

RELIEF LINE

A horizontal blue line with eight red circular markers. Below the line, the word "SOUTH" is written in blue, spaced-out capital letters.

S O U T H

Environmental Project Report ERRATA

November 2018



Relief Line South Environmental Project Report – ERRATA

This document contains errata to the Relief Line South Environmental Project Report (EPR) (August 2018); the specific corrections have been identified in yellow.

The corrections reflect comments received during the 30-day public review period (August 14-September 13, 2018) from the Ministry of Tourism, Culture and Sport (MTCS) and [REDACTED]

Section 1 – Introduction and Background

No revisions required.

Section 2 – Study Process

No revisions required.

Section 3 – Preferred Transit Project Design

3.6.2 Construction Sites

Emergency Exit Building #5

Located at the southeast of Cavell and Pape Avenues, the construction zone impedes on two properties (627 and 629 Pape Avenue) that will need to be acquired and demolished. This EEB will be in close proximity to open cut excavation for cross-over tracks, and therefore, it is anticipated that the construction staging for this open-cut excavation will incorporate the construction and laydown areas for this EEB.

Section 4 – Consultation

No revisions required.

Section 5 – Existing and Future Conditions

5.4 Cultural Environment

5.4.1 Built Heritage Resources and Cultural Heritage Landscapes

To identify all cultural heritage resources potentially impacted by the Relief Line South, the Cultural Heritage Assessment Report CHAR, see **Appendix 6-2**), completed on June 28, 2018, defined study areas around the proposed station locations, all above-grade project components, and areas of the Relief Line South corridor where below-grade tunnelling is predicted to exceed acceptable vibration limits.

5.4.2 Archaeological Resources

The Project Area of the Stage 1 Archaeological Assessment is determined by a 120 metre buffer around the subterranean track centrelines of the linear Relief Line South Corridor. The project area under assessment includes the new above ground infrastructure components for the eight proposed Relief Line South stations and associated substations as well as the below ground Relief Line South alignment tunnel and associated platforms. In addition to these infrastructure components, ground surface disturbances are also anticipated for the open-cut launch and extraction shafts as well as the cut-and-cover construction areas along the alignment.

Areas of Archaeological Potential

The Stage 1 archaeological assessment has determined that there is **low** potential for the presence of significant **archaeological resources within the following** portions of the Relief Line South corridor project area:

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- a. Osgoode Interchange Station: all above ground infrastructure footprints (see Map 19-A of [Appendix 6-3](#))
- b. Queen Interchange Station: all above ground infrastructure footprints (see Map 19-B of [Appendix 6-3](#))
- c. Subterranean Tunnel and Stations: corridor alignment and station infrastructure tunneled 25-40 metres below ground except where open-cut shafts or cut-and-cover construction areas are proposed at ground surface level above (see Maps 19-A-I of [Appendix 6-3](#))

As such, it is recommended that these areas have no archaeological potential and may be considered free of further archaeological concern. No further archaeological assessment of these portions of the project area is required.

The Stage 1 Archaeological Assessment has also determined that there is potential for the presence of [archaeological resources within all](#) or part of the following portions of the Relief Line South corridor project area:

- a. Sherbourne Station: above ground infrastructure footprints encompassing greenspace/paved area northwest of where Sherbourne Street and Queen Street East intersect as well as paved area in northeast corner of Seaton Street and Queen Street East (see Map 19-C of [Appendix 6-3](#))
- b. Sumach Station: above ground infrastructure footprints encompassing greenspace northeast of King Street East and Sackville Street (Sackville Park) as well as greenspace west of the Richmond Street East/Eastern Avenue merger (see Map 19-D of [Appendix 6-3](#))
- c. Broadview Station: all above ground infrastructure footprints (see Map 19-E of [Appendix 6-3](#))
- d. Carlaw Station: above ground infrastructure footprints encompassing paved area in southwest corner of Carlaw and Colgate Avenues as well as greenspace in southwest corner of the schoolyard for Morse Street Junior P.S. (see Map 19-F of [Appendix 6-3](#))
- e. Gerrard Station: above ground infrastructure footprints in paved area north (1) and northeast (2) of Riverdale Shopping Centre (see Map 19-G of [Appendix 6-3](#))
- f. Pape Interchange Station: above ground infrastructure footprint (northern street entrance) west of Pape Avenue (see Map 19-H-I of [Appendix 6-3](#))
- g. Cut-and-cover construction areas: ground surface (pavement) disturbances located along Pape Avenue (encompassing Launch Shaft 3 and Extraction Shafts 2 and 3), along Queen Street West (encompassing Extraction Shaft 1), as well as within Queen Street East encompassing the subterranean station footprint for Sherbourne Station and within Carlaw Avenue encompassing the subterranean station footprint for Carlaw Station (see Map 19-A-I of [Appendix 6-3](#))
- h. Launch Shafts 1 and 2: ground surface (pavement) disturbances located within the Broadview Station subterranean station footprint (see Map 19-E of [Appendix 6-3](#))
- i. Wye track connections: ground surface (greenspaces and residential structures on periphery) disturbances located within Logan Avenue and Langford Parkettes (see Map 19-H of [Appendix 6-3](#))

As such, it is recommended that these areas have archaeological potential requiring further archaeological assessment in the form of Stage 2-3 property survey and assessment as described in the Stage 1 Archaeological Assessment. The Stage 1 Archaeological Assessment can be found in [Appendix 6-3](#).

