**Metrolinx Final Environmental Project Report Excerpts**

### 3.4.1.7 Electrification – Richmond Hill Corridor (City of Toronto)

The Richmond Hill Rail Corridor will be partially electrified from its southern terminus at the Union Station Rail Corridor north to approximately Mile 4.4/Pottery Road in the City of Toronto. Electrification is needed for the efficient operation of trains in and out of Union Station and will accommodate all necessary structural clearances within the rail ROW related to bridges & rail overpasses, utilities and utility poles, etc.

A conservative Overhead Catenary System (OCS) Impact and Vegetation Removal Zone was established as part of the TPAP for the purposes of assessing potential environmental effects. The exact locations of OCS foundations and poles will be determined during detailed design.

See Figures RH-2 to RH-5 in **Appendix A1** for conceptual design and location of proposed infrastructure.

*1EPR Ch3 p11*

### 3.4.2 Siting of New Layover Facility & Storage Yard Locations

As part of the Pre-Planning Phase of the TPAP, a significant amount of conceptual engineering work was completed to arrive at the preferred layover/storage yard locations to ensure they are feasible from a constructability and operational standpoint. This conceptual engineering work considered operational adequacy, environmental constraints, constructability and potential impacts on utilities and property owners when identifying potential locations.

Specifically, the following criteria were seen as beneficial by Metrolinx when identifying the preferred layover and storage facility locations that formed the basis of assessment within the New Track and Facilities TPAP:

- Locations that align with and achieve the operational requirements of the TSS;
- Close proximity to major GO stations;
- Proximity of proposed layover/storage facilities to existing rail tracks;
- Consideration of existing utilities and potential utility conflicts;
- Sufficient property to satisfy the minimum size requirements of proposed layover/storage facilities; and
- Consideration of track geometry.

*2EPR Ch3 p11*

A Reference Concept Design was developed for each of these sites that formed the basis for the assessment of potential environmental impacts that is documented within this EPR. Note that as this Project is proceeding under *Ontario Regulation 231/08*, *Transit Projects and Metrolinx Undertakings*, it is not necessary for Metrolinx to further define the rationale, planning alternatives, or alternative solutions that were considered to achieve the stated objective of this project – namely, to build new infrastructure as follows along various rail corridors, that will enable Metrolinx to deliver targeted service levels: new tracks within existing Metrolinx rail Rights-of-way (ROW), modifications or upgrades to existing tracks within existing Metrolinx rail ROW, three (3) new layover/storage facilities, new GO station platforms, bridge expansion/modification, and electrification of a portion of the Richmond Hill Rail Corridor within the City of Toronto.

*3EPR CH3 p12*

#### 3.4.2.4 Don Valley Layover Facility Location

The preferred location for a layover facility along the Richmond Hill Rail Corridor is within the City of Toronto's Don River Valley (see Figures RH-3, RH-4 and RH-5 in **Appendix A1** for mapping illustrating proposed Don Valley Layover location). The Proposed Don Valley Layover location was selected because it exhibits the following characteristics:

- The site is within close proximity to Union Station.
- The site has existing tracks from previous train operations; therefore, no additional tracks will be required.
- Metrolinx owns the Don Branch rail corridor; therefore, a portion of the proposed site is owned by Metrolinx.
- The site is large enough to accommodate the required infrastructure for train storage.
- The facility is easily accessible by emergency respondents and permeant staff.

Union Station is currently a bottleneck in the GO Transit network. By situating a layover site on the Metrolinx-owned Don Branch, trains will be allowed to quickly and efficiently drop passengers at Union Station and allow for improved movement and reduced congestion. The site is ideally located to Union Station to allow for off-peak train storage.

*4EPR Ch3 p14*

## 3.9 Layover & Storage Yard Facilities

Two (2) new layover facilities and one (1) new storage yard are required to achieve the targeted GO Expansion service levels. These new facilities will allow Metrolinx to:

- Reduce long-distance non-revenue trips.
- Accommodate train storage during off-peak hours.
- Service and clean trains in close proximity to the corridors they serve.
- Provide flexibility for trains to operate more seamlessly across the network.

*5EPR Ch3 p18*

Routine maintenance will be carried out on the vehicles that operate along the rail corridor. The type of maintenance activities that are envisioned at the New Track and Facilities TPAP layover and storage facility sites involve service maintenance (e.g., general cleaning, toilet dumping, refill potable water, etc.).

All layover sites must provide safe access for emergency response vehicles and room to maneuver. Typical emergency vehicle turnaround loops are 10-11 meters in radius; however, in some locations, these turnaround loops have a larger footprint than the available property. In these instances, such as at the Don Valley Layover site, maintenance roadways have been extended to provide sufficient space for a three-point-turn. Unless property constraints dictate otherwise, roadways between tracks have been designed wide enough for various emergency and maintenance vehicles.

*6EPR Ch3 p19*

### 3.9.3 Don Valley Layover – Richmond Hill Corridor (City of Toronto)

The Don Valley Layover site is proposed on the Metrolinx-owned Don Branch rail corridor that runs parallel to the Don Valley Trail within the City of Toronto (see Figure 3-13). This facility will store trains, reduce congestion on the Union Station Rail Corridor, minimize non-revenue travel by being near Union Station, and service the Barrie and Milton GO rail corridors by utilizing this facility to park trains during off-peak hours. The approximately 2.3 ha site is proposed to store approximately 3 L12 diesel consists, meaning 3 locomotives will be stored with 12 cars each. The Don Valley Layover is a non-electrified facility; wayside power connections will be required. No maintenance activities are proposed at this location, although the facility will require site lighting and parking for the staff/storage building. Access to the site during construction, operation and maintenance will be via a newly constructed access road that will formalize and expand upon an informal route utilized by the Hydro One and the City of Toronto to access a hydro substation and the Prince Edward Viaduct, respectively.

Key Design Elements Include:

- An electrical substation to provide wayside power
- Storage for three (3) GO Trains (that can accommodate up to three diesel locomotives with twelve consists on a single track)
- Crew Services, Sanitary Storage and Staff Parking facilities
- A connection to the mainline track
- An entrance to this facility from the Don Valley Parkway ramp to Bayview Avenue/Bloor Street
- A design that utilizes the currently inactive Don Branch rail corridor (keeping track storage infrastructure on Metrolinx's existing property)
- Additional property will be required for crewing services, wayside power, staff parking, etc.
- Road improvements to access the property may be required
- The design must protect the Lower Don Valley Trail and maintain connectivity to the surrounding community throughout the construction and operation of the layover facility.

The above design elements present Metrolinx's minimum requirements for this layover facility. Additional elements of the design are currently under discussion with key stakeholder such as the City of Toronto and the TRCA. The final Project Agreement will reflect the status of any negotiated upgrades for this facility that go beyond Metrolinx's minimum requirements.

Preliminary artistic renderings have been prepared to illustrate the envisioned "existing" and "future" condition of the proposed Don Valley Layover site. Refer to Figure 3-14 and Figure 3-15 respectively.

### 3.9.3.1 Site Servicing

Site servicing plans developed as part of the reference concept design are contained in **Appendix A2**. All service connections to the Don Valley layover will be further reviewed in consultation with the City of Toronto, Hydro One, and other applicable stakeholders. The site servicing plan is subject to change during the detailed design phase of the project.

A sanitary service connection to the staff office/storage building is required. The sanitary sewer lines will be directed to a proposed holding tank that will be evacuated on a regular basis. A fire waterline and domestic waterline are also required services for the proposed staff office/storage building. A proposed electrical substation building will be fed from Hydro One's substation located north of the layover facility, which will be confirmed following further coordination with Hydro One. The proposed electrical





substation building will provide electrical connections to the layover track, the proposed holding tank, and staff office/storage building.

Runoff from the developed site will be collected in a series of ditches/swales/culverts and eventually discharged over the natural grade into to the Don River. The type of swales used (enhanced, bio-swale, etc.) will be confirmed in subsequent design stages. Drainage from the main facilities will be collected in storm sewers prior to discharging into a ditch/swale north of the Prince Edward Viaduct. Based on an understanding of the City of Toronto's preferences, track drainage will be separated from typical surface run-off and will be collected by the sanitary system. In accordance with Metrolinx standards, storm sewer system for all new facilities will include provisions for spill capture and containment. Automated oil shutoff valves and oil/water separators from all drainage lines and drip trays will be installed prior to drainage entering the existing storm system.

A treatment train system consisting of oil-grit separators will provide further quantity and quality control; however, extensive analysis and coordination with the City of Toronto and TRCA is required during detailed design to determine the requirements and capacity of existing and proposed stormwater measures/infrastructure. Specifically, flow contribution to existing swales, culverts and storm sewers and their capacities are currently unknown. Municipal data for existing downstream infrastructure and any approvals (if required) for discharging runoff from the developed site will be obtained during future project phases. The final site servicing plan will be developed to reflect the detailed design and will utilize municipal data to determine the capacity of receiving bodies and site runoff outfalls.

*8EPR Ch3 p28*

### 3.10.2 Vegetation Clearing Zone

A Vegetation Clearing Zone is required in order to provide safe electrical clearances to any existing vegetation along the rail corridors. The Vegetation Clearing Zone entails vegetation removals within the area encompassed by the overhead contact system/2 X 25 kV feeders plus an additional 2 metre (m) offset area on either side of the OCS components or 2 X 25 kV feeders. As a result, the total clearing area is defined as 7m measured from the centerline of the outermost tracks to be electrified on either side of each rail corridor. The 7m zone is considered a maximum removal zone; during detailed design, the 7m zone may be reduced in certain areas where/if possible based on the final design.

Vegetation clearing is required to:

- Minimize the risk of tree limbs falling on the track or overhead wires, thus potentially causing a conflict with the electrified system resulting in loss of service and revenue.
- Accommodate a mandatory clearance zone to ensure maintenance workers are safe when working in an electrified environment.

*9EPR Ch3 p41*

| **Property Requirements for New Layover/Storage Yard Facilities** | | | | | | |
|---|---|---|---|---|---|---|
| Don Valley Layover | 3.10 - 3.60 | • Don Valley Layover (along Don Branch) | 0.109 | Public | RH-4 | Agreement – Partial Acquisition |
| Don Valley Layover | 3.10 - 4.10 | • Don Valley Layover (along Don Branch)<br>• Retaining Walls at Don Valley Layover | 1.130 | Public | RH-4 and RH-5 | Agreement – Partial Acquisition and Easement |

*10EPR Ch3 p51*

### 3.12.4.3 Don Valley Layover Facility

The following types of maintenance activities will be carried out at the Don Valley Layover:

- Daily Inspections - general visual inspections to identify any obvious defect or damage to equipment prior to trainsets entering revenue service. These types of inspections usually take less than an hour to complete per trainset.
- Cleaning, servicing and temperature control of rolling stock.
- Sanitary flushing and replenishment of washroom supplies. This includes emptying sanitary tanks from rolling stock into temporary storage facilities. Temporary storage facilities will be pumped out at regular intervals.
- Maintenance of the layover facility will include cleaning of interior and exterior surfaces, as well as preventive and corrective (repairs) actions to onset deterioration of the infrastructure.

*11EPR Ch3 p55*

### 3.13.2 Construction Staging Areas

A construction staging and laydown area is used for the storage and assembly of construction equipment, materials, and other supplies (see Figure 3-29 for a visual example of a typical construction staking and laydown area). These areas are typically located near or at the construction site. Metrolinx considers construction staging and laydown areas as part of:

- *Temporary Access Lands* that are included in the Project Study Area and are selected, investigated, and evaluated by Metrolinx as part of the study (it should be noted that the locations of construction staging areas were not identified at the conceptual design phase of the New Tack & Facilities Project and will therefore need to be identified during detailed design. Consultation with Municipalities and other affected third-party stakeholder will be undertaken as appropriate with respect to the locations of any proposed construction staging areas); or
- *Optional Lands* that are outside of the Project Study Area and are proposed by a private enterprise bidding to work or working on the study (a Project Co/Contractor). If selected, Metrolinx or a Project Co conducts appropriate environmental investigations/study and evaluation. If suitable, these lands are leased and/or acquired by Metrolinx.

*12EPR Ch3 p56*

### 3.13.6 Construction of New Layover Facilities and Storage Yard Facilities

Initial steps during the construction of a layover facility are site clearing and ground improvements. There may be instances where installation of culverts and retaining walls is required, and grading must occur.

