be noted that these intersections are currently failing in the existing condition, as discussed in the TIS workshop.	3	C	No further comments at this time.
53	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 31	(Highway 27 / Nearctic Drive) With most movements failing why is this intersection measured as LOS of A? Please explain.	The overall intersection LOS is calculated by Synchro based on weighted average of vehicle delays for all the intersection movements, and not only the movements with unacceptable LOS and / or v/c ratios shown in Table 4-4. It should be noted that these intersections are currently failing in the existing condition, as discussed in the TIS workshop.	3	C	No further comments at this time.
54	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Page 31	(Rexdale Boulevard / Queens Plate Drive (East)What is bringing the overall LOS up to C when the only movement here measured is an E? What is accounting for this delay?	The overall intersection LOS is calculated by Synchro based on weighted average of vehicle delays for all the intersection movements, and not only the movements with unacceptable LOS and / or v/c ratios shown in Table 4-4.	3	C	No further comments at this time.

55	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study	What TDM strategies will be applied to develop a parking supply phasing plan beyond the horizon year to tie in with the development phasing of the Woodbine Master Plan. You state that your analysis identifies a need for over 1000 park'n ride spaces are required upon implementation of this station. How will Metrolinx work with Woodbine Entertainment, the City of Toronto, TTC and other all other public and private mobility service providers to reduce the parking rate at this station over the long-term to better align with the Provincial Policy Statement, the City's Official plan and good planning principles?	The concept design has been reduced to 1,000 parking spaces in agreement with MX. This will be clarified in the EPR. Note that the EPR focuses on the opening day phase of the station and it should be considered that the Project Site is currently not well integrated in terms of walkability, cycling connections, and transit service. Adjustments to the station could be made in the future to fit the needs of the surrounding area as they progress following future development. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	See response above to Comment 5 regarding the reference to "opening day".
56	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Section 4.1.2.2, Page 29	The consultant is required to include functional plans and vehicular tracking plans for all recommended road improvements as part of the TIS submission.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.	3	P	This should be 1 since Mx/WEG will be addressing it through SPA.
57	City Planning - Transportation Planning, Etobicoke-York District			Traffic Impact Study Table 4-6, Page 29	Modifications to storage lane lengths are recommended for 6 movements. Functional plans for these improvements need to be submitted. In addition, the SB LTL at Rexdale Blvd/Humberwood Blvd appears to require a physical road widening of Humberwood Blvd to achieve. In addition, lengthening the SB storage length from 35m to 120m removes a NB LT into the plaza on the westside of the street. This is a very congested intersection and requires careful consideration and discussion with BA Group on improvements recommended as part of the Woodbine application.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.	3	P	This should be 1 since Mx/WEG will be addressing it through SPA.
58	City Planning - Transit Implementation Unit			Traffic Impact Study General	The TIS should include mode share targets including targets for reducing vehicle use and increasing travel to the station by other modes.	The report will be updated to explain the rationale for not accounting for cyclist volumes in the modelling exercise. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	Pending review of EPR/TIS
59	City Planning - Transportation Planning, Etobicoke-York District			Socio-Economic & Land Use General	In concept, what are the well-connected, safe and comfortable active transportation facilities that will contribute to a significant modal share of cyclists and pedestrians have you identified for accessing the Project Site? Have you integrated your thinking with BA Group's Transportation/Mobility Choice initiatives developed for Plan of Subdivision of the Woodbine Lands.	The BA Group 2017 Report was reviewed and considered in the development of the preparation of this TIS. It should be noted that potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. Note that the EPR focuses on the opening day phase of the station and integration with the surrounding Woodbine Districts will be addressed once those developments advance. High-level qualitative recommendations on the active transportation network will be added to the report.	1	P	See response above to Comment 5 regarding the reference to "opening day".

60	City Planning - Transportation Planning, Etobicoke- York District			Socio-Economic & Land Use General	What mitigation strategy consultation will take place with local stakeholders such as businesses and residences? What kind of strategies will you develop to help them during construction? Are there any precedents you will be investigating and applying to this project?	<p>A Public Meeting was held in October 2019 to understand public and stakeholder concerns. An online survey will also be provided as a remote opportunity for further engagement, launched on November 21, 2019. All comments received will be responded to in the Consultation Summary Report (to be provided in EPR Appendix C). Feedback received during consultation will be considered in the mitigation strategy.</p> <p>Specific mitigation and monitoring will be identified in the Environmental Mitigation and Monitoring Plan (EMMP) which will be developed prior to construction with consideration for other similar projects as applicable. These measures typically include complaint protocols for local residents and businesses during construction.</p>	3	P	Request that EMMPs are shared with the City as detailed design/construction plans progress.
61	City Planning - Transportation Planning, Etobicoke- York District			Socio-Economic & Land Use General	Is the proponent planning any integrated development on the site (consistent with existing planning permissions) and if so, how will the planned facilities be designed to accommodate it?	Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. As the future development of the District unfolds, future transit connections will be incorporated.	3	P	Please note in the EPR that transit connections are subject to evolve as the site redevelops, even if noted at high level.
62	City Planning - Transportation Planning, Etobicoke- York District			Noise & Vibration	What mitigation strategy consultation will take place with local stakeholders such as businesses and residences? What kind of strategies will you develop to help them during construction? Are there any precedents you will be investigating and applying to this project?	Refer to comment 59 response.	3	P	Pending review of revised EPR