Section 6 – Detailed Assessment of Impacts, Proposed Mitigation and Monitoring of the Transit Project

6.2.4 Cultural Environment

Built Heritage Resources and Cultural Heritage Landscapes

Mitigation

Property-specific recommendations have been made to ensure impacts from adjacent excavation and construction, as well as installation of below and above grade project components, will be mitigated during detailed design, including first and foremost seeking ways to avoid the impact. Where avoidance is determined to not be a feasible option, then additional evaluation may be needed.

As currently proposed, the project will permanently impact two protected heritage properties, one listed property, and thirteen properties of potential cultural heritage value or interest, resulting in alteration or attrition of irreplaceable cultural heritage resources. Alterations proposed for 250 Queen Street West/ 155-161 John Street will also result in permanent alteration and residual visual impact to the Queen Street West Heritage Conservation District. Further studies such as heritage impact assessments and conservation plans are recommended for these impacted properties during detailed design to identify measures for long-term conservation of the resources and reduce adverse visual effects.

In particular, and as noted on the following pages, if impact to the properties at 250 Queen Street West/ 155-161 John Street and 972-978 Queen Street East cannot be avoided, then evaluation using the criteria prescribed in both O. Reg. 9/06 and O. Reg. 10/06 will be undertaken, in consultation with MTCS (Table 6-6 and [Table 6-8](#)).

Archaeological Resources

The Stage 1 Archaeological Assessment has determined that there is [low](#) potential for the presence of significant [archaeological resources within the following](#) portions of the Relief Line South alignment:

- a. Osgoode Station: all above ground infrastructure footprints (see Map 19-A of [Appendix 6-3](#));
- b. Queen Station: all above ground infrastructure footprints (see Map 19-B of [Appendix 6-3](#)); and
- c. Subterranean Tunnel and Stations: corridor alignment and station infrastructure tunnelled 25-40 metres below ground except where open-cut shafts or cut-and-cover construction areas are proposed at ground surface level above (see Maps 19-A-I of [Appendix 6-3](#)).

As such, it is concluded that these areas have no archaeological potential and may be considered free of further archaeological concern. No further archaeological assessment of these portions of the Project Area is required.

This Stage 1 Archaeological Assessment has also determined that there is potential for the presence of [archaeological resources within all or part](#) of the following portions of the Relief Line South alignment:

- a. Sherbourne Station: above ground infrastructure footprints encompassing greenspace/paved area northwest of where Sherbourne Street and Queen Street East intersect as well as paved area in northeast corner of Seaton Street and Queen Street East (see Map 19-C of [Appendix 6-3](#))

- b. Sumach Station: above ground infrastructure footprints encompassing greenspace northeast of King Street East and Sackville Street (Sackville Park) as well as greenspace west of the Richmond Street East/Eastern Avenue merger (see Map 19-D of Appendix 6-3)
- c. Broadview Station: all above ground infrastructure footprints (see Map 19-E of Appendix 6-3)
- d. Carlaw Station: above ground infrastructure footprints encompassing paved area in southwest corner of Carlaw and Colgate Avenues as well as greenspace in southwest corner of the schoolyard for Morse Street Junior P.S. (see Map 19-F of Appendix 6-3)
- e. Gerrard Station: above ground infrastructure footprints in paved area north (1) and northeast (2) of Riverdale Shopping Centre (see Map 19-G of Appendix 6-3)
- f. Pape Interchange Station: above ground infrastructure footprint (northern street entrance) west of Pape Avenue (see Map 19-H-I of Appendix 6-3)
- g. Cut-and-cover construction areas: ground surface (pavement) disturbances located along Pape Avenue (encompassing Launch Shaft 3 and Extraction Shafts 2 and 3), along Queen Street West (encompassing Extraction Shaft 1), as well as within Queen Street East encompassing the subterranean station footprint for Sherbourne Station and within Carlaw Avenue encompassing the subterranean station footprint for Carlaw Station (see Map 19-A-I of Appendix 6-3)
- h. Launch Shafts 1 and 2: ground surface (pavement) disturbances located within the Broadview Station subterranean station footprint (see Map 19-E of Appendix 6-3)
- i. Wye track connections: ground surface (greenspaces and residential structures on periphery) disturbances located within Logan Avenue and Langford Parkettes (see Map 19-H of Appendix 6-3)

As such, it is recommended that these areas have archaeological potential requiring further archaeological assessment in the form of Stage 2-3 property survey and assessment as described in the Stage 1 Archaeological Assessment. The Stage 1 Archaeological Assessment can be found in **Appendix 6-3**.

Section 7 – Commitments to Future Work

No revisions required.

EPR Appendices

Appendix 3-1 Relief Line South Horizontal and Vertical Alignment

- Page 10: reference to Eaton Ave will be revised to Muriel Ave

Appendix 3-3 Construction Plan

- Page 10: reference to Eaton Ave will be revised to Muriel Ave

Appendix 5-1 Natural Environment- Conditions Report

- Appendix 5-1 Natural Environment- Conditions Report has been updated with the [attached](#).