Utility modifications or extensions will be completed soon after that will require excavation and coordination with multiple service providers and municipalities. Potentially affected utilities include power/hydro, telecommunications, storm and sanitary sewers, gas, watermains, and, in the case of the proposed Don Valley layover, potentially an oil pipeline. This work will require shoring, particularly in the vicinity of operational rail tracks. In general, it is preferred that discharge be directed into municipal sanitary sewers.

*13EPR Ch3 p58*

The above work could potentially require extensive demolition on brownfield sites, as well as excavation of up to 2 metres below ground surface, depending on the utilities to be installed. Excavated materials will be hauled for landfill disposal depending on the quality of the materials, and in consideration of any hazardous material disposal requirements. A dewatering system may be required for certain construction activities to remove water beneath the excavation levels.

Each layover facility will require significant electrical work to install either a sub-station or new transformer to provide power to the site, which includes significant grounding work. Electrical power will feed low voltage systems, separate from electrification power requirements, including lighting and all communication devices such as cameras and public address systems. For layovers that are not electrified, wayside power will be installed, which are high-voltage systems.

The layover facilities will require construction of access roads using hot mix asphalt and emulsified bitumen, complete with concrete curb and sidewalks. Drainage work will also be required in addition to track construction, as previously described. Road construction includes a subgrade, subbase and base course, all of which require extensive use of aggregate and compaction effort. A nuclear gauge is typically used to measure compaction levels.

Office and maintenance buildings are included in several proposed layovers, which are typically structural steel buildings. They require construction of concrete foundations and will be serviced by power, fire suppression water, domestic water, telecommunications and gas. Buildings will also be equipped with HVAC units. Some facilities will require a septic tank and an electrical substation. Pole bases will also be installed for the OCS system to accommodate electrification.

Other features of a typical layover include:

- Fencing and gates
- Exterior lighting
- Roadways and walkways
- Parking areas
- Waste management areas
- Stormwater management facilities
- Sanitary field
- Transformer and power distribution systems
- Back-up power/uninterrupted power supply (UPS)
- Telecommunications and security/CCTV
- Restroom facilities
- Mobile standing storage

It is anticipated that the following equipment will be required for layover facility construction:

- Excavator
- Backhoe
- Grader
- Tower cranes
- Loaders
- Paver
- Compactor
- Dump trucks
- Bulldozer
- Pumps
- Generators
- Lighting equipment
- Boom trucks

*14EPR Ch3 p59*

Environmental Review Methodology: PER Ch 4 pp 5-26

Baseline Conditions of Richmond Hill Corridor: EPR Ch4 pp164-194

Footprint Impacts Richmond Hill Corridor: EPR Ch5 pp126-170

The footprint of the proposed new Don Valley Layover Facility is confined almost entirely to existing linear infrastructure footprints and pre-disturbed areas. As a result, only minor permanent removal or disruption of natural features is anticipated. The proposed layover and access road improvements will occur on a pre-existing rail bed and an existing maintained access road. Similarly, it is anticipated that the existing rail bridge over the Don River will be used as part of the layover facility which eliminates potential impacts to the Don River and fish habitat. Potential impacts to the Chester Springs Marsh, positioned approximately 50 m west of the proposed layover, are not anticipated from the proposed works due mainly to the presence of existing track and rail bed being present along the entire proposed layover alignment. For similar reasons, only minor edge encroachments will occur within cultural vegetation communities dominated by non-native and invasive vegetation to facilitate the layover facility and therefore significant changes in the natural environment are not anticipated. Approximately 0.38 ha of vegetation communities will be encroached upon to facilitate the proposed rail layover. This sum includes approximately 0.07 ha of Exotic Successional Savannah (CUS1-b), 0.06 ha of Locust Deciduous Plantation (CUP1-c) and 0.09 ha of Exotic Deciduous Thicket (CUT1-c).

*15EPR Ch5 p126*

Potential effects on the valley's function as a wildlife movement corridor is anticipated to negligible due to the relatively broad width of the valley floor in this location and the presence of an existing access road, rail bridge over the Don River and fencing bordering the inactive rail corridor. The position of the proposed layover to one side of the valley along an existing rail bed and adjacent to the Don Valley Parkway means the core of the valley floor and its connection to the Don River will remain intact and available for wildlife movement.

*16EPR Ch5 p127*

While the CUM community provides foraging and nesting/shelter habitat for resident and migratory birds and common urban mammals, the quality of this unit (dominance of non-native invasive vegetation) diminishes its value as wildlife habitat. Proposed encroachment into this cultural community is considered to be a low impact from an ecological perspective given its position along the existing rail corridor and the availability of similar and higher quality habitat in the adjacent protected Don Valley corridor.

*17EPR Ch5 p127 CUM – "cultural meadow"*

Candidate SWH was identified as potentially occurring within the woodland features and CUT through the subject Project study area. Candidate SWH in the vicinity of the proposed track upgrade or layover buildings and facilities includes potential for bat roosts and amphibian breeding habitat (wetlands); neither of which have been investigated. The determination of breeding habitat within the adjacent wetlands should be undertaken during detail design to inform stormwater management and mitigation during construction. Other candidate SWH identified in the subject Project study area segments would occur in vegetation comminutes such as FOD positioned beyond the influence of the proposed footprint. No potential impacts are anticipated to the adjacent SWH in the woodland communities with the adherence of mitigation measures outlined in Table 5-101 and the separation distance (50 m or more) of proposed layover facility from the FOD community.

*18EPR Ch5 p127 SWH - "significant wildlife habitat"*

Toronto's ravines, including the subject portion of the Don Valley, are protected through land use policies, regulations and management plans that focus on protecting the ravine landform from degradation including the removal of trees and changes in grade. In October 2017, the City of Toronto adopted Toronto's Ravine Strategy to "support a ravine system that is a natural, connected sanctuary essential for the health and well-being of the city, where use and enjoyment support protection, education and stewardship." Essentially, the Strategy is a framework for future management decisions based on a set of principles and priorities, including a common vision to guide policies, activities, investments and stewardship for ravines. Five guiding principles and twenty actions have been developed that represent core ideas which guide future decision-making. The principles aim to protect, invest, connect, partner and celebrate Toronto's ravine system for decades to come.

The Toronto Ravine Strategy is an essential piece in Toronto's ongoing management process to guide policies, activities, investments and stewardship for City ravines. While development is generally prohibited in valleys and ravines, exceptions include essential public works; provided that impacts are mitigated. The proposed improvements and re-use of the abandoned track and rail beds within the Don Valley to create the Don Valley Layover is a challenging proposal when viewed alongside the Toronto Ravine Strategy and the Toronto's Ravine and Natural Feature Protection bylaw. However, the impact assessment provided above determined that the potential impacts to the natural features of most significance in the vicinity of the proposed layover can be avoided provided that:

- Mitigation outlined in Table 5-101 and other best management practices are employed during construction;
- Design elements are incorporated into the form of the buildings and other features;

*19EPR Ch5 p129*

- Operational elements including the selection/use of lighting are employed; and
- Metrolinx will engage with the City of Toronto to incorporate municipal requirements as a best practice, where practical, and may seek opportunities to participate in ravine stewardship as it relates to the Don Valley Layover.

A site specific natural heritage impact study should be completed during future design phases and each of these three themes should be examined and enhanced further to ensure that potential impacts are understood in more detail and that adequate mitigation and operational procedures are employed to protect adjacent natural features of significance.

*20EPR Ch5 p130*

5.20.1.2 Potential Effects & Mitigation Measures: Segment RH-1 – Mile 1.60 to Mile 2.15

The proposed track infrastructure in this segment is located within an actively used and managed portion of the existing Metrolinx rail corridor ROW. There are no ecological impacts anticipated and therefore no mitigation measures are proposed. The address of potential impacts from the electrification of this Project segment is provided in Chapter 6.

5.20.1.3 Potential Effects & Mitigation Measures: Segment RH-2 – Mile 2.15 to Mile 2.50

The proposed track infrastructure in this segment is located within an actively used and managed portion of the exiting Metrolinx rail corridor ROW. There are no ecological impacts anticipated and therefore no mitigation measures are proposed. The address of potential impacts from the electrification of this Project segment is provided in Chapter 6.

5.20.1.4 Potential Effects & Mitigation Measures: Segment RH-3 – Mile 2.50 to Mile 3.10 & Retaining Wall

Refer to Section 5.20.1.1. above, which describes land use and socio-economic impacts and mitigation measures for the Don Valley Layover and comprises Segment RH-3.

The proposed track infrastructure in this segment is located within an actively used and managed portion of the exiting Metrolinx rail corridor ROW. There are no ecological impacts anticipated and therefore no mitigation measures are proposed. The address of potential impacts from the electrification of this Project segment is provided in Chapter 6.

5.20.1.5 Potential Effects & Mitigation Measures: Segment RH-4 – Mile 3.10 to Mile 3.60

Refer to Section 5.20.1.1. above, which describes land use and socio-economic impacts and mitigation measures for the Don Valley Layover and comprises Segment RH-4.

The proposed track infrastructure in this segment is located within an actively used and managed portion of the exiting Metrolinx rail corridor ROW. There are no ecological impacts anticipated and therefore no mitigation measures are proposed. The address of potential impacts from the electrification of this Project segment is provided in Chapter 6.

*21EPR Ch5 p130*

The recharge of groundwater from infiltrating precipitation has potential to be reduced due to the increased impermeable surfaces from paving of road and parking areas. However, review of preliminary designs for the layover facility suggest that the increase in impermeable surfaces will be minimal, and not likely to significantly influence overall infiltration and the water balance for the Site.

*22EPR Ch5 p131*

Railway infrastructure already exists within this Study Area segment and the incremental addition of infrastructure to the footprint is not expected to result in any additional impact to the Don River or IPZ-3.

Based on the above information, there is not anticipated to be any adverse impacts of the additional infrastructure footprint to the groundwater or groundwater dependent features, including the Don River. Therefore, no mitigation measures are recommended.

*23EPR Ch5 p132*

The remainder of the proposed Don Valley Layover site is currently located in the City of Toronto in a park/open space/natural area, surrounded by the Lower Don Valley Parklands. There is a footprint impact on existing natural area land uses as a result of this activity (see Figure 5-19). It should be noted that the proposed access route to the facility currently exists and is being used to access a hydro sub-station.

*24EPR Ch5 p133*

The potentially affected lands are zoned *Open Space Natural (ON),* which permits emergency services, public utility and transportation uses. Current land uses within the site and surrounding area include public parks and trails. However, the proposed layover is not expected to conflict with current zoning policies given the permitted uses outlined in the City's Zoning By-law and current uses of the site. It is noted that there is a potential loss of park space.

The City of Toronto's Secondary Plan – Downtown Plan is in full force and effect, and as such, the Don Valley Layover Facility is partially located within the Core Circle (Parks and Public Realm) designation. The Core Circle area is to serve local residents and workers with a continuous pedestrian/cycling route, to provide users with an immersive natural experience. Considering that the proposed Don Valley Layover is proposed adjacent to the Don Valley Parkway and is in close proximity to the Richmond Hill Rail Corridor, the surrounding area is currently industrialized to some degree. The facility is not anticipated to reduce the key functions of park users; that is the Lower Don River Trail is to remain open to provide a continuous pedestrian/cycling network.

*25EPR Ch5 p135*

Lands within the Don River Valley are within the City of Toronto's Environmentally Significant Area (ESA). An ESA encourages protecting and enhancing the natural environment by carrying out good stewardship practices during and post development. Natural heritage features require special attention to preserve their environmentally significant qualities, provide ecosystem functions, promote biodiversity and increase resiliency. Any development should seek to minimize negative impacts and restore the ecological functions of the area, where possible. Metrolinx is aligned with the City of Toronto to develop a layover facility outside of the City's ESA limits as to preserve the natural function of the Don River Valley.

*26EPR CH5 p135*

Lands within the Don River Valley are within the City of Toronto's Environmentally Significant Area (ESA). An ESA encourages protecting and enhancing the natural environment by carrying out good stewardship practices during and post development. Natural heritage features require special attention to preserve their environmentally significant qualities, provide ecosystem functions, promote biodiversity and increase resiliency. Any development should seek to minimize negative impacts and restore the ecological functions of the area, where possible. Metrolinx is aligned with the City of Toronto to develop a layover facility outside of the City's ESA limits as to preserve the natural function of the Don River Valley.