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Transportation Services

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1	Transportation Services - Transit Infrastructure Projects			General	The Woodbine GO Station EPR documents looks at the new station in isolation and there no discussions of how it will integrate with the large casino, hotel, mixed-used and potential residential development occurring on the north side of the Woodbine lands nor with the larger Rexdale Community.	The EPR assesses the Project Site and Sutyd Area, as shown in Figure 1-1 (the Project Site) and described in Section 1.3. Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. As the future development of the District unfolds, the future transit station and connections will be incorporated.	3	C	Comment closed.
2	Transportation Services - Transit Infrastructure Projects			General	There is no analysis or discussions outlying the potential outcomes of two potential future scenarios: 1) Woodbine GO Station will replace the existing Etobicoke North GO Station on the Kitchener Corridor; or 2) Woodbine GO Station will be an additional station on the Kitchener Corridor.	The future scenario is #1; however it is not known when exactly the Etobicoke North will be decommissioned. The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North. The Project is a WEG undertaking and the business case for decommissioning Etobicoke North is a separate MX undertaking being addressed through the OnCorr program. However, please note, the TIS is an indirect assessment of traffic generated by the closure of Etobicoke North Station, where traffic generated from this closure within the TIS Study Area was accounted for. Traffic specifically coming from Etobicoke North Station is not included. This assumption describing Etobicoke North Station closure will be included in the TIS.	1	O	Transportation Services staff will wait for an updated Woodbine GO Station TIS Report to review to see if closure of Etobicoke North GO Station is addressed and how the diversion of traffic has been modeled and analyzed.
3	Transportation Services - Transit Infrastructure Projects			Highway 27-Woodbine Station Draft – Environmental Project Report 5.8 Traffic and Transportation	The Traffic and Transportation Section of the EPR Report is essentially a high level summary of the separate Traffic Impact Study Report. Detailed comments were provided in our review of the TIS Report, which also apply to the Traffic and Transportation Section of this EPR Report.	Revisions made to the TIS will be reflected in the EPR.	1	P	Pending review of revised draft EPR.

4	Transportation Services - Transit Infrastructure Projects			<p>Highway 27-Woodbine Station Draft – Environmental Project Report</p> <p>3.2.2 Bus Facility</p> <p>5.8.2.2 Transit Network</p>	<p>We require more details of how the number of bus bays and other future transit requirements were determined.</p> <p>- What was the basis or rationale used to determine these capacity requirements?</p> <p>- Have other municipalities been engaged to determine whether these bays will be shared? Or sufficient to concentrate different routes/services into this future hub?</p> <p>- The Woodbine GO Station should ne integrated with the phased development plans of the Woodbine Site and the surrounding area and provisions should be put in place to allow for the provision of additional bus bay facilities as demand warrants.</p>	<p>WEG is engaging with the following regional transit operators regarding the project and connection opportunities:</p> <ul style="list-style-type: none"> - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) <p>The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The EPR and traffic report will be updated to clarify this. The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed.</p> <p>As per the TIS Workshop held on December 5th, the number of bus bays will continue to be reviewed, and rather than addressing rationale, the EPR will reflect up to 8 bus bays with a future commitment for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met. This commitment will be included in the EPR.</p>	1	P	<p>All transit capacity requirements have to be defined and rationalized during the project planning stages (i.e. Environmental Project Review) and not relegated to the future design stage (i.e. site plan application).</p> <p>Recommendations stemming from engagement and discussions with the various Transit Providers should be properly referenced and documented in the EPR Report.</p>
5	Transportation Services - Transit Infrastructure Projects			<p>Highway 27-Woodbine Station Draft – Environmental Project Report</p> <p>3.2.3 Passenger Pick Up and Drop Off</p>	<p>We require more details of how the number of PPUDO waiting spaces and loading spaces were determined? What was the basis or rationale used to determine these capacity requirements?</p>	<p>As discussed in the TIS workshop, 40 spaces are allocated with 10 space loading zone. PPUDO requirement is drawn from mode share of 18% based on the Greater Golden Horseshoe model (GGHM) output for the site.</p>	3	P	<p>The PPUDO rationale should be properly documented in the Woodbine GO Station TIS Report and EPR document.</p> <p>If 40 spaces is a Metrolinx requirement and/or design standard, then is should be clearly stated.</p>
6	Transportation Services - Transit Infrastructure Projects			<p>Highway 27-Woodbine Station Draft – Environmental Project Report</p> <p>3.2.4 Parking Facilities</p>	<p>The main access to Woodbine GO Station is being proposed through Grandstand Entrance Road. Has the Project Team considered and analyzed two accesses from Grandstand Entrance Road? Dedicated entrance/egress driveways may help reduce traffic congestion and conflicts on Grandstand Entrance Road.</p>	<p>Our current traffic design does not show any traffic conflicts. Traffic models will be continually analyzed and a TIS will be required as part of the SPA process.</p>	3	C	<p>No further comment at this time but further discussion and analysis maybe required during the SPA review phase.</p>