In October 2017, the City of Toronto adopted Toronto's Ravine Strategy to "*support a ravine system that is a natural, connected sanctuary essential for the health and well-being of the city, where use and enjoyment support protection, education and stewardship.*" Essentially, the Strategy is a framework for future management decisions based on a set of principles and priorities, including a common vision to guide policies, activities, investments and stewardship for ravines. Five guiding principles and twenty actions have been developed that represent core ideas which guide future decision-making. The principles aim to protect, invest, connect, partner and celebrate Toronto's ravine system for decades to come. Metrolinx will engage with the City of Toronto to incorporate municipal requirements as a best practice, where practical, and may seek opportunities to participate in ravine stewardship as it relates to the Don Valley Layover.

The proposed Don Valley Layover is designated as Natural Heritage in the City of Toronto's Official Plan. Development is not generally permitted in the natural heritage system, except where the underlying land use designation permits, as described above. If development does occur, efforts to mitigation and/or improve the natural heritage system shall be sought out. Section 3.4.7 of the Official Plan does permit transportation services in a floodplain if there is no reasonable alternative. It should be noted that the proposed parking/staff facilities are located outside of the 100-year floodplain to ensure resiliency in the event of a major storm.

Additionally, the majority of the proposed layover construction will occur within an existing rail bed, access road and former construction laydown footprint. Potential vegetation removal is confined to the edges of vegetation communities, most of which are dominated by non-native invasive plants. The proposed encroachments into these vegetation communities will reduce the area of the City's Natural Heritage System by approximately 0.38 ha. This reduction is unavoidable due to the linear design requirement of the layover facility.

Additionally, the majority of the proposed layover construction will occur within an existing rail bed, access road and former construction laydown footprint. Potential vegetation removal is confined to the edges of vegetation communities, most of which are dominated by non-native invasive plants. The proposed encroachments into these vegetation communities will reduce the area of the City's Natural Heritage System by approximately 0.38 ha. This reduction is unavoidable due to the linear design requirement of the layover facility.

It is acknowledged that the Lower Don River Valley is designated as an Urban River Valley in the 2017 Greenbelt Plan. The Urban River Valley designation seeks to protect natural and open space lands along river ways and assist in preserving the ecological connectivity to the Greenbelt Area. Policies seek to preserve natural settings of recreational lands, including parklands and trails.





As previously mentioned, the Don Valley Layover Facility is proposed on lands partially owned by Metrolinx, and lands not owned by Metrolinx are currently being used as an access road and parking area. In total, there is a potential loss of approximately 0.38 ha of 'parkland' area, which is mostly dominated by dirt and non-native invasive plant species. Based on this understanding, the proposed Don Valley Layover facility is not anticipated to disrupt the ecological connectivity to the Greenbelt Area and all surrounding parklands, and the Lower Don River Trail is to remain open to preserve its recreational use.

*28EPR Ch5 p135*

Additionally, policy 6.2.3 states *"all existing, expanded or new infrastructure which is subject to and approved under the Environmental Assessment Act, or which receives a similar approval, is permitted provided it supports the needs of adjacent settlement areas or serves the significant growth and economic development expected in southern Ontario and supports the goals and objectives of the Greenbelt Plan."*

The proposed Don Valley Layover is proposed in close proximity to Union Station (in the City of Toronto) to support increased train service levels across the Metrolinx network, as outlined in the GO Expansion Program initiatives. Therefore, this proposed layover facility is intended to support the growth and development of transportation infrastructure in Southern Ontario which will allow for more economic development opportunities, as access and connectivity across the Greater Golden Horseshoe Area (GGHA) becomes more efficient and frequent.

*29EPR Ch5 p136*

Riverdale Park West, Toronto Necropolis, Wellesley Park, Rosedale Ravine Lands and the Lower Don Parklands surround the corridor, and the Lower Don River Trail meanders throughout the Lower Don Parklands within this segment. It is acknowledged that Evergreen Brickworks has an agreement with the City of Toronto to use portions of the Lower Don Parklands to support activities, such as public programming and temporary art installation.

As a result, there are anticipated footprint impacts to adjacent parks due to the proposed site of the layover. Users will be able to continue recreation and leisure activities; however, the setting/experience may change as a result due to potential odour, visual and noise impacts associated with the proposed works and increase in train service. It is anticipated that temporary art installation opportunities may be altered due to the proposed Don Valley Layover. For public safety reasons, the facility must be fenced, which may result in access limitations for art installation, depending on location of such activities.

*30EPR Ch5 p136*

Notwithstanding this, potential conflicts with recreational amenities will be re-examined during the detailed design phase, and if required the City of Toronto will be consulted to determine appropriate design solutions to minimize/mitigate effects to recreational amenities.

*31EPR Ch5 p137*

The proposed use of this layover facility is to reduce congestion on the rail corridor, minimize non-revenue travel by being near major GO Stations, service the Barrie and Milton GO Rail corridors by utilizing this facility to park trains during off-peak hours, and alleviate congestion at Union Station.

*32EPR Ch5 p143*

The site is proposed to store three (3) L12L consists, each containing a locomotive, twelve (12) coaches, and another locomotive. Unlike the other layover facilities described above, the Don Valley Layover will not be electrified. No maintenance activities are proposed at this layover facility, although lighting and parking for staff and storage building will be required. The construction of the Don Valley Layover facility will impact the composition and character of current views experienced by visual receptors along the Lower Don Valley Trail and surrounding park space, resulting in High visual impacts. It should be noted that staff/storage facilities are located in a linear configuration adjacent to the storage track, which maximizes the distance between proposed structures and the Lower Don River Trail to minimize visual impacts.

*33EPR Ch5 p143*

It is anticipated that views of trail users will be highly altered due to the proposed facility. Specifically, retaining walls are anticipated to obstruct views of pedestrians in nearby parks. At this time, retaining wall dimensions are unknown and will be further explored during detailed design. It is acknowledged that Evergreen Brickworks has an agreement with the City of Toronto to use portions of the Lower Don Parklands to support activities, such as public programming and temporary art installation. It is anticipated that temporary art installation opportunities may be altered due to the proposed Don Valley Layover, specifically below the Prince Edwards Viaduct. In addition, the proposed facility may conflict with the Don River Valley Public Art Plan route, which is intended to integrate art with the natural environment. For public safety reasons, the facility must be fenced, which may result in access limitations for art installation, thereby altering the setting/experience of the park. Any initiatives related to public art will be the responsibility of the City of Toronto.

*34EPR Ch5 p143*

Additionally, the Prince Edward Viaduct, designated under the *Ontario Heritage Act*, passes over the Richmond Hill corridor, just north of the proposed layover facility. The views to the bridge will most likely be altered to have *High* visual impacts due to the proposed structures/building as part of the layover facility. However, views from the top of the bridge, looking north and south are not likely to be altered as existing safety barriers currently impede existing views. The Cultural Heritage Evaluation Report contained in **Appendix F2** provides additional mitigation measures for the Don Valley Layover.

*35EPR Ch5 p144*

A Design Excellence process and urban design review will be completed during future project stages to integrate new infrastructure into the existing environment and reduce the extent of visual impacts, where possible. This may be accomplished (if feasible) through visual screening measures such as fencing, use of locally-sourced or significant building materials (e.g., clay brick cladding), vegetative buffers, and careful placement of structures where suitable with surrounding land uses. An outdoor construction Light Pollution Plan will be developed that complies with local applicable municipal by-laws and Ministry of Transportation (MTO) practices for lighting will be followed and incorporate industry best practices provided in ANSI/IES RP-8-18.

*36EPR Ch5 p144*

Special consideration should be given to the aesthetic design of the Don Valley Layover as much as possible during detailed design, with consideration that the proposed facility is within the City of Toronto's natural heritage system and the Lower Don Valley is considered an ecological and cultural network in the community.

*37EPR Ch5 p145*

With respect to retaining walls, mitigation recommendations include the use of concrete patterning where walls are adjacent to sensitive receptors, and consideration for grading design to minimize wall heights and maximize planting of trees and shrubs, where applicable. Additionally, offsetting tree removals where feasible, as per Metrolinx's Vegetation Management Protocol (January 2020) in affected areas and parks may reduce visual impacts.

Local municipalities and key stakeholders will be consulted during detailed design, as required. Mitigation measures related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables in Chapter 6.

*38EPR Ch5 p145*

There is the potential for the disturbance of unassessed or documented archaeological resources within the Don Valley Layover site, as shown in Figure 5-21. A Stage 2 Archaeological Assessment is recommended for areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities. Test pit surveys at five metre intervals, expect where ploughing is not viable, will be conducted by a professionally licensed archaeologist prior to disturbance.


FIGURE 5-21 EXCERPT OF APPENDIX G2, SEGMENT RH-4 MAP

*39EPR Ch5 p150*

resulting from the Don Valley Layover Facility development is significant when considering future climate changes, therefore, measures for the quantity, quality and water balance will be required to verify those post-development conditions during detailed design.

*40EPR Ch5 p156*

Excavations for the Don Valley Layover are expected to be shallow (less than 1 m in depth) for construction. The Don River and an associated wetland is located adjacent to the proposed Layover. Suitable sedimentation controls should be in place to help control and reduce the turbidity of run-off water which may flow towards the River. The detailed design should aim to replicate existing drainage pattern and minimize grading changes. A potential significant impact of the proposed development on existing drainage features is at the west limit of the proposed layover, where the proposed modification to the existing access road is encroaching on the existing east bank of the Don River. A Geotechnical Study is required to address the overall setback distance (Erosion Hazard Limit) as described in "TRCA Geotechnical Engineering Design and Submission Requirements", with three components:

- Toe Erosion Allowance;
- Geotechnical Stable Slope Allowance; and
- Erosion Access Allowance.

Safe access will be reviewed following this investigation and to be confirmed by the Constructor during detailed design.

*41EPR Ch5 p157*

From the hydrological analysis and the subsequent discussion presented in this section of the report, it is concluded that the construction of the Don Valley Layover Facility will result in significant increase to the runoff rate and quantity compared to existing conditions. A treatment train system consisting of oil-grit separator(s) will provide further quantity and quality control for a portion of the site runoff. However, extensive analysis and coordination with the City and TRCA during detailed design stage will need to be completed to determine the requirements and capacity of the existing/to-remain and proposed stormwater measures and infrastructure.

The flow contribution to existing swales, culverts and storm sewers and their capacities are not known at this stage. A firm design will be presented at detailed design stage, utilizing information from the survey and the municipal data to determine the capacity of the existing structures and the site runoff outfalls.

*42EPR Ch5 p158*

TRCA had expressed concerns that this proposed layover is within a flood prone area and noted recent flooding events (most recently January 11, 2020). Further investigation and analysis of flooding impacts, including potential backwatering (downstream) and overflows (upstream) is required. TRCA has requested 2-D HEC RAS modelling and cut-and-fill analysis for flood control and potential Fluvial Geomorphology investigation to be completed at the site, with consideration given to the Don River Hydrology Final Report, Marshall Macklin Monaghan, 2018; and

From a SWM perspective, this is a very challenging location and is exposed to flood risk.

*43EPR Ch5 p158 SWM – "stormwater management"*

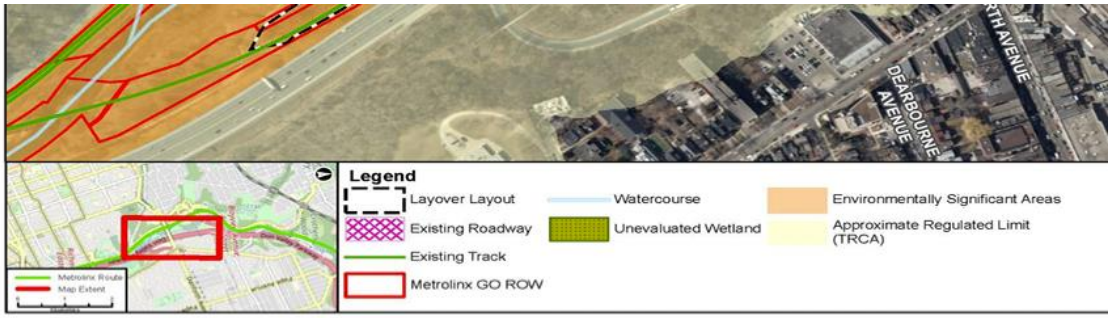


FIGURE 5-23 DON VALLEY LAYOVER - TRCA REGULATED MAPPING[5]

*This mapping has been developed through publicly available sources for the purposes of this Report.



*44EPR CH5 p159 ESA area – narrowest point – completely choked by layover*

TABLE 5-91 DON VALLEY LAYOVER – POTENTIALLY IMPACTS UTILITIES

| Owner Name | Utility Class | Description | Size | Material | Nearest Street |
|---|---|---|---|---|---|
| Bell | UG - Parallel | Communication Cable | Unknown | Plastic | Don Valley Pkwy |
| Hydro One Tx | OH - Crossing | Conductor (Transmission) | 11kV | Metallic | Bayview Ave |
| Hydro One Tx | UG - Parallel | Conductor (Transmission) | 115kV | Concrete | Prince Edward Viaduct |
| Hydro One Tx | UG - Parallel | Conductor (Transmission) | 0kV | Concrete | Prince Edward Viaduct |
| Trans-Northern | UG - Parallel | Oil Pipeline | 273.1 pipe, 406.4 casing | Metallic | Bloor St E |
| Imperial Oil | UG - Parallel | Oil Pipeline | 273.1mm | Metallic | Bloor St E |
| Sun-Canadian | UG - Parallel | Oil Pipeline | 219.1mm | Metallic | Bloor St E |
| Enbridge Gas | UG - Parallel | Gas | 30" | Steel | Bloor St E |
| City of Toronto | UG - Crossing | Storm Sewer | 1650mm | Concrete | Don Valley Parkway |
| Hydro One Tx | UG - Crossing | Conductor (Transmission) | 115kV | Concrete | Prince Edward Viaduct |
| Hydro One Tx | UG - Parallel | Conductor (Transmission) | 115kV | Concrete | Don Valley Pkwy & Rosedale Valley Rd |
| Hydro One Tx | UG - Parallel | Conductor (Transmission) | 115kV | Concrete | Don Valley Pkwy & Rosedale Valley Rd |
| Hydro One Tx | UG - Parallel | Conductor (Transmission) | 115kV | Concrete | Don Valley Pkwy & Rosedale Valley Rd |





| Owner Name | Utility Class | Description | Size | Material | Nearest Street |
|---|---|---|---|---|---|
| City of Toronto | UG - Crossing | Watermain | 400mm | Cast Iron | Rosedale Valley Rd |
| Hydro One Tx | OH-Crossing | Conductor (Transmission) | 115kV115 | Metallic | Bayview Ave |

Based on the findings of the Phase I ESA, there is the potential for environmental impact to the site, however, in consideration of the proposed design and final use and of the site (i.e., rail layover) these are understood project. Therefore, further investigation through a Phase II ESA is not recommended at this time. If the proposed use or design are to change, then further investigation may be warranted. Please note that this is a project-specific understanding established by Metrolinx.

Refer to Table 5-112 for a summary of mitigation and monitoring measures related to excavated materials, contaminated soil, groundwater management.

*46EPR Ch5 p169*

| Project Component | Project Activities | Potential Effect | Mitigation Measures/Commitments | Monitoring/Future Work Commitments |
|---|---|---|---|---|
| **Construction of Layover/Storage Yard Facilities** | • Site clearing<br>• Excavate soil<br>• Grade and seed<br>• Install OCS foundations at an approximate depth of 5 meters<br>• Construction of infrastructure, access route, and associate fencing<br>• Install building foundation<br>• Construct access roads<br>• Install fencing<br>• Construct buildings<br>• Road paving | • Land use and access disruption Requirement<br>• Nuisance effects from construction activities<br>• Potential temporary road closures | • Further coordination (which may include a series of meetings, discussions, and agreements) with municipalities and property owners will be undertaken during detailed design to finalize design details and minimize any conflicts on adjacent uses.<br>• Select staging/laydown areas in accordance with Metrolinx procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receivers.<br>• Mitigation measures related to potential nuisance effects are outlined in the Visual, EMI/EMF Air Quality and Noise and Vibration commitment tables.<br>• Develop a community notification protocol for Metrolinx review and approval which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any.<br>• Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required.<br>• Provide temporary lighting and wayfinding signs and cues for navigation around the construction site.<br>• Access to businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.<br>• Ensure that proper fencing is erected prior to any earth moving, clearing or construction in order to prevent encroachment.<br>• Develop a Construction Management Plan and Traffic Management Plan prior to construction and circulate to local municipalities/road authorities for review and discussion.<br>• The Lower Don River Trail is to remain open and accessible to the public during the construction of the Don Valley Layover Facility. If the trail cannot remain open, due to public safety reasons, an alternative temporary detour will be provided for the duration of construction. The City of Toronto Parks, Forestry and Recreation Department and Ward Councilors will be notified prior to release of a public notice for construction. Appropriate signage will be placed on site prior to construction. | • Additional consultation during the detailed design and construction phases to ensure that local businesses and properties owners are aware of construction scheduling and that staging options can be developed to minimize impacts to local access and travel patterns to the extent possible.<br>• When applicable, monitoring related to potential nuisance effects are outlined in the Visual, EMI/EMF, Air Quality and Noise and Vibration commitment tables.<br>• Temporary access paths, walkways, cycling routes and fencing should be monitored.<br>• Continuing evaluation of the progress and potential effects of layovers. |
| **GO Station Platforms** | • Footprint impacts | • Property acquisition – | • Specific property requirements will be confirmed during design. Where access | • When applicable, monitoring related to potential nuisance effects are outlined in the |

*47EPR Ch5 p192*

The highest predicted concentrations at the worst-case receptors, under the worst-case meteorological conditions, are summarized in Table 6-7 (baseline scenario) and Table 6-8 (future scenario). The general trend among all contaminants and averaging periods is decreased concentrations at the worst-case receptor in the Future Scenario, relative to the Baseline Scenario. This is due to a projected decrease in emission factors for highway traffic on the Don Valley Parkway (DVP) between the Baseline horizon year (2015) and the Future horizon year (2025) and is unrelated to the Project. The DVP is the dominant source of air contaminant emissions in the study area and dwarfs any effect of the Project. Emissions from the DVP constitute more than 90% of the maximum impacts on the worst affected receptors in the baseline scenario, and generally, more than 80% percent in the future scenario.

*48EPR Ch6 p18*

TABLE 6-10 PROJECTED SITE TRIPS PER SHIFT

| Peak Hour | Shift 1 | Shift 2 | Shift 3 |
|---|---|---|---|
| | 11:00 PM - 07:00 AM | 07:00 AM - 03:00 PM | 03:00 PM - 11:00 PM |
| Regular and On-call Employees Including Management Staff | 10 | 2 | 10 |
| Anticipated Visitors | 1 | 3 | 2 |
| Total Delivery Trucks, One-Way Trips | 3 | 2 | 2 |
| *Total Trips Per Shift* | ***14*** | ***7*** | ***14*** |

*49EPR Ch6 p24*

2020) (Metrolinx, 2016). The Sustainability Strategy addresses climate change through five goals, which are:

- **Goal 1:** Become Climate Resilient – Accelerate and intensify our efforts to implement a climate adaptation and resilience program to manage and mitigate climate change risks.
- **Goal 2:** Reduce Energy Use and Emissions – Adopt processes, programs and technologies that allow us to effectively track, monitor and reduce our energy consumption, and carbon and air emissions.
- **Goal 3:** Integrate Sustainability in our Supply Chain – Minimize the impact associated with the use, extraction, processing, transport, maintenance, and disposal of materials and integrate sustainability criteria into our vendor management decisions. This goal extends to consideration of embodied carbon (i.e., the carbon dioxide emitted during the manufacture, transport and construction of materials, together with end of life emissions).
- **Goal 4:** Minimize Impacts on Ecosystems – Consider the impact of infrastructure and services on ecosystems and ecosystem services and make best efforts to manage, preserve and protect. This includes the consideration of infrastructure projects within the broader context of ecosystems and ecological values, including watershed/stormwater management considerations.
- **Goal 5:** Enhance Community Responsibility – Leverage our significant investment in the region to create a lasting legacy for our communities and work closely with communities to create economic and social value.

*50EPR Ch6 p50*

Each layover/storage yard facility will require significant electrical work to install either a sub-station or new transformer to provide power to the site, which includes significant grounding work. Electrical power will feed low voltage systems, separate from electrification power requirements, including lighting and all communication devices such as cameras and public address systems. For layovers that are not electrified, wayside power will be installed, which are high-voltage systems.

*51EPR Ch7 p27*

Approximately 35 individuals attended the Public Meeting, including 25 who signed-in at the door. The meeting took place at the Evergreen Brickworks, in Toronto. There were 7 comment forms received at the Public Meeting. Staff from the City of Toronto and Evergreen Brickworks also attended the meeting.

Overall, participants were engaged and supportive of GO Expansion. Common questions, comments, and concerns included: anticipated timeline for planned service increases; types of procurement proposed for each project; utilization of the Don Branch and the opportunities to improve access between the Union Station Rail Corridor (USRC) and other GO rail corridors; proposed plans for flood mitigation at the proposed Don Valley Layover site; involvement of non-profits in the Vegetation Removal and Compensation Program; process for tracking vegetation compensations; service integration with other transit service provides; and potential construction impacts due to the proposed Don Valley Layover facility.

*52EPR Ch8 p19*

| | | | | |
|---|---|---|---|---|
| 3 | Via Email | Construction and Facility Siting – Facility Locations | Various concerns about the proposed Don Valley Layover facility including:<br>• Flooding concerns at the Don Valley<br>• Proximity to Environmentally Sensitive Area<br>• Proximity to excising pedestrian trail<br>• Proposed location of access road<br>• Proposed layover location<br>• Future consultation opportunities | We can confirm that this communication has been shared with the New Track and Facilities Transit Project Assessment Process (TPAP) project team. Per your request, please see below and attached for some information on several topics related to the proposed Don Valley Layover that can be shared in any future responses:<br>• Flooding concerns<br>o Metrolinx is undertaking a preliminary stormwater management assessment to identify potential impacts to the Lower Don River and future steps/mitigation measures. Metrolinx is also undertaking the Don Valley Flood Mitigation Study to assess impacts of flooding along the Richmond Hill Corridor within the Don Valley. It is anticipated that design of infrastructure within the Don Valley will consider flood mitigation measures; to be determined during detailed design by Project Co.<br>o Metrolinx is working with the City of Toronto through the TAC process to minimize impacts, including erosion, drainage, stormwater management and flooding.<br>• Environmentally Sensitive Area<br>o Although Metrolinx is not subject to municipal permits and approvals, Metrolinx's policy is to adhere to the intent of the relevant permits and approvals to the extent possible. Metrolinx is in discussions with the City of Toronto through our Technical Advisory Committee to try and minimize impacts to adjacent uses where possible.<br>• Existing pedestrian trail<br>o The designs presented thus far are preliminary and continue to be optimized to minimize impacts to surrounding uses as much as possible.<br>• Access road<br>o Metrolinx is looking to ensure access at all times during construction. Note there night be altered access in some areas for some portions of time during construction.<br>o Metrolinx is working with the City of Toronto through the Technical Advisory Committee process to minimize impacts, including erosion, drainage, stormwater management and flooding.<br>• Proposed layover location<br>o The proposed layover will need to be in proximity to Union Station in order to relieve congestion<br>o After hearing feedback from the URSC community, we are looking to avoid impacts to the USRC corridor<br>• Consultation Opportunities<br>o While public consultation is ongoing during the course of the project, there will be more opportunities for the public to review the proposed layover design at meetings planned later this year. |

*53EPR CH8 p29*

| | | | | |
|---|---|---|---|---|
| 10 | Metrolinx Engage | Construction and Facility Siting – Facility Location | • Concerns about the recently released plans for the Richmond Hill corridor, which included the electrification of a portion of the corridor and a new layover facility at the Don Valley, and the impact of this proposed facility on VIA's plans to implement its High-Frequency Rail project, linking Toronto, Ottawa, Montreal, and Quebec City by restoring service to a previously abandoned corridor, separate from the current Lakeshore Line.<br>• VIA's project is expected to use the Don Subdivision to connect between Union Station and the current CP tracks, but the new GO plans show the Don Sub track being taken over for a layover siding, making no provision for through service by VIA.<br>• Removing this connection for the sake of a single-track layover facility is very shortsighted - HFR is a project of national importance, and every effort should be taken for GO and VIA to work together to support rail transit collectively in Ontario and Canada. | • The proposed Don Valley Layover Facility will be utilizing the Don Branch, which is currently owned by Metrolinx but has no service running on it. This Don Valley Layover site is essential for Metrolinx's operations as it will allow trains to quickly and efficiently drop passengers at Union Station and allow for improved movement and reduced congestion. The site is ideally located in proximity of Union Station to allow for off-peak train storage on Metrolinx's existing property. In addition to this the train services on the Don Branch are limited by the level of rehabilitation required to restore the historic Half Mile Bridge (over Bayview Ave, Bala Subdivision, Don River, and Don Valley Parkway).<br>• Subsequent to design funding by the Canada Infrastructure Bank, a Joint Project Office (JPO) is being established in 2020 to progress the design and cost estimates for VIA Rail's High Frequency Rail proposal. Metrolinx and VIA Rail are working together on this matter and will seek to maximize the public benefit of infrastructure investments. Metrolinx has shared its plans for the Don Valley Layover and the New Track and Facilities TPAP Project with all Federal Railway agencies, including VIA Rail, as part of the TPAP consultation efforts. We will continue to work with VIA Rail and the Canada Infrastructure Bank as they advance their planning and detailed design for High Frequency Rail.<br>• As a Provincial agency, Metrolinx strives to engage all its stakeholders to ensure projects are completed to the satisfaction of its customers and the residents of Ontario. We appreciate the feedback and commentary from the public and encourage this positive dialogue. |

**Don Valley Layover Facility:** Participants wanted to know if the plans for the Don Valley layover facility would interfere with VIA Rail's proposal for High Frequency Rail.