7	Transportation Services - Transit Infrastructure Projects			<p>Highway 27-Woodbine Station Draft – Environmental Project Report</p> <p>3.2.6 Pedestrian and Bicycle Access</p> <p>5.8.2.3 Pedestrian and Cycling Network</p>	<p>In other sections of the EPR Report, it is acknowledged that there could be a significant modal share of cyclists and pedestrians for accessing the Woodbine GO Station site. However, there are no clear analysis or recommendations of how this will be achieved. A comprehensive active transportation strategy to integrate with other services, existing land uses and future development to the north is required. The Transportation Demand Management Report (BA Group) that was developed for the Woodbine Site development should be reviewed as a starting point.</p> <p>How is this project future proofing space for future active transportation connections and facilities? It is recommended that the realigned Entrance Road adopt a Complete Street Design or also examines a possible separated/protected cycling corridor to connect to the Woodbine Site development in the north. The Woodbine Site development proposes a network of public streets that will have protected cycling facilities and generous pedestrian boulevards.</p>	<p>The BA Group 2017 Report was reviewed and considered in the development of the preparation of this TIS.</p> <p>It should be noted that potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. Note that the EPR focuses on the opening day phase of the station and integration with the surrounding Woodbine Districts will be addressed once those developments advance. High-level qualitative recommendations on the active transportation network will be added to the report.</p>	1	P	<p>It is highly unlikely that the main proposed Access Road will remain in the medium to long-term given the proposed configuration and alignment in relation to the parking lot entrances and the transit area (i.e. bus bays). It is highly recommended that these active transportation facilities are integrated from the beginning (i.e. within the scope of this EPR Study) and not deferred down the road to another Study or process that may or may not occur. The purpose of this EPR Study is provide suitable and convenient access to a future Woodbine GO Station for users of all modes of travel – automobile, transit, cycling and walking.</p>
8	Transportation Services - Transit Infrastructure Projects			<p>Highway 27-Woodbine Station Draft – Environmental Project Report</p> <p>5.8.1.2 Transit Network</p>	<p>"The design of the terminal station at Humber College North Campus permits the potential extension of the Finch West LRT Line further south along Highway 27 with potential connection to the Project Site in the future"</p> <p>What specific design measures are being implemented at the Woodbine GO Station site to allow for a future Finch West LRT connection, whether the LRT vehicles travel through or adjacent to the site?</p>	<p>Potential future development related to the remaining Woodbine Districts, outside the Project Site and Study Area related to the EA, is still ongoing. As the future development of the District unfolds, future transit connections will be incorporated. Details of a future multi-modal hub are not yet determined, including how the FWLRT may connect to the new station. Discussions with regional transit operators are ongoing to ensure that future connections, capacity, infrastructure, etc. are appropriate. The TIS will be updated to clarify that a potential future connection is assumed, and was not considered as part of the assessment.</p>	3	P	<p>Recommendations stemming from engagement and discussions with the various Transit Providers should be properly referenced and documented in the EPR Report.</p> <p>Any preliminary discussions with Metrolinx and TTC regarding future interfaces and connections with an FWLRT along Highway 27 (or through the Woodbine Lands) should also be documented.</p>
9	Transportation Services - Transit Infrastructure Projects			<p>Highway 27-Woodbine Station Draft – Environmental Project Report</p> <p>5.8.1.2 Transit Network</p>	<p>"Once implemented, the Project is anticipated to trigger a set of modifications to the existing transit services provided by other transit agencies serving the Study Area."</p> <p>Have these transit agencies been engaged to future-proof space or plan for possible integration or capacity requirements?</p>	<p>WEG is engaging with the following regional transit operators regarding the project and connection opportunities:</p> <ul style="list-style-type: none"> - TTC - Mississauga Transit (MiWay) - Brampton Transit - York Region Transit (YRT/Viva) 	1	P	<p>See City response to Item #4.</p>

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Fire Services

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1	Toronto Fire Services			General	No fire safety related comments.	Thank you.	3	C	TFS continue to have no comment at this time other than TFS will need to review Emergency Response Plans for the Construction Site(s) including emergency access/egress points when available.

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Toronto Transit Commission

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1	Toronto Transit Commission - Service Planning			3.2.2. p13	<p>TTC Requirements for Bus Bays & Layover Space At the Woodbine Racetrack GO Station, the TTC would require five (5) bus bays for service at this station. Three of them must accommodate 12-metre buses and two must accommodate 18-metre buses. In addition, we would also require one layover space that accommodates 18-metre buses. These requirements are based on our indicative route network for a Woodbine Racetrack GO Station and on TTC standards for bus bays for stations. This does not include what other transit partners at other agencies may need for other regional connections.</p> <p>The connections at the proposed GO station in the indicative network are: 1. Express service coming from the south connecting with Kipling Station 2. Express service coming from the north connecting with Humber College and the Finch West LRT 3. Local service coming from the northwest that would also connect the Woodbine Entertainment site as it redevelops 4. Local service coming from the southwest that would connect with the airport employment area and the future Regional Transit Centre at Pearson Airport 5. Space for Wheel-Trans connection</p> <p>A dedicated bus bay for each of these services would be required to provide optimal customer service and to maintain operational flexibility. An additional bay for layover space is also required.</p>	Conversations are ongoing with WEG, MX and TTC as part of the co-ordination efforts with local and regional transit operators. The revised EPR will include a future commitment to ongoing consultation with TTC.	1	P	Pending review of revised draft EPR
2	Toronto Transit Commission - Service Planning			3.2.2. p13	Bus bay facilities should be designed to adhere to the TTC Design Manual	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Conversations ongoing with WEG, MX and TTC as part of the co-ordination efforts with local and regional transit operators. The revised EPR will include a future commitment to ongoing consultation with TTC.	1	P	Pending review of revised draft EPR
3	Toronto Transit Commission - Service Planning			3.2.2. p13	<p>Dedicated Access Please confirm that "dedicated access" to the bus facility means that exclusive bus-only lanes provide access and egress between the facility and major roadways</p>	The dedicated access means that only buses will be accessing the station directly. PPUDO and parking spaces will have separate accesses adjacent the facility. This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR

4	Toronto Transit Commission - Service Planning			Figure 3-1B	The context plan and site plan seem to show a smaller area than the project site plan on page 3. What is intended for the area that is not shown in the context and site plans?	The Project Site was developed during the early stages of the concept design to conduct a conservative assessment and accommodate for potential adjustments.	3	P	Pending review of revised draft EPR
5	Toronto Transit Commission - Service Planning			Figure 3-1B	The site plan seems to compress all the transit facilities and functions south of the practice track, yet the project site implies that the practice track will be redeveloped and that more space is available.	The Project Site was developed during the early stages of the concept design to conduct a conservative assessment and accommodate for potential adjustments.	3	P	Pending review of revised draft EPR
6	Toronto Transit Commission - Service Planning			Figure 3-1B	The conceptual and site plans should all be tested for suitability using TTC accepted programs like Autoturn, using parameters that are consistent with TTC Design Standards.	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.	3	P	Pending review of revised draft EPR
7	Toronto Transit Commission - Service Planning			Figure 3-1B	As noted above, different vehicle types will be required at this site and the bus bay designs and terminal geometries should allow for 18-metre buses .	This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design. Conversations are ongoing with WEG, MX and TTC as part of the co-ordination efforts with local and regional transit operators. The revised EPR will include a future commitment to ongoing consultation with TTC.	1	P	Pending review of revised draft EPR
8	Toronto Transit Commission - Service Planning			4.8.1.3. p58	Is the bus facility expected to be delivered and be in operation at the same time as the GO train station?	The bus loop (not a facility) will be operational concurrent with the station opening.	3	P	Pending review of revised draft EPR
9	Toronto Transit Commission - Service Planning			4.8.2.4. p63	Other existing bus services that are in proximity to the site, on the other side of the rail corridor, include the 45B Kipling and 112C West Mall.	These transit routes are outside of the TIS study area. The study area for the TIS is described in Appendix B8.	3	P	Pending review of revised draft EPR
10	Toronto Transit Commission - Service Planning			5.8.1.2. p94	See above for proposed potential connections.	These transit routes are outside of the TIS study area. The study area for the TIS is described in Appendix B8.	3	P	Pending review of revised draft EPR

11	Toronto Transit Commission - Service Planning			General	As completed previously for some ECLRT bus terminals, we note that the proponent would be required to mock-up the bus terminal to ensure that the proposed operations are appropriate.	<p>This level of detail is not available during the EA stage of a TPAP and will be developed as the design progresses. Note that a TIS will be required as part of the SPA process and will provide more detailed traffic information to be developed during detailed design.</p> <p>Conversations are ongoing with WEG, MX and TTC as part of the co-ordination efforts with local and regional transit operators. The revised EPR will include a future commitment to ongoing consultation with TTC.</p>	1	P	Pending review of revised draft EPR
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City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Parks, Forestry & Recreation