*55EPR Ch8 p37*

Metrolinx presented an overview of potential impacts at the revised Don Valley Layover configuration, which included a detailed summary of stormwater management constraints/challenges, utility constraints/challenges, and wetland impact mitigation. TRCA staff expressed concerns about the proposed Don Valley Layover site as the design is within the 5-10 year storm range, which is considered a frequent flood area. Metrolinx then presented an update on the Unionville Storage Yard site. Metrolinx also noted that commitment language for Slope Stability Analysis will be included in the Final Environmental Project Report (EPR) to ensure that the Analysis is conducted during detailed design.

*56EPR Ch8 p58*

The City expressed concerns regarding the proposed Don Valley (formerly Riverdale) Layover site which included: existence of floods along the proposed Don Valley Layover site, to which Metrolinx responded that teams are aware of the issue and will be receiving comments from TRCA regarding this matter. Existence of at least three pipelines which require specific setbacks, to which Metrolinx confirmed that consultation with Oil and Gas companies will take place. The City also noted some concerns with the access road. There is a point where the access road is parallel to a very narrow trail, which is extremely close to the Don River. The City added that there are gas pipes that run down the middle of the trail. Metrolinx noted this and stated that they would coordinate further with the City on this matter.

*57EPR Ch8 p67*

City of Toronto staff expressed various concerns regarding the Don Valley Layover, which included that Metrolinx will be required to finance and build the access road needed to provide HONI access; the existing gravel path to the HONI substation is not an access road (i.e. lacks sufficient base) and agreements with the City will be needed to use it. Therefore, everything south of the HONI substation would be considered a new road which will require Metrolinx to acquire more property. The City added that access to the Prince Edward Viaduct must be maintained and therefore there are concerns that this layover facility will cut off access to one or more piers. Additionally, the City mentioned that it was not sure about the ownership of the area beneath the viaduct and there are concerns with adding more impervious areas to the Lower Don Environmentally Sensitive Area (ESA). Overview of impacts from the viaduct must be considered. The layover site is in a very visible area so there must be aesthetic considerations for the proposed buildings. The City advised care planning is required in this area.

*58EPR CH8 p67*

**Concerns on the Proposed Don Valley Layover Location**

The City expressed disagreement with Metrolinx regarding the identified site for the proposed Don Valley site location. Amongst the reasons behind the City's stance are the City's Official Plan does not permit this type of infrastructure on the identified site; the new configuration has moved several facilities been onto the City of Toronto and TRCA lands and thus will have impacts on their properties; the City sees the proposed facility as more than train storage; concerns that Metrolinx has not assessed other site options for the Don Valley layover location; and the identified site is within an Environmentally Sensitive Area (ESA). Furthermore, the City requested the following from Metrolinx: identify properties affected by project plans due to encroachment temporary measures to facilitate productive discussions with applicable stakeholders; further examine possible mitigation measures to reduce impacts to non-Metrolinx property; and further examine other site options that do not involve placing the Don Valley layover within an ESA.

*59EPR Ch8 p68*

Metrolinx clarified that north of Bloor Street is not within an Environmentally Sensitive Area (ESA). Shifting the facility to these lands would benefit the site plan approval process. City of Toronto responded that the area still parkland, so complications are not eliminated completely. City of Toronto inquired if there is a possibility for rehabbed tracks to the south to be used for the proposed Don Valley Layover. Metrolinx responded that this option was studied early in the RCD process, but was it did not meet desired service levels. Gannet Fleming provided an overview of Options 1 and 2 for Don Valley Layover and noted that only the linear storage option will be shown to the public at upcoming public meetings. City of Toronto inquired about what will happen if a pipeline breaches during construction. Metrolinx responded that there's a depth of cover requirement and monitoring will be required. The City then noted that City staff will need to complete a utility review and requested drawings that show utilities more clearly. The City also inquired whether emergency vehicles would be able to make all required turning movements using the revised configuration. Metrolinx noted that emergency vehicle turning movements are to be confirmed. The City expressed concern with regard to proposed retaining wall in the Don Valley Layover location as clear sight lines were key design consideration for the Belleville Underpass. Metrolinx responded that visual impacts will be further examined once the final design is confirmed. Finally, the City requested Metrolinx to provide information on the feasibility of using rehabilitated tracks between Riverdale and Queen St as the layover. Metrolinx noted that project team will conduct options analysis using the City's recommendation.

*60EPR CH8 p69*

| | | | | | |
|---|---|---|---|---|---|
| | | | | | We will keep you updated should the Councilors request a briefing from Metrolinx. |
| 12 | Via Email | City of Toronto | Rail Operations | The proposed design includes a single rail access point for the layover facility, posing a risk for a single point of failure. Has this risk been assessed? What measures are proposed to reduce the risk of a potential single point of failure? | A risk assessment for a single rail access point has not yet been completed at this stage of the design process. Metrolinx is working to determine the feasibility of the layover facility at this location from various perspectives (civil requirements, environmental constraints, etc.). Since the Don Valley layover is located in the end of the corridor, no rail access is required at the 'end of the tracks'. However, this should be further evaluated in future design stages by future Project Co. |
| 13 | Via Email | City of Toronto | Floodplain Impacts | The project area is within a floodplain. What specific provisions are being made to address this risk? | Ongoing consultation efforts have been made with respect to the TRCA. A preliminary Stormwater Management report will be completed with hydrological analysis to provide mitigation recommendations. This includes updating the drainage areas, flows, and volume/quantity using the rational method (IDF curves). |
| 14 | Via Email | City of Toronto | Rail Operations | During the TAC#2 meeting, Metrolinx advised that layover facility is intended for Daytime storage only but could expand to Overnight use in future. What would be the consequences, e.g. lighting, noise, etc.? What measures have been considered to address these impacts? | Although only daytime storage is anticipated at this time, the impact assessment component of the TPAP will assume nighttime storage to present and consider "worst-case' impacts. |
| 15 | Via Email | City of Toronto | Spill Prevention & Response | Three "MP40PH-3C" Locomotives, each containing 1,850 US gal. of diesel is equivalent to 120+ drum tank farm. Therefore, there is a risk of contamination within the floodplain of an Environmentally Sensitive Area (ESA). What specific provisions will be implemented to address contamination (e.g. dikes and underlayment)? | There are several potential mitigation measures that could be suggested to address this situation. However, Metrolinx is only carrying out a 10% design of the layover facility. Efforts will be made to implement specific standards/mitigation measures to be carried out by Project Co. |
| 16 | Via Email | City of Toronto | Floodplain Impacts | The project will result in an electrical substation located in a flood plain. Please detail what measures are being designed/implemented to protect the site from potential flooding. | There are several potential mitigation measures that could be suggested to address this situation. However, Metrolinx is only carrying out a 10% design of the layover facility. Efforts will be made to implement specific standards/mitigation measures to be carried out by Project Co. |
| 17 | Via Email | City of Toronto | Site Access | The access road to the facility would be considered a dead-end road by the CoT, therefore, requires an emergency vehicle turnaround to be included in the road design (e.g. bulb). This is currently not shown in any of the plans. Please detail how an emergency vehicle turn around will be provided. | An emergency turnaround will be provided within the roadway network adjacent to the facility buildings. This specific detail will be included as a commitment for future Project Co, to carry forward as the design progresses. |
| 18 | Via Email | City of Toronto | Facility Maintenance | Salt spray from the Prince Edward Viaduct above the proposed facility has the potential to impact the overhead equipment and buildings. Has this been considered? What provisions have been included to address this impact? | Comment received. This will be address in future design stages by future Project Co, and included as a commitment to be addressed. |
| 19 | Via Email | City of Toronto | Spill Prevention & Response | Emergency generators on site would contain diesel in their day tank. What spill containment strategies will be implemented (e.g. dikes, underlayment) given that the site is within the floodplain of an ESA? | There are several potential mitigation measures that could be suggested to address this situation. However, Metrolinx is only carrying out a 10% design of the layover facility. Efforts will be made to implement specific standards/mitigation measures to be carried out by Project Co. |
| 20 | Via Email | City of Toronto | Site Access | The existing gravel road to the HONI substation is approx. 6m wide from the Cloverleaf (at DVP-Bayview ramps) south to the substation. This road is in poor condition and lacks a sufficient base, therefore Metrolinx would be required to construct a new road that provides both access to the HONI substation and the layover facility. The new access road needs to comply with CoT standards. Please provide a cross section of the access road, detailing shoulders, pavement, and ROW dimensions. | The detail design of the access road will be completed by Project Co. A commitment will be included within the PSOS to have their design reviewed by the City, once available. |
| 21 | Via Email | City of Toronto | Facility Maintenance | On-site diesel generators will presumably need to be tested monthly. This will generate a smoke plume that may be visible to traffic on the Prince Edward viaduct, which could be a | Further consideration is needed on the possible extent of any plume resulting from diesel generator testing. If plumes are expected based on the equipment to be used, mitigation measures will be included within the EPR to address impacts. This may include commitments for Project Co, such is performing testing only under certain weather conditions or only after the City |

*61EPR Ch8 p76*

### 8.2.6.2 West Don Lands Committee

Metrolinx received a correspondence from the West Don Land Committee on March 8, 2020 with multiple concerns about the proposed Don Valley Layover. These concerns included: potential impacts on the natural recreation area within proximity of the proposed layover location; potential impacts on natural designated areas (i.e., Environmentally Significant Area; Ravine and Natural Features Protection Area; TRCA Regulatory Area); potential impacts on the Lower Don Trail due to the proposed access route; and potential impacts of the proposed service road on the existing vegetation, Don Valley wall, and trail overpass.

Metrolinx organized a phone call on June 25, 2020, with members of the West Don Land Committee to discuss their concerns and to provide an update of the proposed facility. However, Metrolinx was unable to provide an update as the environmental studies were still underway and results were not available yet. A second phone call took place on July 6, 2020, to reassure Committee members that the information was forthcoming and to provide an update on when to expect the second round of public consultation. At that time, Metrolinx was unable to provide a specific date as to when the public consultation round two was going to take place as the date has not been finalized.

Metrolinx provided a detailed response on July 17, 2020 to each concern the Committee shared between March 8, 2020, and July 6, 2020. This response included an update on when the Notice of Commencement is expected to be issued and where to find more information on the upcoming round of public consultation. Refer to Table 8-13 and **Appendix P12** for the full response.