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1	Parks, Forestry & Recreation - Parks Development & Capital Projects - Landscape Architecture			Stage 2 Archaeological Assessment, General	No comments at this time.	Thank you.	3	C	No further comments
2	Parks, Forestry & Recreation - Parks Development & Capital Projects - Landscape Architecture			Draft EPR, Section 5.1.2.2.1	This section acknowledges municipal by-law permitting required for the mitigation of impacts on trees and the need for an arborist report.	Vegetation compensation will be addressed in the Arborist Report as a future commitment, to be completed during detailed design. Refer to EPR Section 5.1.2.2.1 and Table 8-1. Permitting requirements will also be identified in the Arborist Report. The report will be shared with the City for review.	3	C	Further comments to be provided following review of arborist report.
3	Parks, Forestry & Recreation - Parks Development & Capital Projects - Landscape Architecture			Draft EPR, Section 8.1.3.1	This section should also acknowledge a number of City of Toronto permits applicable to this project including Urban Forestry permits for the injury and removal of trees on private and public property.	WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR. Specific permitting requirements will also be identified in the Arborist Report. The report will be shared with the City for review.	1	C	Further comments to be provided following review of revised EPR.

City of Toronto Review Comments Spreadsheet
 Highway 27 - Woodbine Station
 Toronto Water

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1	Toronto Water - Water Infrastructure Management - Policy & Program Development			Section 3.2.7	Where is stormwater management on site?	SWM reports are being prepared in early 2020 and discussions with the City will take place at that time.	3	P	Pending receipt and review of SWM reports in early 2020.
2	Toronto Water - Water Infrastructure Management - Policy & Program Development			Section 6.3.2.1	Stormwater Management should be compliance with Wet Weather Flow Management Guideline.	SWM reports are being prepared in early 2020. The EPR will be updated to clarify that the City's Wet Weather Flow Management Guideline will be referenced at this time.	1	P	Pending review of revised draft EPR.
3	Toronto Water - Water Infrastructure Management - Policy & Program Development			General	In general, groundwater level should be identified clearly. Will a Hydro-geology report be submitted later?	As noted in the TAC #2 meeting minutes, a specific geology and groundwater report was not undertaken for the EA. Existing conditions and impact assessment information are provided in the EPR and is based on desktop assessment. The EPR will be updated to clarify the approach for this investigation.	1		Pending review of revised draft EPR.

City of Toronto Review Comments Spreadsheet

Highway 27 - Woodbine Station

Transit Expansion Office

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1	Transit Expansion Office			General	All comments provided previously on the technical reports and TAC #1 deck apply equally to the EPR draft, and vice versa.	Comments will be addressed on the EPR and technical reports.	1	P	Pending review of revised draft EPR
2	Transit Expansion Office			General	All comments provided on the technical reports and EPR draft apply equally to the commitments table (Table 8-10).	Edits made to the EPR and technical reports will be reflected in Table 8-1.	1	P	Pending review of revised draft EPR
3	Transit Expansion Office			page i	Confirm that description of scope is complete. Currently missing multi-use trail and pedestrian tunnel.	For the purposes of the EA, the project description is complete. A high-level qualitative narrative on the future approach to the active transportation network, including the MUP, will be added to the EPR. Specifically details related to sidewalks, and the pedestrian tunnel will be determined during detailed design.	1	O	The description of the project should reference all key features which would include a tunnel and multi-use trail. The scope drives the identification if impacts; both of which would have impacts that may need to be mitigated.
4	Transit Expansion Office			page i	Confirm whether roadway will be public or private	The roads on WEG-owned lands will remain private. This will be clarified in the EPR.	1	P	Pending review of revised draft EPR
5	Transit Expansion Office			page i	Confirm number of bus bays and how this number was derived.	The report assesses 4 bus bays with provisions for 4 additional bus bays for construction (up to 8 in total). The increase of bus bays is anticipated to have a minor impact with no change to mitigation. During detailed design and prior to permitting, the number of bus bays will be confirmed. The EPR will be updated to clarify this. As per the TIS Workshop held on December 5th, the number of bus bays will continue to be reviewed, and rather than addressing rationale, the EPR will reflect up to 8 bus bays with a future commitment for the ongoing engagement with the City to ensure capacity needs, as well as potential opportunities and risks related to the number of bus bays are met. This commitment will be included in the EPR	1	O	Metrolinx has indicated in previous meetings and in the draft EPR that there are 6 bus bays planned, with a potential for 8. The technical reports need to be revised to match the content in the draft EPR and include a reference to the 6 bus bays. The City has previously indicated that there needs to be a high-level explanation of how the 6 bus bays was determined, in addition to the commitment to engagement with the City to ensure capacity needs are met.
6	Transit Expansion Office			page ii	Explain why no further public meetings are planned.	A variety of engagement opportunities were employed to provide options for interested persons. An online survey is made available to interested persons until December 20, 2019.	3	O	Please detail the engagement opportunities.

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7	Transit Expansion Office			page iii	WEG has not yet begun the Site Plan Approval process or sought any of the required permits. Construction start in 2020 is an unrealistic timeframe. Recommend revising to say "design and construction".	WEG anticipates that the SPA will be initiated in February 2020. The EPR will be updated to specify design and construction.	1	P	Pending review of revised draft EPR
8	Transit Expansion Office			page 4	There has only been one meeting with the City of Toronto. Adequate opportunities for review and comment have not yet been provided.	At the time of this response, there have been 2 TAC meetings and a TIS workshop with the City. The EPR will be updated to list these meetings with the City related to the EA. Future meetings related to station design and SPA are anticipated; however, these will not be captured within the EPR as they would not be part of the TPAP.	1	P	Pending review of revised draft EPR
9	Transit Expansion Office			page 7	There has only been one meeting with the City of Toronto. This is not consultation. Recommend revising to say "meetings occurred with the public and a range of interested parties."	At the time of this response, there have been 2 TAC meetings and a TIS workshop with the City. The EPR will be updated to list these meetings with the City related to the EA. Meetings with other stakeholders and interested parties during the TPAP will also be captured in the EPR.	1	P	Pending review of revised draft EPR
10	Transit Expansion Office			page 12	When will the City be provided with the existing utilities information?	The City will have an opportunity to review the revised EPR with updated traffic and utilities information in January 2020.	1	P	Pending review of revised draft EPR
11	Transit Expansion Office			page 13	Confirm whether the dedicated access will be public or private.	The roads on WEG-owned lands will remain private. This will be clarified in the EPR.	1	P	Pending review of revised draft EPR
12	Transit Expansion Office			page 13	All of the technical reports said 4 bus bays. Please confirm and modify reports, analysis, and recommendations accordingly.	Please refer to response for Item #5.	1	O	Please see #5
13	Transit Expansion Office			page 13	No information has been provided about the realignment of Entrance Road. Please provide.	Modifications to private roads on WEG-owned lands will be confirmed at the SPA phase.	3	O	Since the realignment of Entrance Road is referenced in the draft EPR and is part of the planned scope of work, a high level description needs to be included in the draft EPR so impacts and mitigations can be identified.
14	Transit Expansion Office			page 14	Please confirm whether any public watermains or storm sewers will be impacted or constructed.	This will be clarified in the revised EPR, to be provided for City review in January 2020.	1	P	Pending review of revised draft EPR
15	Transit Expansion Office			page 14	When will the proposed sanitary sewer routing be determined?	This will be confirmed in Feb-March 2020.	3	O	Please confirm that information on this rerouting will be included in the draft EPR so that impacts and mitigations can be identified.

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16	Transit Expansion Office			page 21	When will the technical report for geology and groundwater be provided to the City for review?	As noted in the TAC #2 meeting minutes, a specific geology and groundwater report was not undertaken for the EA. Existing conditions and impact assessment information are provided in the EPR and is based on desktop assessment. The EPR will be updated to clarify the approach for this investigation.	1	P	Pending review of revised draft EPR
17	Transit Expansion Office			page 44	The OMB case was dismissed.	This information was current at the time of the Draft EPR. The EPR and socio-economic report will be updated accordingly.	1	P	Pending review of revised draft EPR
18	Transit Expansion Office			page 70	Construction dewatering will likely be required. Please revise.	This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
19	Transit Expansion Office			page 84	Recommend noting that if scope of work moves northward, CHER and HIA will be completed if needed (or including a reference to the Cultural Heritage section of the report).	The scope is not anticipated to change, however a reference to the CHAR can be added.	1	P	Pending review of revised draft EPR
20	Transit Expansion Office			page 85	How will WEG ensure that the new transit station has a positive visual effect on the surrounding area? What design or public realm features or approaches will be included?	The EA assesses a concept design. Aesthetic treatments and public realm features will be determined during the detailed design phase of the project.	3	O	The EPR needs to identify impacts and mitigations. The visual effect and design or public realm features or approaches need to be identified at a high level in the EPR. Also, there needs to be a commitment in the EPR related to the positive visual impact and to working with the City on appropriate design and public realm features and approaches.
21	Transit Expansion Office			page 85	Please note that temporary property requirements may be required for utilities work.	The EPR will be revised to include a future commitment for temporary property requirements and co-ordination with utilities.	1	P	Pending review of revised draft EPR
22	Transit Expansion Office			page 86	Presumably these private utilities will need to connect to the municipal system. Please include a reference to this, and note that all municipal requirements will be fulfilled.	This will be clarified in the revised EPR, to be provided for City review in January 2020.	1	P	Pending review of revised draft EPR
23	Transit Expansion Office			page 86	In addition to consulting with the City of Toronto, WEG will secure all required permits for site servicing.	WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
24	Transit Expansion Office			page 94	Please note that this project will protect for a future connection for the Finch West LRT.	The Project does not include a Finch West LRT connection. Details of related to future connections are not yet determined, including how the Finch West LRT may connect to the new station.	3	O	Including a connection is different from protecting for a connection. There needs to be a commitment in the EPR that the project will not prevent the connection to the Finch West LRT from being built in the future.