*62EPR Ch8 p98*

| | | | |
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| West Don Lands Committee | Pre-Planning – Round 1 Consultation | 1. This is a significant intervention in a natural recreation area that has been a focus of community attention for more than thirty years. While the idea of layover for GO trains in a stretch of unused track near Union Station seems relatively benign, the proposal, on closer examination contemplates much more than that. I would ask that Metrolinx create a Community Consultation Group of people active in restoring and stewarding these parklands to review, advise and comment on the project.<br>2. The Layover facility includes major new building and facilities within a natural area with the following designations: Environmentally Significant Area; Ravine and Natural Features Protection area; TRCA Regulation area adjacent and adjoining the regulatory floodplain of the Don River; Natural Heritage System.<br>3. The Access route proposed by Metrolinx runs adjacent to and overlapping The Lower Don Trail, which is the second most heavily used trail in Toronto, with thousands of regular trips per day. It is unclear how the Access Route will be constructed and used to work sympathetically with the Trail. This is a matter that the Community Consultation Group and local Councillor should be consulted extensively on.<br>4. The construction of a service road next to the Belleville Sub seemingly will entail extensive landfill and vegetation removal along the Don Valley wall, extending from the trail overpass in the south, under the viaduct and up to the vicinity of the unused rail bridge at the north end. It is unclear why this is necessary to service a layover stretch of track when active trains, not layovers, have used this track for decades without need for such a road. It poses the potential of a major environmental detriment to the natural features of the Don Valley, and needs to be justified, and ameliorated, to the community's understanding. It must be recognized that this valley wall is the resting and recharge area for, among others, deer, foxes, coyotes, American redstarts and numerous other locally significant flora and fauna. Changes to the valley wall must enhance, not destroy, local habitat in a manner that is demonstrable to naturalists, foresters and ecologists. | 1. A member of the Community Relations team will be getting in touch with you soon to schedule a meeting. Please note that due to the COVID-19 events, the event will most likely be scheduled to occur virtually via an online meeting platform.<br>2. Metrolinx is aware of these land use designations and our proposal to site a layover facility in this location was carefully considered. Union Station is currently a bottleneck in the GO network. By situating a layover site on the Metrolinx-owned Don Branch, trains will be able to quickly and efficiently drop passengers at Union Station, which allows for improved movement and reduced congestion. The site is ideally located relative to Union Station to achieve these goals. Furthermore, Non-track facilities are proposed to be located outside of the City's designated Environmentally Significant Area.<br>○ More broadly speaking, the Don Valley layover is fundamental in achieving the GO Expansion service level targets. GO Expansion is one component of the ongoing provincial investment in public transit that includes Light Rail Transit (LRT), subway, and bus projects across the Greater Toronto and Hamilton Area (GTHA). Once complete, GO Expansion will transform GO Rail from a commuter focused rail system to the backbone of the GTHA's Frequent Rapid Transit Network.<br>○ The more efficient rail network GO Expansion hopes to achieve through infrastructure such as the Don Valley layover will reduce the environmental impact of each train trip and provide faster, more frequent services that will attract new passengers and reduce the number of auto trips in the region – further reducing pollution and emissions.<br>○ The proposed footprint of the Don Valley layover facility has been designed to make use of pre-disturbed areas to the extent possible. As a result, only relatively minor permanent removal and disruption of natural features is anticipated. Mitigation for these removals will occur in accordance with the Metrolinx Vegetation Removal and Compensation Program. More information on this program can be found here: https://www.metrolinxengage.com/sites/default/files/info_sheet_3_-_vegetation_-_final.pdf<br>○ The vegetation communities impacted by the Don Valley layover are edge habitats of cultural meadow vegetation communities, heavily influenced by the man-made environment. The proposed removals are not anticipated to result in significant disruptions to the ecological functioning of the designated Environmentally Sensitive Area.<br>○ The TRCA administers certain regulations and may issue a permit for alteration, fill or erection of structures in, or on, hazard lands such as floodplains if, in their opinion, the control of flooding, erosion, and the conservation of land will not be adversely affected by the proposed works (among other factors). Metrolinx has been working with the TRCA and will continue to communicate throughout the future design and construction phases for the Project.<br>3. Metrolinx is working closely with the City of Toronto to ensure users will be able to continue using the existing trail; however, the setting/experience may change due to the visual and noise impacts associated with the proposed works and increase in train service.<br>○ A temporary fence will be used during construction to separate trail users from the active work zone. This fence may result in short-term impacts to the trail, such as temporary reductions in width; however, at no time will the trail be permanently closed. The extent and duration of any short-term trail closures or impacts has yet to be determined.<br>○ Metrolinx is conducting a Land Use and Socioeconomic Impact Assessment study to assess potential effects the Don Valley layover may have on the sensitive facilities within 100 metres of the rail corridor, this includes the existing Lower Don multi-use trail. |

*63EPR Ch8 p104*

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| 14 | Greenbelt Plan | City Planning has significant concerns with impacts, mitigation/compensation strategies and policy directions, as well as overall feasibility and the approach to public and local Councillor communication on this facility in such a prominent location.<br>There is risk to entire project if this facility does not comply with City policy (and will not be able to get site plan approval or servicing connections) or is not feasible to construct.<br>Conflict with existing land use and zoning policies is not something to be resolved through detailed design. These are issues that must be evaluated at the TPAP stage. | Metrolinx as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements. Metrolinx will engage with municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.<br><br>Metrolinx has provided project briefing materials to the Councilors and also met with some Councilors with the wards located within the Don Valley Layover project boundary. Metrolinx will also be sending another set of briefing materials to update these individuals on the project progress and status. Metrolinx will continue to consider any concerns raised by the Councilors. |
| 15 | Greenbelt Plan | Address analysis for Policy 3.2.6 External Connections. DVL buildings, access and SWM requirements will reduce the extent of vegetation near the Don River and will reduce the ability of native plants and animals to use the valley system and may impact on movement corridors. | The Impact Assessment report recognized and addressed vegetation removals and committed to mitigation/compensation in accordance with Metrolinx's Vegetation Management Guidelines. Effects on animals due to vegetation loss from buildings and stormwater management requirements have also been assessed as a low to negligible impact, given the presence of an existing access road and the former laydown area lacking vegetation cover. Potential effects on the valley's function as a wildlife movement corridor is anticipated to be negligible due to the relatively broad width of the valley floor in this location and the presence of an existing access road, a rail bridge over the Don River, and fencing bordering the inactive rail corridor. The position of the proposed layover to one side of the valley along an existing rail bed and adjacent to the Don Valley Parkway means the core of the valley floor and its connection to the Don River will remain intact and available for wildlife movement. |
| Chapter 3 | | | |

*64EPR Ch8 p150*

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| 27 | 3 Detailed Project Description | • Feasibility studies - Don Valley facility buildings: The 7 criteria listed should have led to the conclusion that the site has significant issues that may not be able to be resolved. Please provide the detailed analysis for this site and the other locations considered. | This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. |
| | 3.3.2 Siting of Layover Facilities<br>page 141 of pdf | a. "Consideration of the proximity to existing utilities": We understand that there are significant issues with servicing and flooding."<br>b. "Property suitability to satisfy minimum size requirements": Typically for development this analysis includes establishing realistic footprints in consideration of existing conditions, setbacks, landscape requirements, heritage adjacency factors, that would limit the site coverage area that can be achieved. A thorough analysis would not lead to the Don Valley service buildings being located where it is proposed. | Though Metrolinx has considered other locations for the layover, it is not necessary for the EPR to provide detailed analysis for this site and the other considered locations to fulfill the requirements of the Transit Project Regulation.<br>This location has been identified to meet project requirements. The layover is proposed in this location to ensure efficient movement of trains and reduce the bottleneck at Union station. |
| 28 | 3 Detailed Project Description<br><br>3.3.2 Siting of Layover Facilities<br>page 141 of pdf | • Feasibility studies - Don Valley facility buildings:<br>a. These criteria do not allow for the evaluation of what could be termed 'Unique Site Conditions' and is therefore not a complete list of criteria that should be used to identify facility locations. The risk assessment should include items such as the unusual site location within a significant natural heritage system and cultural network, adjacency to treasured heritage views as well as unusual flood plain issues. These should be evaluated as major impediments to the appropriateness of this site for a service facility. From an urban design and public outrage perspective, it is the worst location to have chosen for these buildings - it is from the large gap in the feasibility criteria.<br>b. It is noted as per heritage staff comments that the draft CHAR states that the proposed plan to introduce a layover facilities site under PEV bridge should be reconsidered and moved to another location. | a. This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. The criteria presented within the EPR are what Metrolinx as the Proponent consider appropriate to achieve the objectives of the Project, as described within statement of purpose, and fulfills the requirements of the regulation.<br>b. Please be advised that the Impact Assessment Reporting that was made available for comment was provided in draft form and will be updated prior to finalization. |
| 29 | 3 Detailed Project Description<br><br>3.3.2 Siting of Layover Facilities<br>page 141 of pdf | Feasibility studies - Don Valley facility buildings:<br><br>It is noted that as per Heritage staff comment on CHAR, HIAs should be committed to be completed during TPAP for 10/06 properties (identified PHPPSs) and for 9/06 properties (identified PHPs) to ensure sufficient mitigation measures and alternative options are considered prior to detailed design phase. | Acknowledged. |

*65EPR Ch8 p151*

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| 37 | Sections 4.7.3.2 -4.7.3.5 (PDF page 346+) | Sections on existing and planned land uses should address agreement with Evergreen, Parks and Public Realm Plan (Downtown Secondary Plan) and other initiatives. The lower Don River Valley is undergoing significant public and private investments as a major public open space with trail connections linking the valley to the many diverse neighbouring communities and a regional park destination and link between the waterfront and the Don Valley system. Examples include Corktown Common, Don Mouth Naturalization, East Harbour, Wascatonache, Riverfront Ribbon (Evergreen) including realignment of rail corridors to east side of the river. Increasing numbers of people will be using this trail system. The existing and planned land uses need to include the PFR Master Plan and other relevant directions or planned capital works.<br><br>PF&R has a minimum 5 year license agreement with Evergreen to support activities such as public programming and temporary art installations. One of the areas included in the agreement is below the viaduct. | The City's agreement with Evergreen Brickworks has been referred to within Section 5.6.1.1.2 of the Land Use and Socio-Economic Impact Assessment Report (see **Appendix D2**). Toronto's PFR Master Plan and other relevant documents that were used to complete the assessment of potential land use and socio-economic impacts are identified within Table 0-1 of the Impact Assessment report. |
| 38 | Sections 4.7.3.2 -4.7.3.5 (PDF page 346+) - and 5.20.3.1 Potential Effects & Mitigation Measures: Don Valley Layover Facility (specific reference p. 492 PDF) | EPR should demonstrate that other alternatives have been explored for feasibility.<br><br>Utilities or services may be located within, or cross the floodplain, including a) transportation and above-ground utilities, which may be permitted only to cross the floodplain if there is no reasonable alternative (OP 3.4.7). | This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.<br><br>It is not necessary for the EPR to demonstrate that other locations have been explored for feasibility to fulfill the requirements of the Transit Project Regulation. |

*66EPR Ch8 p152*

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| 74 | 8.1 Consultation and Engagement Strategy (p. 634) and 3.3.2 Siting of New Layover Facility & Storage Yard Locations (p. 141 PDF) | Were other locations for the layover considered for service to Barrie and Milton corridors and have any of them been explained to the public and stakeholders? | This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project. As such, no layover locations have been presented to the public or stakeholders aside from those which Metrolinx is seeking approval for. |