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25	Transit Expansion Office			page 101	Metrolinx's business case for Woodbine GO Station assumes the closure of Etobicoke North GO Station, with some traffic expected to be diverted from Etobicoke North GO Station to Woodbine GO Station. Please confirm whether the climate change analysis includes impacts of these longer, diverted trips. If not, please revise. They should at least be noted.	The Project assesses the Study Area provided as it relates to the new station and does not include an assessment of Etobicoke North directly including impacts from the diverted trips. Section 6.2.2 and the Air Quality Impact Assessment present an assessment of GHG emissions. The projected GHG contributions as a result of the Project were found to be negligible compared to the total transportation sector's projected 2031 CO2eq emissions. In addition, its noted with the Project in place, dependency on cars and buses would be reduced, and provide a net benefit to regional air quality.	3	C	closed
26	Transit Expansion Office			page 103	Please note that City of Toronto standards and guidelines for stormwater will also be adhered to.	SWM reports are being prepared in early 2020. The EPR will be updated to clarify that the City's standards and guidelines will be referenced at this time.	1	P	Pending review of revised draft EPR
27	Transit Expansion Office			section 7.2	When will the City be provided with the results of the pre-TPAP consultation?	This will be included in the revised EPR to be provided in January 2020.	1	P	Pending review of revised draft EPR
28	Transit Expansion Office			page 110	Explain why no further public meetings are planned.	Please refer to the response for Item #6	3	O	see #6
29	Transit Expansion Office			page 114	Please note that municipal permits for water discharge will be secured.	WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
30	Transit Expansion Office			page 114	While Metrolinx may be exempt from some municipal permits and approvals, WEG is not. Please modify section 8.1.3.1 accordingly to accurately reflect the permitting and approvals process that WEG will undergo.	WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR.	1	P	Pending review of revised draft EPR
31	Transit Expansion Office			page 114	No utilities section has been provided in section 8.1 but it is included in Table 8-1. Please add.	The City will have an opportunity to review the revised EPR with updated utilities information in January 2020.	1	P	Pending review of revised draft EPR
32	Transit Expansion Office			Section 1 - Introduction page 1	New/realigned tracks New tracks and/or realignment of the existing tracks are indicated are part of the project's scope. Please advise of the exact nature of this work, specifically: 1. Proposed new alignment; 2. If/how many/where new tracks are being added; 3. Where tie-ins with existing tracks are envisioned.	The City will have an opportunity to review the revised EPR with updated utilities information in January 2020.	1	O	The City looks forward to reviewing the revised EPR in January 2020. The response, however, does not address the comment, which was asking for clarification on the proposed new track alignment, the location of new track(s), and tie-ins to the existing track, not utilities. Please respond.
33	Transit Expansion Office			Context Plan, Concept Design, page 146 of the PDF	Rail Bridges at Carlingview Dr Please confirm if the rail bridge over Carlingview Dr will need to be altered (e.g. widened) to accommodate additional/realigned tracks.	At this time, no rail bridge widening at Carlingview Drive.	3	P	Re "at this time" - please clarify if WEG/Mx are still considering widening the bridge, and if so, when will a decision be made and communicated to the City.

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34	Transit Expansion Office			Section 1 - Introduction Table 1-1 page 4	Geology & Groundwater Technical Report The report has not been provided for the City's review as part of the technical reports submission. Please explain why. (Section 2.1.2 indicates that review was undertaken to document existing conditions as they relate to geology and groundwater.) The City is requesting the report for review and comment -- please advise when the report will be shared.	As noted in the TAC #2 meeting minutes, a specific geology and groundwater report was not undertaken for the EA. Existing conditions and impact assessment information are provided in the EPR and is based on desktop assessment. The EPR will be updated to clarify the approach for this investigation.	1	C	Please revise the EPR to reflect the fact that only a desktop assessment had been done.
35	Transit Expansion Office			Section 5 page 71	Long-term Dewatering Sections 5.2.1.1 and 5.2.1.2 speak to construction dewatering. Please advise of plans to address long-term groundwater discharge, if determined that it is required.	This level of detail is not available during the EA stage of a TPAP and will be confirmed prior to construction. Plans for long term groundwater discharge, including PTTW and/or EASR will be acquired during detailed design, prior to construction. This future commitment is noted in Section 5.2.1.3 and Table 8-1. If required, the application will meet the necessary detail pending the significance of the impacts.	3	C	The City encourages Mx/WEG to present their long-term dewatering strategy to the City as soon as possible. Please be advised that a discharge agreement between the City and Mx may be required to authorize any discharge of groundwater into the City's sewer system.
36	Transit Expansion Office			General	Baseline Service Level Please confirm what service level (current or future OnCorr) is being used as a baseline assumption in the planning of the station.	Estimated trips were based on the number of parking spots, which is common practice for Metrolinx stations. As discussed at the TIS workshop on December 5th, rationale for the parking spaces will be added to the EPR.	3	P	Please confirm that service levels (current and future OnCorr) were not parameters of the EA and no considerations were given to how a possible change in service from current to future OnCorr may impact the station functionally.