*67EPR Ch8 p157*

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| 105 | Appendix E<br>Don Valley Layover<br>page 94, Figure 4-29 | • Due to the iconic heritage value and natural context of this site, views from the trail should be considered in the assessments. City Planning has concerns with the EPR analysis and impacts which are detailed under separate cover.<br>• Additional consultation with the City is required to develop the design standards required for buildings, screening, and landscaping. | Acknowledged. Mitigation measures include continued consultation with the City of Toronto through future project phases. |
| 106 | D Appendix E<br>on Valley Layover<br>page 94, Figure 4-29 | • This is not an appropriate location for the facility given the importance of the park space and the iconic heritage bridge.<br>• Please provide feasibility studies for alternative locations that were reviewed.<br>• If this proves to be the only feasible location, the buildings and parking lot should be located to minimize visual impact as viewed from the trail. Subject to further Heritage staff recommendations. | This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The Transit Projects Regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.<br>The conceptual design for the Don Valley layover facility has been revised from what was presented in the draft EPR following consultation with the City of Toronto and Metrolinx looks forward to continued consultation with the City of Toronto during future project phases. |
| 107 | Appendix E<br>Don Valley Layover<br>page 94, Figure 4-29 | • Include the following design mitigation measures:<br>o Minimize footprint of the facility and maximize distance to the trail; locate all equipment to be concealed from view;<br>o Locate the facility out of view to the bridge so that they are not seen adjacent to each other;<br>o Provide a generous landscape buffer around the facility site for screening;<br>o Provide high quality architecture and landscape design of all elements; organize mechanical equipment, doors, windows;<br>o Respond to public art potential for the trail in recognition of the existing Don River Valley Public Art Plan;<br>o As buildings and grounds will be visible from above, provide a green roof and artful landscape design;<br>o Adhere to Toronto Green Standards;<br>o A landscape architect and architect must be on the design from preliminary site layout to end;<br>o All the above to the satisfaction of Heritage/Urban Design and Parks staff<br>All of the above should also be included in the Output Specifications. | 1. To the extent possible, Metrolinx will aim to minimize the facility footprint, maximize distance to the trail. This will be revisited during detailed design. Discussion has been added to the EPR.<br>2. Given the location of the layover facility, Metrolinx' objective is to minimize visual impacts to the extent possible; however, it would be challenging to keep it out of view from the bridge.<br>3. Metrolinx will aim to provide a landscape buffer around the facility to the extent possible to minimize visual impacts.<br>4. The layover facility will adhere to Metrolinx design guidelines for layover facilities. Metrolinx will consider the park setting to minimize visual impacts as required.<br>5. Any initiative relating to public art will be a City of Toronto responsibility. Metrolinx will address landscape design but not public art.<br>6. Metrolinx can work to meet the intent of the City of Toronto Green Standards as required.<br>7. The requirement for an architect and landscape architect will be provided as a commitment in the EPR; however, the design of the layover will be in accordance with the Metrolinx design guidelines for layover facilities.<br>8. The design of the layover can be shared with the City for staff information through the Transit Expansion Office once available.<br>The above will be included as commitments in the EPR. Metrolinx will be required to meet these commitments as per applicable law. |

*68EPR Ch8 p160*

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| | | | | included in the PSOS document. | | |
| A3 | EPR (April 2020) & Don Valley Layover Site Plan (May 4, 2020)<br>Section 3.3.2 | Siting of New Layover Facility Locations | TRCA's infrastructure policies seek to first avoid, then mitigate, natural hazards where possible. Infrastructure should avoid locating within the Natural System and be situated at appropriate locations to avoid natural hazards. TRCA staff have expressed in previous meetings that the proposed site of the layover facility in the Don Valley should be avoided due to regular flooding and impacts to ecological function. Whether other locations outside of the floodplain have been considered is not clear in the EPR Document.<br><br>Additionally, the EPR has not sufficiently demonstrated that all feasible alternative sites have been explored since the siting of layover facilities only considered operation and constructability factors in the selection criteria and did not consider flooding hazards associated with this location. In line with TRCAs The Living City Policies, development associated with new or expanded infrastructure must demonstrate that all feasible alternative sites have been explored through the environmental assessment process. It has not been demonstrated that all feasible alternative sites were explored, as the EPR documents that only one site was considered for the layover. Given that this area of the Don Valley frequently floods, TRCA staff do not consider this site to be appropriate for a layover facility and other sites and technologies should be examined.<br>(Previous comment no.: 1) | Metrolinx has regard for the TRCA Living Cities Policy; however, it is not necessary to demonstrate within the EPR that all feasible alternative sites have been explored to fulfill the requirements of the Transit Projects Regulation.<br>This project is proceeding under Ontario Regulation 231/08 (the Transit Projects Regulation). The regulation does not require proponents to look at the rationale and planning alternatives or alternative solutions to public transit, or the rationale and planning alternatives or alternative solutions to the particular transit project.<br>Nonetheless, Metrolinx has worked with TRCA throughout the pre-planning phase of the TPAP to address TRCA's concerns to the extent feasible, including but not limited to revising the Don Valley Layover configuration to reduce natural hazard impacts. The Final EPR will document the results of these currently ongoing discussion and | TRCA infrastructure policies require avoidance to be demonstrated as a part of the strategy for reducing impacts to the natural heritage system. It has not been demonstrated that locations for facilities avoiding the natural heritage system have been assessed. However, it appears that minimization, mitigation and/or compensation are the only available avenues for reducing ecological impacts as a part of this process. Although Metrolinx is aiming to satisfy the Transit Projects Regulation, political and community interest in this project is high, and it would be beneficial to provide an explanation as to what other locations were considered and why these sites were selected as the preferred. | This comment is acknowledged and Metrolinx considered several options for the proposed siting of this layover facility; however, the currently proposed location remains preferred due to the following:<br>The site is within close proximity to Union Station.<br>The site has existing tracks from previous train operations; therefore, no additional tracks will be required.<br>Metrolinx owns the Don Branch rail corridor; therefore, a portion of the proposed site is owned by Metrolinx.<br>The site is large enough to accommodate the required infrastructure for train storage.<br>The facility is easily accessible by emergency respondents and permanent staff.<br>The Bala subdivision, which runs along the west bank of the Don River was previously considered as an alternative site for the layover; however, the alignment is not conducive to storing 3 trains and additional property would be required for the layover buildings. The additional property requirements would impact areas directly adjacent to the tracks. |

*69EPR Ch8 p173*

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| A19 | EPR (April 2020)<br>Section 3.13.2 | Construction Staging Areas | TRCA will prefer that prior to selection of construction access routes and staging areas, that we be contacted to discuss options. Our preference is to select areas that do not have existing erosion or flood hazards for any staging or access areas. TRCA property should also be avoided.<br>(Previous comment no.: 17) | Acknowledged. Sections 3.13.1, 3.13.2, 7.1 and 7.2 have been updated to state that the Construction Management Plan(s) will be made available to local municipalities and conservation authorities prior to implementation. | Details on this comment deferred to detailed design. | This is acknowledged. Thank you. |
| A20 | Don Valley Layover Site | Permanent | The revised May 2020 design drawings indicate that permanent erosion and | Preliminary discussion regarding | The Summary of Mitigation and monitoring | Discussions related to permanent ESCs are |

*70EPR Ch8 p179*

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| A29 | Natural Environment Impact Assessment Report (April 2020) | Importance of NHS | We disagree with the statement made in the Natural Heritage Impact Assessment indicating that the natural heritage impacts in the Don River layover area are low due to the low quality and anthropogenic character of the terrestrial environment. It should be noted that within a highly urbanized context these communities have a greater significance and value than they would in a less urban landscape. Additionally, this community is fairly mature and is providing additional habitat buffering to the adjacent road. While this may not impact the project's viability, its importance based on landscape level considerations should be considered and a compensation strategy will be required that reflects the increased importance of anthropogenic urban ecological communities. Please update the report accordingly to reflect the important functions of this NHS.<br>(Previous comment no.: 27) | Given the presence of an existing active rail corridor and the works primarily occurring along an existing access road and an abandoned rail line, potential effects to the adjacent natural system occurring beyond the rail ROW are anticipated to be negligible and mostly confined to edge effects. The potential impact to natural heritage features, in particular the removal of vegetation (where required) and the creation of "edge effects" has been recognized and will be addressed/compensated for in accordance with Metrolinx's Vegetation Management Guidelines. The recognition of increased importance has not been agreed to. | Metrolinx response indicates that they do not agree that the NHS within the Don Valley in this location is of greater significance than has been reflected in the reports. The Don Valley must not be measured against the suite of ecological functions associated with less urban natural heritage systems. The nearest NHS communities to the subject site, not directly associated with the Don Valley are the Humber River valley, approximately 10 km to the west and the Taylor Massey Creek valley approximately 6 km to the north-east. Due to the complete lack of any natural heritage features with any proximity to the subject site, Ecology staff are of the opinion that the report has not thoroughly assessed the impacts based on the landscape matrix as it does not recognize the increased importance of the ecological functions of the Don Valley related to otherwise vastly limited ecological opportunities of the urban landscape. This landscape level analysis is an effective tool as it relates to siting and avoidance of ecological impacts. While TRCA infrastructure policies require avoidance to be demonstrated as a part of the strategy for reducing impacts to the natural heritage system, TRCA staff acknowledge that Metrolinx processes do not require this. It has not been demonstrated that locations for facilities avoiding the natural heritage system have been assessed. However, TRCA staff accept that minimization, mitigation and/or compensation are the only available avenues for reducing ecological impacts. As such, the consideration around landscape level | Metrolinx believes the Natural Environment Impact Assessment Report accurately reflects the sensitivity of the Don Valley and the proposed layover site in particular.<br>The RCD has been developed to minimize ecological impacts to the extent feasible by utilizing existing infrastructure assets, such as the existing access road and inactive Don Branch track. The proposed location at the foot of the Prince Edward Viaduct is also largely clear of vegetation as a result of past maintenance activities on the structure.<br>Metrolinx will continue to consult TRCA to further develop mitigation and compensation (if required), particularly as it relates to the development of the Landscaping and Restoration Plan. |

*71EPR CH8 p182*

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| 11 | Metrolinx Engage (Feedback Form) | Construction and Facility Siting – Facility Locations | 1. Do you have any questions or comments about this project that you would like clarified? :<br><br>Regarding the Don Valley Layover Facility, the area where this is to be built has over the last 40 -50 years regenerated into an urban woodlands, and is home to many species, why destroy this natural area, to service a few trains. The right-of-way that was originally used by the CPR, to access Union Station, is still visible and could be rehabilitated, then the facility could be moved further along the spur to Leaside, with road access from Readway Road. This area is already used for railway purposes by CP, and adding a service facility for GO trains, would fit in much better there.<br><br>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?<br><br>Again, with the Don Valley Layover Facility, the construction of a plinth, held up by a massive retaining wall will ruin this area that has been turned into a linear park. The visual assault on one of Toronto's heritage bridges, as well as damage to the parkland, and urban forest can not be mitigated by your current plans. At this location, the only way to assure flood protection, is to build a raised platform, the same height as the rail bed, the damage caused by this construction will take this site back to its industrial past.<br><br>3. Any other comments or advice you would like to share with the team?<br><br>I still see the most practical solution, besides abandoning the Layover Facility entirely, would be to continue along that same spur, to Leaside, to the former industrial site that was part of Crothers Equipment, there seems to be a perfect spot to the west of the Loblaws parking lot. By moving the location, all the regenerated forest in the valley would be saved, except the ones growing directly on the rail bed. If this project does need to go ahead, maybe some compromise would be in order. In order of preference here is a list of my hopes for the proposed Layover Facility in the Don Valley. 1, Abandon the project, use existing facilities. 2-Move the facility to Leaside, further along the same rail line. 3- If built at the proposed location, use only the existing track bed, don't develop the entire length to allow a road to run the length of parked trains, move the trains to pass a central service point, that service point ONLY, should be on a track level raised platform, support buildings should be on lower platforms, and have as small a footprint as possible. 4- If no other solutions or compromises are available, offer the residents of the city something in return, develop the old rail bed, including the "half mile bridge" into a trail, that would link Millwood Road, and the Don Valley Linear Park. It really wouldn't take much effort, removing the overgrowth on the rail bed, and removing the rails, rehabilitating the bridge might be the most involved part of the endeavor. | Greetings,<br><br>Thank you for sharing your thoughts with us on the Don Valley Layover, which is proposed within the City of Toronto as part of the New Track and Facilities TPAP.<br><br>The proposed location for Don Valley Layover was selected in consultation with the public and other stakeholders, and after completing a number of studies to assess potential impacts to the environment. The design has been revised since the second round of public consultation to reflect stakeholder feedback. Changes have been made to the site plan to relocate the buildings to a higher elevation to further floodproof the facility, and shift building facilities away from the Lower Don Trail. A layover at this location is needed to reduce congestion at Union Station, which is a bottle-neck in the GO network. The proposed site is a feasible location that will enable Metrolinx to achieve GO Expansion service targets that will result in greatly expanded transit opportunities for riders across the Greater Toronto and Hamilton Area.<br><br>The proposed Don Valley Layover has been designed to make use of Metrolinx property and existing infrastructure assets to the extent feasible. Specifically, access to the site will be through an existing access used by the City of Toronto and others, and trains will be stored linearly on existing tracks. These steps, coupled with a layover that accommodates the minimum servicing requirements, results in a facility with the smallest possible footprint.<br><br>A Design Excellence process and urban design review will be completed during future project phases to integrate new infrastructure into the existing environment and reduce the extent of visual impacts, where possible. This may be accomplished through visual screening measures such as retaining walls, fencing, use of locally-sourced or significant building materials, and/or vegetative buffers, where feasible and suitable with surrounding land uses. A Draft Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Draft Visual Impact Assessment Report can be accessed here:<br>https://www.metrolinxengage.com/sites/default/files/new_track_facilities_visual_impact_assessment_report_draft.pdf<br><br>Thank you again for contacting us, your participation and feedback is an important part of our work. We look forward to your continued involvement with the Project.<br><br>Sincerely,<br>Metrolinx GO Expansion Team |