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37	Transit Expansion Office			Section 6 page 101	<p>"At present, transportation options to Woodbine Districts are primarily bus and passenger vehicle. With the Project in place, the dependency of bus and cars trips would be greatly reduced. This would decrease the overall GHG emissions produced through travel to and from Woodbine Districts, reduce congestion on roadways, and result in a net benefit for regional air quality."</p> <p>This statement seems inconsistent with the projection of a future increase from 6 million to over 16 million annual visits. Pending Metrolinx's final plans regarding electrification of the rail corridor, would an increased (as per the OnCorr target) diesel train service not lead to an increase in GHG emissions?</p>	<p>Metrolinx has received EA approval to electrify a segment of the GO Kitchener corridor from the Union Station Rail Corridor (USRC) west to Bramalea GO Station, which includes the new station. The Statement of Completion for the GO Rail Network Electrification TPAP was issued in December, 2017, and the TPAP can be viewed online here: http://www.metrolinx.com/en/electrification/electric.aspx. This project will be part of the GO Expansion program which is currently in Procurement and electric trains are expected by the mid-2020s. Metrolinx does not own the rail corridor west of Bramalea and may operate a mixed diesel-electric fleet on corridors with segments that cannot be electrified.</p> <p>In the mean time, Metrolinx will gradually replace Tier 2 and 3 diesel locomotives with Tier 4 diesel locomotives, which will help reduce oxides of nitrogen and particulate matter emissions from diesel locomotives by at least 80 %.</p> <p>Note that the Project includes electrification-enabling infrastructure.</p>	3	C	Response acknowledged.
38	Transit Expansion Office			Table 8-1 EPR Commitments page 121	<p>EPR Commitment - Municipal Permits & Approvals</p> <p>"Metrolinx will endeavour to adhere to the intent of the relevant permits/approvals requirements to the greatest extent possible, and will submit applications for review and information."</p> <p>WEG shall adhere to and secure all relevant permits, licenses, approvals and agreements from the City of Toronto. Please revise to reflect WEG's commitment to follow all City of Toronto permitting processes.</p>	<p>WEG will be complying with the City's permitting and approvals requirements. This will be clarified in the revised EPR.</p>	1	P	Response acknowledged. The City looks forward to reviewing the revised language in the next iteration of the EPR in January 2020.
39	Transit Expansion Office			Table 8-1 EPR Commitments page 121	<p>EPR Commitment - Utilities</p> <p>"The final assessment of utility conflicts shall be reviewed in consultation with each utility company as part of detailed design. Implementation and construction obligations shall be undertaken pursuant to the crossing agreements with each of the utility companies as required."</p> <p>Please note that consultation with the City of Toronto regarding impacts to municipal utilities is required. Please revise the text accordingly.</p>	<p>This will be clarified in the revised EPR.</p>	1	P	Response acknowledged. The City looks forward to reviewing the revised language in the next iteration of the EPR in January 2020.

October 3, 2019

CFN 62156

BY E-MAIL ONLY (transitea@woodbine.com)

Woodbine Entertainment Group
P.O. Box 156
555 Rexdale Boulevard
Toronto, Ontario, M9W 5L9

To Whom It May Concern:

**Re: Notice of Public Meeting
Metrolinx and Woodbine Entertainment Group - Highway 27 - Woodbine Station
Transit Project Assessment Process
Mimico Watershed; Regional Municipality of Etobicoke**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Public Meeting for the above noted project on September 26, 2019.

Staff has reviewed the study area associated with this Transit Project Assessment Process in accordance with TRCA's [The Living City Policies](#) (2014), and advises that there are no TRCA areas of interest within the identified study limits. As such, staff has no concerns with the project. Please remove TRCA staff from the project mailing list. If the nature or scope of the study changes, please contact staff to confirm TRCA interests.

Should you have any questions, please contact me at extension 5631 or at elizabeth.ignatius@trca.ca.

Yours truly,



Elizabeth Ignatius
Planner, Infrastructure Planning and Permits
Development and Engineering Services

BY E-MAIL

cc: Metrolinx : Carrie Sheaffer, Senior Manager, Environment
TRCA : Beth Williston, Associate Director, Infrastructure Planning and Permits