| | Source | Issue Category | Question/ Comment | Response Summary |
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| 20 | Metrolinx Engage (Feedback Form) | General | 1. Do you have any questions or comments about this project that you would like clarified?<br>No, we have no questions or comments that require clarification at this time. Please see question 2 below for our response concerning the impacts and proposed mitigation of the project.<br><br>2. Do you have any questions or comments about the findings presented in the materials, including the potential impacts and mitigation?<br>Evergreen has been working in the Toronto ravines for over 20 years promoting work that ensures these greenspaces are thriving, healthy and sustainable. Our facility, Evergreen Brick Works, is located within the Lower Don Ravine and is considered a gateway and hub within this space. In partnership with the City of Toronto, TRCA and community partners, we've helped to realize critical infrastructure projects that support improved access for the public, and ecology projects to protect and enhance the existing biodiversity, and arts and culture projects that encourage placemaking. We believe in the collaboration to ensure the projects address the concerns of the public.<br>In response to the Metrolinx plan presented in November 2020, to create a layover track in the Lower Don Ravine, we're pleased to see some changes and concessions have been made based on previous feedback. Specifically,<br>• Relocating buildings to higher elevations and taking steps to further address flooding concerns<br>• Moving the facility outside of the ESA<br>• Minimizing impact by using existing access roads<br>However, we still have concerns with the proposed plan and strongly urge Metrolinx to reconsider their direction. This project will pose a significant intervention into areas that have been a focus of community attention for more than thirty years.<br>We see the following issues/challenges:<br>1. The New Layover facility is in proximity to Evergreen's current licensed program zone (beneath the Bloor Viaduct as well as the Gargoyle art installation) which will pose challenges to future programming. Regarding the Gargoyle art installation specifically, concessions for movement, replacement and improvement would be required;<br>2. Changes to the existing service road alongside the existing trail, which is the second most heavily used trail in Toronto, with thousands of regular trips per day. This may prove challenging to balance the road use with pedestrians and cyclists. It should also be acknowledged that this area provides a diversity of species including: deer, foxes, coyotes, American redstarts and numerous other locally significant flora and fauna. Changes to the service road must enhance, not destroy, local habitat in a manner that is demonstrable to naturalists, foresters and ecologists. Any design changes or upgrades to the road should have as small an impact as possible within the ravine ecosystem.<br>3. The extent of fencing should be minimized as the plans currently show a significant footprint. The current extent of fencing will have a negative affect on the movement of critical specifies in the area, as well, it unnecessarily creates pinch points between the trail and tracks. The fencing should be minimized to ensure natural sightlines are maintained.<br>4. Ensure the new facility has as little lasting impact on the wider environment as possible by meeting LEED platinum designs to minimize impact.<br>5. Finally, the recently released Lower Don Flood Mitigation Study proposes several solutions that could directly impact the placement and design of the Layover facility by using the same placement and stretch of track. How will these project connect and what are the larger implications and impacts to the surrounding area, environment and communities?<br>To strike a balance with these plans and ensure that Metrolinx is mitigating not only the impacts in the immediate vicinity of the project but also addressing the wider and longer-term impacts of these projects, we strongly encourage Metrolinx to consider the needs of the communities accessing these lands. Serious consideration needs to include concessions that benefit and service the wider community that regularly uses and benefits from the local ravine.<br>In your designs, we urge you to think beyond the needs of your project and consider integrating and modifying your design features to also serve the communities accessing the trails and improve the natural heritage of the ravines.<br>1. Increase Ease of Access to the Ravines for Pedestrians and Cyclists – Access to the Lower Don River trail system is fragmented with very few access points. For example, between Pottery Road and the Riverdale area far to the south, there are no access points for pedestrians and cyclists in the west to traverse Bayview Ave, the train tracks and the Don River to access the east side of the Don River trail system. Some form of pedestrian and cyclist bridge or other solution is desperately needed to cross these natural and human made barriers to allow better access. As a possible solution, Metrolinx could endorse and support a project that will see the pedestrian use of the rail line north of the layover | Thank you for taking the time to participate in the GO Expansion Public Information Centre and your interest in our work. Responses to your comments are provided below. Please take a look and let us know if you would like to book a meeting in the new year for a more in depth briefing on the project. · The "Monsters for Beauty, Permanence and Individuality" art installation is located to the south and west of the proposed Don Valley Layover site, which is to the north of the Bloor Viaduct. Metrolinx does not anticipate permanent impacts to the location of the art installation. Potential impacts during construction of the layover facility will communicated through our Community Relations team. The proposed layover does not preclude future programming within this area of the Don Valley. · Metrolinx recognizes the importance of the Lower Don Trail and it is our intent to minimize impact to the trail users during construction of the layover facility. Construction fencing will protect users from construction activities, and it is intended that bollards will delineate the trail from the access road once the layover becomes operational. Metrolinx has worked with both the City and TRCA to develop a design that is sympathetic to the surrounding area. A landscaping plan will be developed using species that found in the adjacent environmentally significant area and ravine park lands and minimizes impacts to the natural ecosystem which supports the local wildlife. · Landscaping design for the Don Valley layover will be developed that is environmentally sustainable with consideration of the surrounding area and the City of Toronto's Green Standards. The intent is that the visual impact of the layover facility will be reduced over time by means of a landscape and planting strategy that will be designed specifically for this sensitive location. Lighting will be selected that minimizes the impacts of light pollution on the surrounding landscape. A Visual Impact Assessment Report has been prepared that outlines potential visual impacts resulting from the project and presents associated mitigation measures. The Visual Impact Assessment Report can be accessed here: https://www.metrolinxengage.com/sites/default/files/new_track_facilities_visual_impact_assessment_report_draft.pd · Our objective is to minimize disturbance to the local wildlife. A thorough assessment of potential impacts to the natural environment has been completed and mitigation has been identified to avoid/offset these effects. Specifically, a Natural Environment Impact Assessment was completed in consultation with the City of Toronto and the TRCA to ensure local conditions/concerns were appropriately identified and addressed. The Natural Environment Impact Assessment considered the issue of wildlife movement. Specifically, it was determined that the position of the proposed layover to one side of the valley along an existing rail bed and adjacent to the Don Valley Parkway means the core of the valley floor and its connection to the Don River will remain intact and available for wildlife movement. The Natural Environment Impact Assessment report is available at the following link:<br>https://www.metrolinxengage.com/sites/default/files/new_track_facilities_naturai_environment_impact_assessment_report_draft.pdf. · The development of the layover's stormwater management and drainage design will have regard for the Lower Don Flood Mitigation Study and will align with the overall objectives for flood mitigation within the Lower Don Valley. It is important to note that the Lower Don Flood Mitigation Study is in the very early stages with the development of high-level options at this point. Metrolinx will be developing an Initial Business Case in the Spring of 2021, which will lead into further discussions but will not preclude the Don Valley layover from proceeding. · Currently, construction of additional connections to the Lower Don Trail is beyond the scope of this project, which is solely focused on achieving expanded GO Rail Transit service levels and is consistent with Metrolinx's mandate to expand transit throughout the region. · It should be noted that the construction of washroom facilities along the Lower Don trail would be limited by TRCA's concerns with development within the flood-prone area. · The majority of vegetation to be removed, which is estimated to be less than 0.5 ha based on the current reference concept design, consists of non-native vegetation communities. Compensation for these removals will occur in accordance with the Metrolinx Vegetation Guideline (2020). Metrolinx will work with the City and TRCA to prioritize compensation plantings within the Don Valley. Details on the compensation plan can be found in the Metrolinx Vegetation Guideline (2020) which can be accessed at Metrolinx's Engage website at the following link:<br>https://www.metrolinxengage.com/sites/default/files/Metrolinx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf. Your participation and feedback is an important part of our work, thank you again for contacting us, and please let me know if you would like to meet (virtually), for a briefing on the project and so we can answer any further questions. Metrolinx recognizes Evergreen is an important stakeholder in the Don Valley area, and in Toronto as a sustainability leader. If you would like to meet, please provide some dates and times in the new year that would work for your team. Sincerely, |

9.3.4.5 Toronto and Region Conservation Authority

The following commitments specific to the Toronto and Region Conservation Authority (TRCA) will be adhered to during detailed design and construction:

- Ensure that TRCA's Stormwater Management guidelines are adhered to during detailed design for layover/storage yard facilities;
- Additional coordination with TRCA will be carried out to complete a detailed hydraulic analysis for layover/storage yard facilities within a floodplain during detailed design;
- A slope stability analysis will be completed in consultation with the municipality for the Don Valley Layover and Unionville Storage Yard Facilities during detailed design;
- Metrolinx will work with the TRCA to address the overall setback distance (Erosion Hazard Limit) as described in TRCA Geotechnical Engineering and Design Submission Requirements, as well as the Erosion and Sediment Control Guide for Urban Construction;





- 2-D Hydrologic Engineering Center River Analysis System (HEC-RAS) modelling and cut-and-fill analysis for flood control and potential fluvial geomorphology investigation shall be completed at the Don Valley layover site, with consideration given to the latest Don River Hydrology Study by TRCA;
- Floodplain impacts resulting from the Don Valley Layover site will be mitigated to the extent that is feasible and reasonable;
- Options will be explored for Low Impact Development (LID) at the proposed Unionville Storage Yard facility site;
- The TRCA will be engaged during detailed design, as required, through the established Voluntary Project Review process; and
- Further discussions and consultation with TRCA will be undertaken as appropriate during detail design.

9.3.4.6 Halton Region Conservation Authority

FIGURE 5-20 EXCERPT OF THE CITY OF TORONTO'S ONLINE ZONING MAP

The City of Toronto's Secondary Plan – Downtown Plan is in full force and effect, and as such, the proposed Don Valley Layover Facility is partially located within the Core Circle (Parks and Public Realm) designation (see Figure 5-21). Policy 7.7 states that *"the Core Circle is a circuit of public spaces that connects existing natural features around Downtown, including the… Don River Valley... By improving access to and connections along the circuit over time, the Core Circle will form a legible public realm network."*





The Core Circle area is to serve local residents and workers with a continuous pedestrian/cycling route, to provide users with an immersive natural experience. Considering that the proposed Don Valley Layover is proposed adjacent to the Don Valley Parkway and is in close proximity to the Richmond Hill Rail Corridor, the surrounding area is currently industrialized to some degree. The facility is not anticipated to reduce the key functions of park users; that is the Lower Don River Trail is to remain open to provide a continuous pedestrian/cycling network.

*74EPR AppD2 p89*

Lands within the Don Valley are within the City of Toronto's Environmentally Significant Area (ESA) (see Figure 5-22). An ESA encourages protecting and enhancing the natural environment by carrying out good stewardship practices during and post development. Natural heritage features require special attention to preserve their environmentally significant qualities, provide ecosystem functions, promote biodiversity and increase resiliency. Any development should seek to minimize negative impacts and restore the ecological functions of the area, where possible. Metrolinx is aligned with the City of Toronto





to develop a layover facility outside of the City's ESA limits as to preserve the natural function of the Don River Valley.

*75EPR AppD2 P90*

There are no sensitive features within 100 metres of the proposed track work and therefore; therefore, there are no anticipated footprint impacts to sensitive features.

Riverdale Park West, Toronto Necropolis, Wellesley Park, Rosedale Ravine Lands and the Lower Don Parklands surround the corridor, and the Lower Don River Trail meanders throughout the Lower Don Parklands within this segment. It is acknowledged that Evergreen Brickworks has an agreement with the City of Toronto to use portions of the Lower Don Parklands to support activities, such as public programming and temporary art installation.

As a result, there are anticipated footprint impacts to adjacent parks due to the proposed site of the layover. Users will be able to continue recreation and leisure activities; however, the setting/experience may change as a result due to potential odour, visual and noise impacts associated with the proposed works and increase in train service. It is anticipated that temporary art installation opportunities may be altered due to the proposed Don Valley Layover. For public safety reasons, the facility must be fenced, which may result in access limitations for art installation, depending on location of such activities.

*76EPR AppD2 p93*